



City of Cockburn
Ordinary Council Meeting
Agenda Paper

For Thursday, 12 April 2018



City of Cockburn
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Western Australia 6965

Cnr Rockingham Road and
Coleville Crescent, Spearwood

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NOTICE OF MEETING

Pursuant to Clause 2.4 of Council's Standing Orders, an Ordinary Meeting of Council has been called for Thursday 12 April 2018. The meeting is to be conducted at 7:00 PM in the City of Cockburn Council Chambers, Administration Building, Coleville Crescent, Spearwood.

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

A handwritten signature in black ink, appearing to read 'Stephen Cain', is written over a horizontal line.

Stephen Cain
CHIEF EXECUTIVE OFFICER

CITY OF COCKBURN

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CITY OF COCKBURN

AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 APRIL 2018 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. APOLOGIES & LEAVE OF ABSENCE**
- 6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**

Nil
- 7. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON
NOTICE**

Nil
- 8. PUBLIC QUESTION TIME**

9. CONFIRMATION OF MINUTES

9.1 MINUTES OF THE ORDINARY COUNCIL MEETING - 8/3/2018

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 8 March 2018 as a true and accurate record.

9.2 MINUTES OF THE SPECIAL COUNCIL MEETING - 28/3/2018

RECOMMENDATION

That Council confirms the Minutes of the Special Council Meeting held on Wednesday, 28 March 2018 as a true and accurate record.

10. DEPUTATIONS

11. BUSINESS LEFT OVER FROM PREVIOUS MEETING (IF ADJOURNED)

Nil

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

13. COUNCIL MATTERS

Nil

14. PLANNING & DEVELOPMENT DIVISION ISSUES

14.1 PROPOSED SCHEME AMENDMENT NO. 129 - RATIONALISATION OF HARVEST LAKES STRUCTURE PLANS (BASIC AMENDMENT)

Author(s)	D Di Renzo
Attachments	1. Harvest Lakes Structure Plans for Amendment No. 129 ↓ 2. Scheme Amendment No. 129 Map ↓
Location	Various lots in Atwell
Owner	Various
Applicant	N/A
Application Reference	N/A

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 amend the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
 1. Rezoning various lots in part of Atwell within 'Development Area 10' – Atwell South Development Zone' from 'Development' zone to 'Residential R12.5', 'Residential R20', 'Residential R25', 'Residential R40', 'Residential R50', 'Residential R60', 'Residential R80', and 'Local Centre (R80)' zone as depicted in the Scheme Amendment Map (Attachment 2).
 2. Reserving various areas of land 'Public Purposes: Parks and Recreation' and 'Public Purposes: Local Road' as depicted in the Scheme Amendment Map (Attachment 2).
 3. Reserving Lot 449 and 450 Aurora Drive, Atwell 'Public Purposes: Primary School'.
 4. Deleting 'Development Area 10 – Atwell South Development Zone' from all lots on the Scheme map with the exception of those identified as 'Mixed Use' in the 'Harvest Lakes' and 'Harvest Lakes Village' Structure Plans.
- (2) Note the amendment referred to in resolution (1) above is a 'basic amendment' as it satisfies the following criteria of Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*:

an amendment to the scheme map that is consistent with a

structure plan, activity centre plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme currently includes zones of all the types that are outlined in the plan;

- (3) Upon preparation of amending documents in support of resolution (1) above, determine that the amendment is consistent with Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the amendment be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, 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.

Background

There are three adopted Structure Plans for the south Atwell area, bounded by the Kwinana Freeway to the west, Bartram Road to the north, Tapper Road to the east, Gibbs Road to the south, as follows:

- Harvest Lakes Structure Plan – Adopted 3/10/2006
- Beenyup Road (Lot 61) – Adopted 19/08/2002
- Harvest Lakes Village Centre – Adopted 12/05/2011

The adopted Structure Plans have served their purpose in guiding subdivision and development of the area, and development in accordance with the Structure Plans has now occurred.

Submission

N/A

Report

The purpose of this basic Amendment is to rationalise three Structure Plans within 'Development Area 10' (south Atwell) into the City of Cockburn Town Planning Scheme No. 3 where identified zonings correlate to those in the City of Cockburn Town Planning Scheme No. 3 ("Scheme"). This will remove an additional layer of planning added by the Structure Plans and Development Area which is no longer required. The Scheme Amendment Map is shown as Attachment 2.

The subject area is zoned 'Development' and 'Development Area 10' ("DA 10") pursuant to the Scheme.

The purpose of the 'Development' zone is to require a Structure Plan to guide subdivision and development. The 'Development Area 10' provisions set out the requirement for a Structure Plan, and specific guidance for the design of the Structure Plan and the Village Centre. Given that Structure Plans were approved in accordance with these requirements and have now been implemented, these provisions serve no further purpose and are proposed to be deleted from the subject area.

The proposed amendment will rezone the subject area from 'Development' zone and 'DA 10' to the correlating zones and reserves identified on the Structure Plans, as shown in Attachment 1. This is deemed to be a 'basic amendment' in accordance with Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015, as it is an amendment to the Scheme map that is consistent with a structure plan that has been approved under the Scheme where the Scheme currently includes zones of all the types that are outlined in the plan. In accordance with the Regulations no advertising is required.

There are a number of Local Development plans adopted throughout the three Structure Plan areas which will continue to be operational in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Harvest Lakes Structure Plan (Atwell South) – Adopted 3/10/2006

The Harvest Lakes Structure Plan is the largest Structure Plan in this area, and primarily designated the local road network, and a range of residential codings from R12.5 to R60.

The Structure Plan also includes public open space; and a primary school site. All areas of POS have been embellished and ceded, and the primary school (Harmony Primary School) has been developed and established.

While some other terms are used in the Structure Plan, such as 'Cottage Lots', 'Special Character Lots', and 'Ridge Top Lots', these are each also designated a Residential zoning and an applicable coding which clearly correlates to zonings/codings pursuant to the Scheme and Residential Design Codes.

With the exception of the 'Mixed Use' lots, all of these zonings and reserves directly correlate to zonings and reservations pursuant to the Scheme, therefore it is proposed that all lots are rezoned from the 'Development' zone accordingly, and that 'DA 10' be deleted from the subject lots, which excludes those lots identified as 'Mixed Use'.

The Structure Plan designates a small number of 'Rural Residential' lots over the 'Water Protection' area. These lots fall outside DA 10 and already have a 'Resource' zoning pursuant to the Scheme, therefore no change is proposed to these lots.

Harvest Lakes Village Centre – Adopted 12/05/2011

The Harvest Lakes Village Centre Structure Plan includes the Harvest Lakes Shopping Centre. It sets out the local road network for this area, and includes a range of medium to high density residential codings from R30 to R80; and POS.

With the exception of the 'Mixed Use' lots, all of these zonings and reserves directly correlate to zonings and reservations pursuant to the Scheme, therefore it is proposed that all lots are rezoned from the 'Development' zone accordingly, and that 'DA 10' be deleted from this Structure Plan area.

Beenyup Road (Lot 61) – Adopted 19/08/2002

Lot 61 Beenyup Road Structure Plan primarily designates a local road network; 'Residential' zonings with codings between R25 and R40; and a central area of POS.

All of these zonings and reserves directly correlate to zonings and reservations pursuant to the Scheme, therefore it is proposed that all lots are rezoned from the 'Development' zone accordingly, and that 'DA 10' be deleted from this Structure Plan area.

'Mixed Use' Area – Subject to Scheme Amendment No. 130

The rationalisation proposed by this Amendment excludes 26 lots that are identified as 'Mixed Use' in the Harvest Lakes and Harvest Lakes Village Structure Plans. These lots are subject to a separate Scheme Amendment (No. 130).

The rezoning of these lots requires separate consideration as a 'standard amendment' because the correlating 'Mixed Use' zoning in the Scheme is not considered to be appropriate given the single residential subdivision and development that has occurred in this area.

It is therefore proposed that the 'Mixed Use' lots be rezoned to 'Residential R40', and this is deemed to be a 'Standard Amendment' which requires advertising. This will enable consultation with the relevant landowners to occur.

Scheme Amendment No. 130 also proposes to remove DA 10 in its entirety, including deleting it from the Table 9 of the Scheme.

Conclusion

Proposed Amendment No. 129 will rationalise the zonings and reserves outlined in the three Harvest Lakes Structure Plans into the Scheme (with the exception of the 'Mixed Use' lots being dealt with by Amendment No. 130), removing a layer of planning that is no longer required.

It is therefore recommended that Council adopt the Amendment for referral to the Environmental Protection Authority ("EPA"), and upon receipt of advice from the EPA that formal assessment is not required, refer the Amendment to the Western Australian Planning Commission for the endorsement of final approval by the Hon. Minister for Planning.

Strategic Plans/Policy Implications

City Growth

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

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

The Scheme Amendment documentation has been prepared by Strategic Planning.

Legal Implications

N/A.

Community Consultation

Not applicable. This amendment is an administrative matter and there is no opportunity for any party to suggest changes or modifications.

As per Part 5 of the *Planning and Development (Local Planning Schemes) Regulations*, there several amendment types: basic, standard and complex. These are defined in Part 5, Division 1, Regulation 34.

A basic amendment (such as this) requires no consultation. A standard amendment is 42 days consultation and a complex amendment is 60 days consultation in recognition that such proposals which have a greater impact on the community are given a longer period of consideration.

Scheme Amendment No. 130 which proposed to rezone the 'Mixed Use' lots within the Harvest Lakes and Harvest Lakes Village Structure Plans will be subject to community consultation in accordance with the requirements for standard amendments.

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.

Advice to Proponent(s)/Submitters

N/A

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

Nil.





**PROPOSED STRUCTURE PLAN
 LOT 61 BEENYUP ROAD, ATWELL
 for Peet & Company Limited**

Managed and Marketed by:
PEET
Bringing Land to Life!
 Peet & Company Limited (Est. 1895)
 200 St Georges Terrace Perth WA 6000
 Internet: <http://www.peet.com.au>

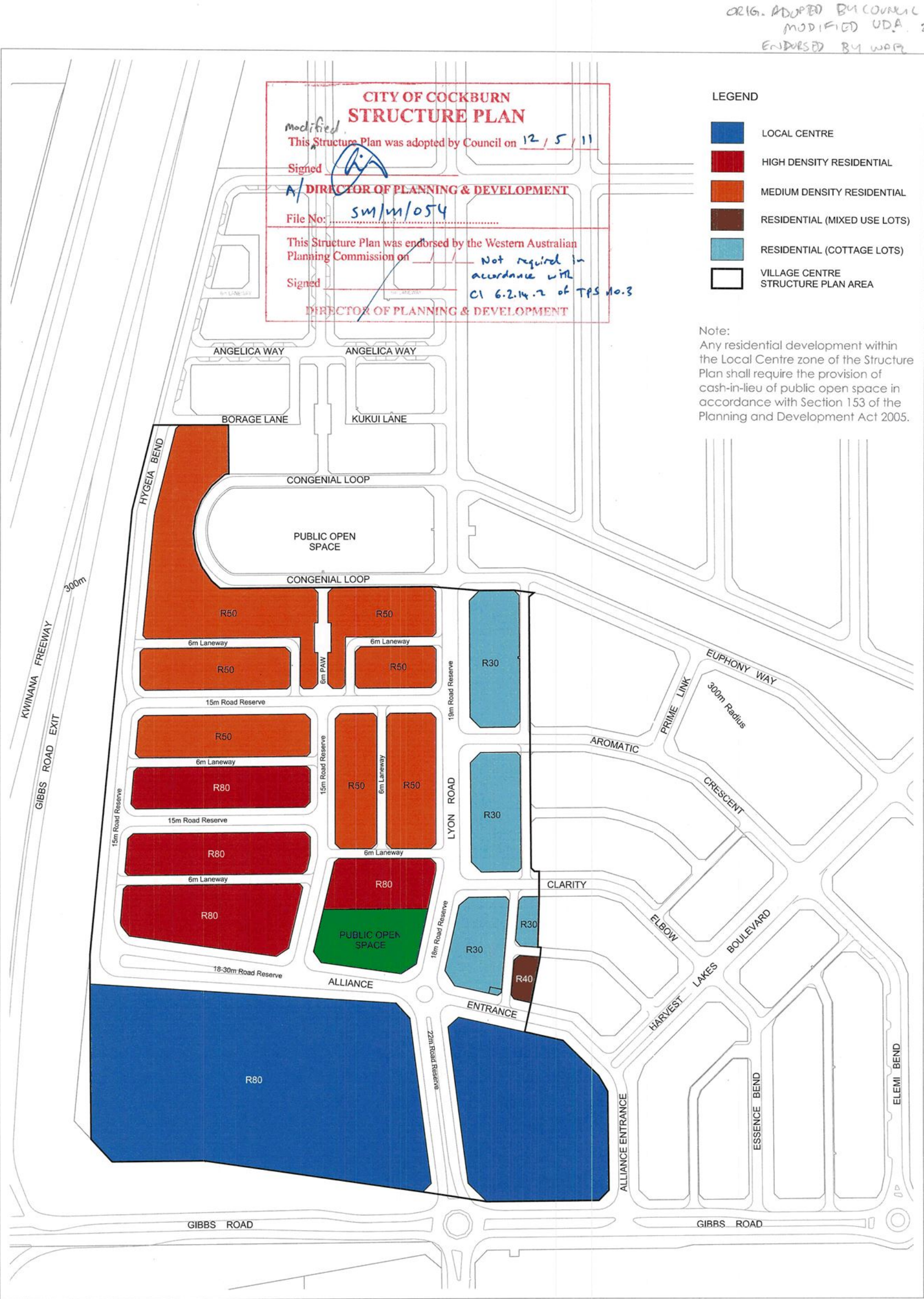


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DATE: 08.03.2002
 SCALE: 1:1200 @ A1
 REF: P10b25

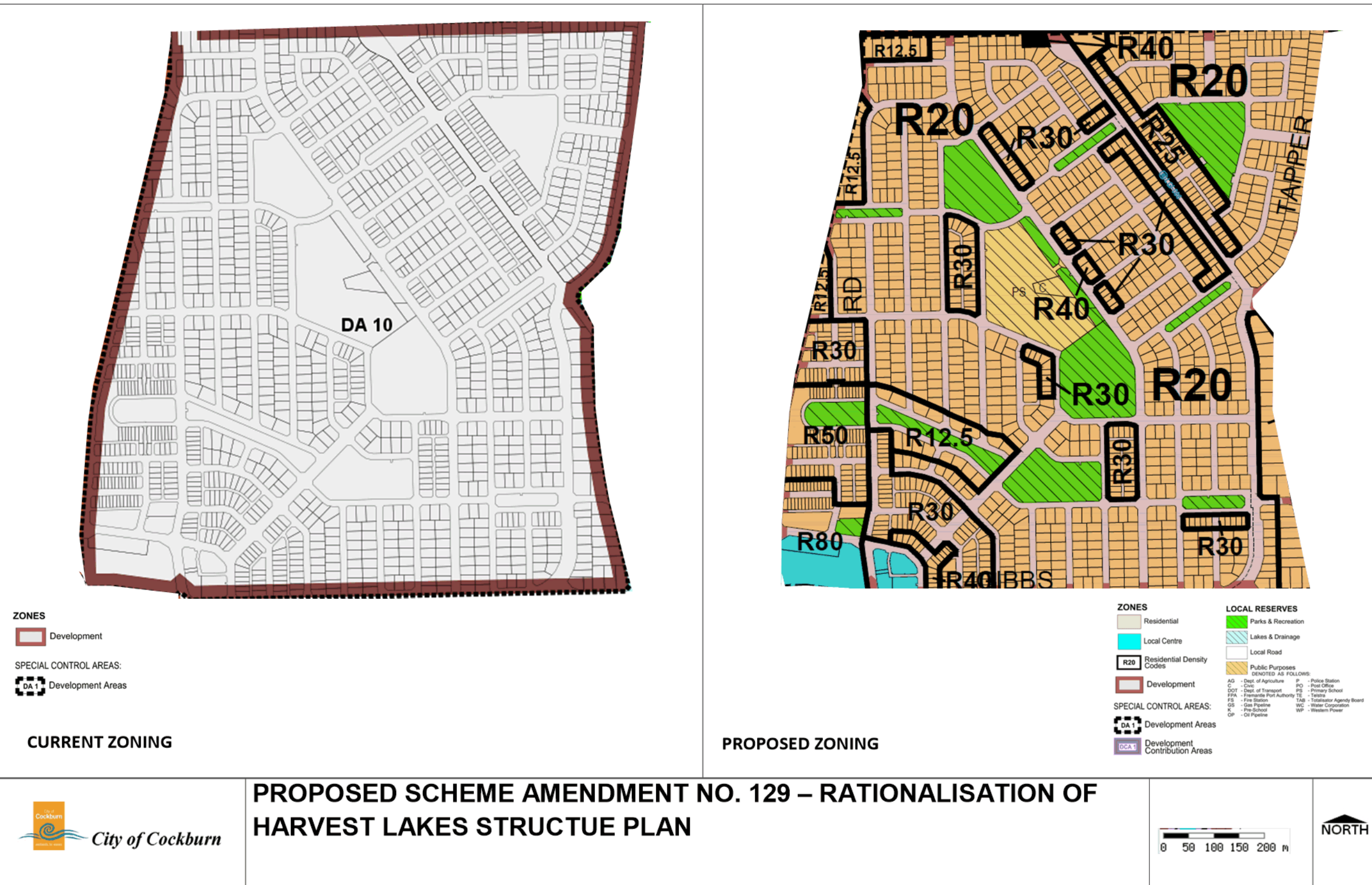




Harvest Lakes Village Centre Structure Plan
Atwell
City of Cockburn

DRAWING NUMBER STR09		REV N	 SCALE: 1:2000 SHEET A3	robertsday perth sydney melbourne dubai Level 1 130 Royal Street, East Perth Western Australia 6004 AUSTRALIA T: 61 8 9218 8700 F: 61 8 9218 8701 www.robertsday.com.au
REFERENCE NUMBER LAN ATW				
0 40 80m				
ISSUE DESCRIPTION				

N 300m radius rem. + add note
M 300m radius added
L minor modifications
K base plan
YYMMDD DRAWN APPVD



14.2 PROPOSED SCHEME AMENDMENT NO. 130 - REZONING OF HARVEST LAKES STRUCTURE PLAN 'MIXED USE' LOTS FROM 'DEVELOPMENT' ZONE TO 'RESIDENTIAL R40'

Author(s)	D Di Renzo
Attachments	1. Harvest Lakes Structure Plans for Amendment No. 130 ↓
Location	Various lots in Atwell
Owner	Various
Applicant	N/A
Application Reference	N/A

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005, amend the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
 1. rezoning various lots identified as 'Mixed Use' in the 'Harvest Lakes' and 'Harvest Lakes Village' Structure Plans in Atwell from 'Development' zone to 'Residential R40'; and
 2. deleting 'Development Area 10 – Atwell South Development Zone' from the Scheme map and Table 9 of the Scheme.
- (2) Note the amendment referred to in resolution (1) above is a 'standard amendment' as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve;

an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;

an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;

an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;
- (3) Upon preparation of amending documents in support of resolution (1) above, determine that the amendment is consistent

with Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the amendment be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, be advertised for a period of 42 days in accordance with the Regulations.

Background

There are three adopted Structure Plans for the south Atwell area; bounded by Kwinana Freeway to the west, Bartram Road to the north, Tapper Road to the east and Gibbs Road to the south, as follows:

- Harvest Lakes Structure Plan – Adopted 3/10/2006
- Beenyup Road (Lot 61) – Adopted 19/08/2002
- Harvest Lakes Village Centre – Adopted 12/05/2011

The adopted Structure Plans have served their purpose in guiding the coordinated subdivision and development of the area, and development in accordance with the Structure Plans has now occurred.

Scheme Amendment No. 129 proposes to rationalise the majority of the zonings and reserves depicted in the Structure Plan into the Scheme. However, there are 26 lots identified as 'Mixed Use – R40' which require separate consideration because the 'Mixed Use' zoning pursuant to the Scheme is not considered to facilitate an appropriate range of uses in the context of the subdivision and development that has occurred. Importantly the recommended rezoning will address the predominant development of these lots which has been for Single Dwellings. The land in question is shown following:



Submission

N/A

Report

The Structure Plans in the south Atwell area have served their purpose in guiding subdivision and development of the area, and development in accordance with the Structure Plans has now occurred.

The Structure Plans are being rationalised into the Scheme via a basic Amendment (Scheme Amendment No. 129) where the zonings identified within the Structure Plans directly correlate to zonings in the Scheme.

However, there are 26 lots identified as 'Mixed Use – R40' within three cells, with most of the lots being located within close proximity to the

local centre (see Attachment 1). The Harvest Lakes and Harvest Lakes Village Structure Plan identified these lots as 'Mixed Use' as follows:

Land use flexibility will also be provided through the allocation of a small cell of 'Mixed Use' to the north-east of the Neighbourhood Centre, which extends eastwards beyond the Village Centre Structure Plan area along Harvest Lakes Boulevard. This will present an opportunity for a mix of varied but compatible land uses such as residential housing, offices, and commercial to a high standard of architectural design along this important connection to activate the streetscape throughout the day and night.

The Structure Plans include a table of those uses that were intended to be permissible under the Harvest Lakes Village Centre Structure Plan. However, the 'Mixed Use' cells were subsequently subdivided into 26 lots ranging in size from 283sqm to 417sqm that were all developed with single dwellings in approximately 2010.

A larger lot (approximately 1380sqm) on the corner of Bartram and Beenyup Road (180 Bartram Road) was identified as 'Mixed Use' with the commercial land uses restricted to 'Homestore' as defined in the Scheme. This lot has been developed for 12 multiple dwellings.

The Scheme defines 'Homestore' as – *"any shop with a net lettable area not exceeding 100 square metres attached to a dwelling and which is operated by a person resident in the dwelling."*

With the exception of some home-based businesses that have been approved as a 'home occupations', there has been no 'commercial' development approved on these 'Mixed Use' lots.

All commercial uses have been developed in the 'Local Centre' zone which has become the focus of activity in this area. The adjacent area outside the 'Local Centre' zone, including the subject lots, have a residential use and character.

While there is a 'Mixed Use' zone pursuant to the Scheme (introduced subsequent to the adoption of the Harvest Lakes Structure Plans), this is intended to accommodate a mixed use environment, for example shop-top housing. For this reason a 'Single House' in the 'Mixed Use' zone is an 'X' use (ie. not permitted).

The development that has occurred on these lots is entirely single residential in character, and a number of the uses that are permissible in the 'Mixed Use' zone would not be appropriate given the size of the lots that have been created, the form of development that has occurred (ie. single residential dwellings that do not incorporate adaptive ground floors or other such features), limited access and parking.

Importantly, given that a 'Single House' is an 'X' use, rezoning these lots to 'Mixed Use' would render the current development on these lots as non-conforming uses pursuant to the Scheme, which is undesirable.

The range of permissible uses that are identified in the Structure Plan for the 'Mixed Use' area include uses such as 'Light Industry', 'Service Industry' and 'Motor Vehicle Repairs'. These uses would not be appropriate on any of these lots due to the size of the lots, access arrangements, parking, and critically the impact on residential amenity.

For the larger lot at 180 Bartram Road that was developed for 12 multiple dwellings, it is unlikely that there would be any proposed 'Homestore' as facilitated by the Structure Plan given the conventional design and construction of the apartments. Notwithstanding, 'Homestore' is an 'A' use in the 'Residential' zone, which means that there is still discretion to consider such a use should it be proposed.

It is therefore considered that the most appropriate zoning for these lots in the context of the development that has occurred is 'Residential R40' to ensure that residential amenity is protected, and an appropriate range of land uses facilitated in this area.

It is therefore proposed that the subject lots be rezoned from 'Development' zone to 'Residential R40', and that DA 10 be deleted from the Scheme map and removed from Table 9 of the Scheme.

The adopted Local Development Plans will continue to be operational in accordance with the Regulations.

This is deemed to be a 'Standard Amendment' which requires advertising for 42 days. This will enable consultation with the relevant landowners to occur, whereby a detailed explanation of the implications of the proposed rezoning will be outlined.

Conclusion

It is recommended that Council adopt proposed Amendment No. 130 for the purposes of community consultation to ensure an appropriate zoning for the 'Mixed Use' lots in the Harvest Lakes and Harvest Lakes Village Structure Plan areas.

In conjunction with Scheme Amendment No. 129, the proposed Amendment will rationalise the three Harvest Lakes Structure Plans in south Atwell into the Scheme, removing a layer of planning that is no longer required to guide subdivision and development.

Strategic Plans/Policy Implications

City Growth

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

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

Nil. The Scheme Amendment documentation has been prepared by Strategic Planning.

Legal Implications

N/A

Community Consultation

As per Part 5 of the Planning and Development (Local Planning Schemes) Regulations, there several amendment types: basic, standard and complex. These are defined in Part 5, Division 1, Regulation 34. A standard amendment (such as this) requires 42 days consultation.

All landowners of the subject lots, and the adjacent lots will be consulted on the proposed Amendment.

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.

The proposed rezoning is considered to provide the most appropriate zoning for the subject lots. The risk with alternatively rezoning the lots to 'Mixed Use', rather than the recommended 'Residential R40' is that 'single house' will be an 'X' use, therefore rendering existing development as a 'non-conforming' use. This will have various implications for landowners, including triggering requirements for planning approval for any works.

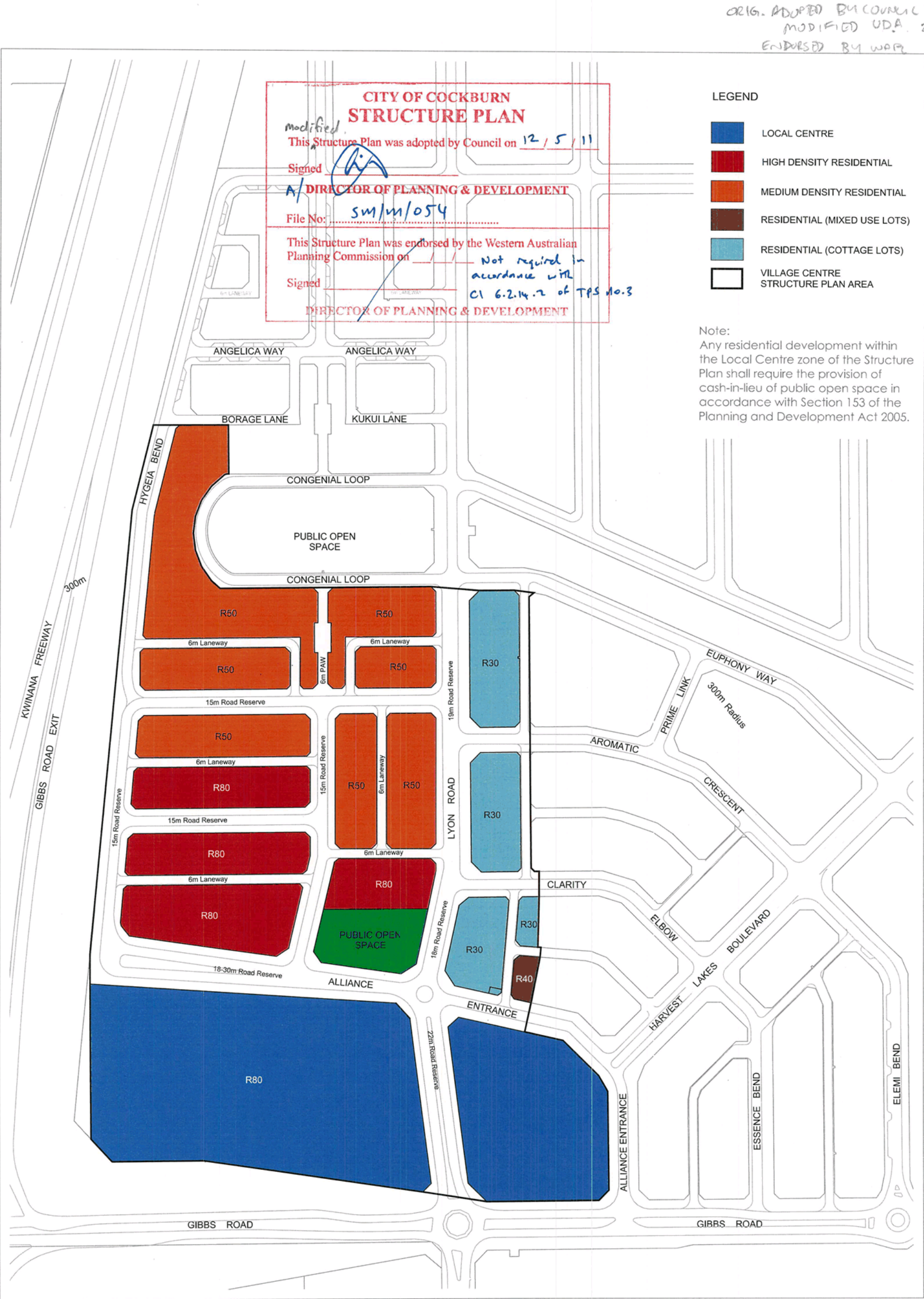
Advice to Proponent(s)/Submitters

N/A

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

Nil.





Harvest Lakes Village Centre Structure Plan
Atwell
City of Cockburn

DRAWING NUMBER: STR09
REV: N
REFERENCE NUMBER: LAN ATW
SCALE: 1:2000
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N
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14.3 2018 REVIEW OF THE HOUSING AFFORDABILITY AND DIVERSITY STRATEGY (2014)

Author(s) R Pleasant

Attachments

1. CoC Housing Affordability & Diversity Strategy Update 2018 [↓](#)
2. Seniors Housing Co-Design Research Project [↓](#)

RECOMMENDATION

That Council

- (1) adopt the 2018 review of the Housing Affordability and Diversity Strategy provided at attachment 1; and
- (2) support the recommendations including the seniors housing co-design project detailed at attachment 2.

Background

In 2014 the City adopted its first Housing Affordability and Diversity Strategy providing a strong basis for understanding the key housing issues and opportunities facing Cockburn and its residents. These include –

- A mismatch between our dwelling stock and projected population and their household needs – specifically the need to diversify the dwelling stock which is dominated by 3 and 4 bedroom dwellings (over 90% of supply);
- The need for compact and accessible urban form to ensure Cockburn is sustainable in its approach to land use planning;
- The need to encourage affordable living options for a range of low to moderate income households;
- The need for adaptable housing for our aging population and people with disabilities, and;
- A greater provision of aged care facilities and crisis accommodation.

In response, the 2014 Strategy identified 3 focus areas to guide specific actions -

- Planning mechanisms to remove housing supply barriers and promote key housing needs;

- Promotion of partnership opportunities, and;
- Opportunities for leadership, advocacy and communication by the City and others.

Over the last 3 years the City has actioned a number of recommendations with resulting success. However despite these initiatives, the aim of affordable and diverse housing remains an ongoing matter of important that the City is committed to continue to address. The City recommends Council adopt this review of the Strategy, and support the recommendations specific to the seniors housing co-design project.

Submission

N/A

Report

Overview and context

There are a number of demand and supply side factors influencing the affordability issue, coupled with the notion of consumer and market preferences driving a response to housing provision that is yet to be balanced in respect of the diversity challenge.

Closely related to the aims of the Housing Affordability and Diversity Strategy, the City over the last 8 years has delivered revitalisation strategies for the City's most established suburbs. The City's revitalisation strategies have resulted in rezoning's to allow for greater housing densities and encourage growth – with a particular intent to allow for infill of smaller dwellings to compliment the significant number of 3 to 4 bedroom homes which represent over 90% of the City's dwelling stock. Over the last 5 years, the rezonings have resulted in considerable infill growth particularly in Spearwood and Hamilton Hill and it is hoped that these homes are providing much needed alternatives for certain households including more affordable opportunities.

Recognising this context, the City is therefore keen to identify what has been the impact of the 2014 Housing strategy and the new homes delivered over the last 5 years. Have the actions and interventions undertaken contributed to the housing needs of our current and future population? This question highlights the intent of the review in addition to reporting on the relevant data from the 2016 Australian Bureau of statistics data.

Key Achievements

Before commencing the discussion on the review, it is worth reflecting on the key achievements to date over the first four years of the strategy. These include:

- Incentivising the development of ancillary dwellings through making them exempt from the requirement for development approval, as well as preparing a new Local Planning Policy for Ancillary Dwellings that sets out criteria for consideration under the 'Design Principles' of the Residential Design Codes (including plot ratio greater than 70m²) to ensure ancillary dwellings are able to meet the needs of people with disabilities;
- Creating an affordable housing incentive framework within the Cockburn Coast and Cockburn Central West development areas in partnership with Landcorp;
- Continuing the advancement of the City's revitalisation strategies, most recently being the completion of the Lakes and commencement of the Yangebup Strategy;
- Minimising costs associated with subdivision and development particularly within new greenfield areas, through site responsive design that limits retaining walls, maximises opportunities for balancing cut to fill, avoiding bush prone areas etc;
- Ensuring housing mix within structure plans to promote housing choice and more affordable housing options;
- Encouraging the development of aged and/or dependent persons dwellings through modifying Local Planning Policy APD12 to allow such to be configured in less than a minimum of five dwellings, and not necessarily requiring a section 70A notification on title;
- Encouraging the development of single bedroom dwellings through allowing a second multi-purpose room in development scenarios where plot ratio does not exceed 70sqm;
- Facilitating the release of City owned land in strategic areas to help facilitate new housing development, and especially mixes to increase housing diversity.

A key focus on the review of this Strategy however are the findings that sees infill dwellings still being configured as either three or four bedrooms. This provides particularly an interesting focus for the City's established suburbs, where demographic characteristics may provide an opportunity to research and test the market ability to respond with different format housing to meet needs of the area.

This is supported by census data, that shows despite delivery of an increasingly diverse housing mix, there is still a significant imbalance with larger dwellings across the City.

Number of bedrooms <i>Occupied private dwellings</i>	Cockburn (C)	%
None (includes bedsitters)	49	0.1
1 bedroom	1,001	2.7
2 bedrooms	3,183	8.7
3 bedrooms	12,378	33.9
4 or more bedrooms	19,173	52.5
Number of bedrooms not stated	703	1.9
Average number of bedrooms per dwelling	3.5	--
Average number of people per household	2.7	--

The final point is looking at aged persons development. Whereas a number of the actions which have been achieved addressed delivering greater numbers of aged persons dwellings, there has been minimal delivery over the last 3 years within Cockburn's most established suburbs - Spearwood and Hamilton Hill. This points to an excellent opportunity to focus on how the City could seek to encourage this, noting the demographic characteristics pointing to an underlying demand for housing which is right sized to the needs of seniors.

Scope of the review

This 2018 review provides an update on the 2016 Australian Bureau of Statistics with a specific focus on household and population current and future forecasts. The review also reports on dwelling types approved within the last 2 years within Cockburn's most established suburbs Spearwood and Hamilton Hill. Collectively this information is used identify further recommendations to those identified within 2014.

Summary of review findings

Strategy objectives

The key objectives adopted in the 2014 Strategy remain relevant – in particular the continued need to promote alternative forms of housing for an increasingly diverse community. A further objective is recommended – *“To promote and influence appropriate housing for our aging population.”* This is further discussed below.

Policy context

With regard to the wider affordable housing policy context, no further advancement has been formally undertaken by the State Government regarding the State's Affordable Housing Strategy document advertised

in 2014. Therefore it is recommended the City continue advocating and lobbying for State Government leadership on affordable housing matters for a range of age groups including policy frameworks.

The City is currently reviewing the Local Planning Strategy in 2018 with a key housing issue raised relating to the types of housing currently being brought to the market. This being a focus on designing for resale and generally not designed to meet specific needs. This is seen as a specific market distortion, that is unnecessarily adding upfront capital cost to housing and not actually delivering different housing forms in the City.

There is also a dominance of one style of housing within Cockburn's suburban areas for single detached dwellings – that being single story double-brick 3-4 bedroom homes. A key recommendation is to identify a program of small research projects and/or actions to identify new opportunities for innovative approaches targeted at sub group specific housing needs. The first to be undertaken is the seniors co-housing design project discussed below.

Housing needs assessment review incorporating the 2016 Australian Bureau of Statistics findings

These include –

- The 2016 data update suggests no significant change to the 2014 “Population forecast key findings.” - Population growth locations identified in 2014 remain largely unchanged and the trend of an aging population highlighted in 2014 continues to rise.
- The revitalisation strategies and associated rezonings has resulted in reasonable growth in Cockburn's oldest suburbs however it remains to be demonstrated that this growth is a match to current and future needs.
- Recognising that there have been significant gains in delivering 1 and 2 bedroom dwellings in certain areas there remains the need to continue this trend to ensure the right dwelling size mix meets changes to forecasted household types, particularly with regard to meeting the needs of smaller and aging households.
- There has been minimal delivery over the last 3 years of aged and dependent, ancillary dwellings or dwellings with universal access within Cockburn's most established suburbs - Spearwood and Hamilton Hill.
- Individuals requiring day-to-day living assistance as a result of a disability in Cockburn continue to rise. The proportion within

each age group requiring assistance increases with age – 43% for the 85+ age group (Profile id).

The resulting key recommendation is to undertake a targeted research project with seniors to identify specific housing needs and barriers for right sizing. Responding to this recommendation is a project plan at **attachment 2**.

Housing stock and approval review

A February 2018 desktop review identified the following key findings -

- Evidence of properties advertised for sale for low income earners to take up shared equity opportunities with the Department of Housing. Apartments are offered at 80% cost of approximately \$252,000. There is also evidence of an increase in 1 and 2 bedroom apartments for sale below \$250,000 as compared to 2014.
- There is an increase in the number of rentals on the market since 2014 with a considerable number under \$300/week. Over 80 in Spearwood, Coolbellup and Hamilton Hill.

The analysis indicates the supply of rental properties under \$300 has risen particularly in Spearwood, Hamilton Hill and Coolbellup. However while it is encouraging to see affordable rental properties in Cockburn's most established suburbs, it is important to recognise the current market downturn is likely to be a key driver of the reduced rental prices, as opposed to the City's initiatives being the sole reason. The City has certainly helped achieve this, but could not consider itself as the sole reason for this successful change.

Therefore reduced rental prices should not be seen as an indicator of success as it relates to affordable housing objectives; rather it is likely to change again in the medium to longer term.

The following summaries a review conducted of approved development applications in Spearwood and Hamilton Hill from 2015 (2 year period):

Spearwood:

- 86% of grouped dwellings approved since 2015 are 3+ bedrooms.
- 82% of 1 and 2 bed dwellings approved since 2015 are multiple dwellings.
- 1 development (20 dwellings) – aged and dependent (since 2015).

- 8 ancillary dwellings (since 2015).

Hamilton Hill:

- 86% of grouped dwellings approved since 2015 are 3+ bedrooms.
- 82% of 1 and 2 bed dwellings approved since 2015 are multiple dwellings.
- 1 development (20 dwellings) – aged and dependent (since 2015).
- 8 ancillary dwellings (since 2015).

These findings suggest the continued dominance of 3+ bedroom homes in our most established suburbs and the need to further promote more diverse options. Therefore key recommendations proposed include:

- Establishing an annual benchmark for aged and dependent, ancillary and universal access dwellings.
- Actively promoting City of Cockburn and WA planning policies relating to affordable and diverse dwelling provisions.
- The City to investigate split coding in revitalisation areas. This might entail an “as of right” base coding for example R30 density and a higher density for example R40 should at least one new dwelling be constructed with universal access standards and/or the desired typology to meet local needs and achieve an appropriate diversity mix.
- The City to maintain a ready available Council owned development site that is available to explore partnerships which may become available through Government funding.
- The City to publish successful case studies to promote good design and dwelling diversity outcomes.

Housing affordability

2018 review findings -

- The National Rental and Affordability Scheme continues its success reporting 211 dwellings delivered under the scheme to date and a further 49 proposed across several suburbs in Cockburn.
- Median weekly rent (\$380) and median mortgage repayments (\$2,058/month) have increased since 2011. However median

total household income has also risen (\$1,543 in 2011 to \$1,750 in 2016).

- While the greatest growth in household income is represented by the highest income quartile (\$2,016+), ABS 2016 data identifies 22% of Cockburn's households remain in the lowest quartile and earn less than \$800/week. Compare this with the average rental property cost in 2016 - \$380/week then it suggests many households are paying more than the rental benchmark (calculated in 2014) that is considered affordable (generally 22.2% of income). However this should also be balanced by recognising \$380/week is an average only – recognising the significant number of rentals currently available under \$300/week within Cockburn's most established suburbs including Spearwood.

Conclusion and recommendation for adoption – Seniors Housing C-Design Project

This report has provided an overview of the key findings and recommendations of the Housing Affordability and Diversity Strategy. The recommendations identify the need for continued advocacy to higher levels of government to provide greater leadership and support. At the local level this strategy review recommendations all have a consistent theme of greater communication in a targeted manner and for a greater leadership and communication role for exploring new opportunities to meet our housing needs including better understanding of key sub groups in our community.

As a result Strategic Planning proposes to undertake an initial project - proposed is a housing co-design process with seniors currently living in Cockburn's most established suburbs. The co-design project seeks to encourage the social benefits that can result from involving seniors in a collaborative process. The anticipated benefits are two-fold: Firstly there are substantial benefits associated with seniors participating in the process as it is hoped this will encourage discussion and knowledge on the need to plan for right sizing later in life. Secondly, the project will produce house floor plans/designs and briefs that identify a set of priorities – “must have” and “nice to have” housing characteristics. This information will be published for the wider public to access (particularly seniors wishing to right size) and can assist in promoting a dialogue between seniors and developers and real estate agents. The City is seeking to directly assist in promoting housing needs of seniors so that seniors have suitable alternative housing options when considering downsizing within their own suburb.

The City in undertaking this project (and if successful in receiving a grant) has identified the opportunity to partner with the Australian Urban Design Research Centre. The benefits that AUDRC can bring to the

project include an academic perspective that will ensure the project contributes meaningfully to the body of work already established on rightsizing. AUDRC will also bring expertise on running co-design workshops. A further benefit is the expertise and knowledge gained from the AUDRCs recent architectural research project which sought to identify key housing characteristics important for seniors. The project involved the development of facilitation materials including a board game to encourage conversation and consideration of future housing needs for individuals. This approach can be used for the co-design workshops – utilised to narrow into specific local housing needs for Cockburn’s seniors. The materials developed during the project will then be able to be promoted by AUDRC and utilised by other local governments.

Further details and justification for the project is provided at **attachment 2**.

Strategic Plans/Policy Implications

City Growth

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

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.

Budget/Financial Implications

The recommendations within the 2018 review can be undertaken in house with minimal financial assistance required. With regard to the Seniors Co-Housing Research Project the City anticipates this project to cost approximately \$8,000 to undertake in addition to staff time. Strategic Planning will utilise the Planning Studies budget however it is noted a grant application has been submitted to the Department of Local Government and Communities for the Age-Friendly Communities Innovation and Implementation Grants Program 2017-2018

Legal Implications

N/A

Community Consultation

The update and recommendations proposed within the 2018 strategy update are consistent with the objectives adopted in 2014. Additionally the recommendations identify further targeted community engagement projects will be undertaken. Therefore the 2018 Review Strategy will not formally be advertised.

Risk Management Implications

If the recommendations are not supported then there will be a missed opportunity to assist in contributing to housing needs in Cockburn.

Advice to Proponent(s)/Submitters

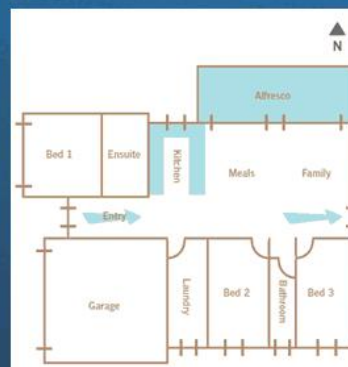
N/A

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

N/A



City of Cockburn Housing Affordability and Diversity Strategy



www.cockburn.wa.gov.au

2018 review and 2016
ABS update

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

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EXECUTIVE SUMMARY - 2018

In 2014 the City adopted its first Housing Affordability and Diversity Strategy providing a strong basis for understanding the key housing issues and opportunities facing Cockburn and its residents. These include –

- A mismatch between our housing stock and projected population needs – specifically the need to diversify the housing stock which is represented by 3 and 4 bedroom dwellings (over 90% of supply);
- The need for compact and accessible urban form to ensure Cockburn is sustainable in its approach to land use planning;
- The need to encourage affordable living options for a range of low to moderate income households;
- The need for adaptable housing for our aging population and people with disabilities, and;
- A greater provision of aged care facilities and crisis accommodation.

In response the 2014 Strategy identified 3 focus areas to guide specific actions -

- Planning mechanisms to remove housing supply barriers and promote key housing needs;
- Promotion of partnership opportunities, and;
- Opportunities for leadership, advocacy and communication by the City and others.

Over the last 3 years the City has actioned a number of recommendations with some resulting success however despite these initiatives the aim of affordable and diverse housing remains an ongoing challenge. This in part can be attributed to the need for a whole of Government approach to housing affordability, recognising the provision of better housing outcomes is considered a complex process that requires the involvement of a range of stakeholders (AHURI, 2017). There are a number of demand and supply side factors influencing this issue, coupled with the notion of consumer and market preferences driving a response to housing provision that is yet to be balanced in respect of the diversity challenge.

Closely related to the aims of the Housing Affordability and Diversity Strategy, the City over the last 8 years has delivered revitalisation strategies for the City's most established suburbs. The City's revitalisation strategies have resulted in rezoning's to allow for greater housing densities and encourage growth – with a particular intent to allow for infill of smaller dwellings to complement the significant number of 3 to 4 bedroom homes which represent over 90% of the City's dwelling stock. Over the last 5 years the rezoning's have resulted in considerable infill growth particularly in Spearwood and Hamilton Hill and it is hoped that these homes are providing much needed alternatives for certain households including more affordable opportunities.

Recognising this context, the City is therefore keen to identify what has been the impact of the 2014 Housing strategy and the new homes delivered over the last 4 years contributing to both our current and future population needs? These questions highlight the intent of this review.

This 2018 review provides an update on the 2016 Australian Bureau of Statistics and an update on dwellings delivered in infill areas. The results demonstrate that while Cockburn is meeting its infill targets, and while as a result of the recent market downturn rental properties are somewhat more affordable, there is opportunity for more targeted work to encourage the right types of housing and to continue monitoring of external drivers. This appears a key issue for focus, especially given the state of wages growth being relatively low so that especially vulnerable households on low incomes still face difficulties in both the rental and home purchase market.

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The recommendations identify the need for continued advocacy to higher levels of government to provide greater leadership and support. At the local level this strategy review recommends a greater leadership and communication role at the local level in exploring new opportunities to meet our housing needs including better understanding of key sub groups in our community. While it is recognised many landowners perceive family homes as a fundamental asset of what people want and therefore seek to maximise profit by, there is a role the City can undertake in encouraging the market to respond to alternative and emerging trends. Historically it has been demonstrated that innovation comes from quieter market periods – now is the time to promote emerging trends and needs to the development industry.

Further recommendations include a greater role in promoting and communicating needs and initiatives (including our planning policies) to relevant stakeholders and promoting housing design needs by the consumer upfront when it comes to new developments.

Note: The 2018 response and new actions are largely provided at the end of each chapter as a supplement to 2014 information.

The below key findings identified in 2014 remain relevant in 2018:

Housing stock mismatch

The City's current housing stock does not match the projected smaller households, and will not provide an adequate range of housing choices for future households. A greater number of smaller dwellings will be required to meet the needs of smaller households.

Need for a compact urban form

The Perth Metropolitan Region is still characterised by predominately low density residential codings that have resulted in a housing stock of large detached dwellings, and many dwellings that in general do not have high levels of accessibility. The City should continue with great earnest its programs of revitalisation strategies, which have been very successful in delivering higher residential densities within established communities like Spearwood and Hamilton Hill. These identify opportunities for higher density living particularly within easy access to public transport, as a way to assist lower income households who may not have access to a car. Individuals on lower incomes also indicate a stronger preference for easy access to public transport than other income groups. Providing dwellings with good access to services and public transport is particularly important for young people and people with disabilities, who are high users of public transport.

Declining housing affordability

The number of Australian households in housing stress has increased dramatically since 2003, and this is a trend that is likely to continue into the future. For 'very low', 'low' and 'moderate' income earners this means that owning a property is likely to be out of reach. Households susceptible to housing stress are low income renters, low income households with children, older people renting, and people with disabilities.

Cost of living impacts for low income households

All households are impacted on by increasing costs of living, however low income households are the most affected. In particular it is single parent families and lone person households that are most susceptible to living cost increases. Housing affordability is a particular issue for family households who have a variety of living expenses that make them more susceptible to financial hardship, in addition to having high housing costs through the requirement in many cases for larger dwellings that have higher rental costs.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

Need for adaptable housing

In the City of Cockburn there is an ageing population, and 18 per cent of people have a disability. For many of these people their home may not have a level of accessibility to suit their needs either now or in the future, because the number of private and public dwellings that have been built to incorporate universal design elements is very low. Inaccessible housing leads to social disadvantage and has negative effects for social integration and participation. Modifications to dwellings to improve accessibility, such as installation of ramps, are often expensive and unsatisfactory. These costs place increased financial pressure on such households, and moving to find a better house design suited to their specific needs is often not a viable option due to the high 'sunk costs' in the current accommodation¹.

Demand for aged care facilities

The ageing population, particularly the increase in people over 70 years of age, will see an increased demand for aged care facilities for those whose care needs can no longer be met within their own homes.

The demand for low and high care facilities, in addition to respite care will continue to increase across the Perth metropolitan area. In particular there will be a demand for affordable aged care.

Traditionally such facilities have been located on sites of 6-8 ha, however it is becoming increasingly difficult to find such sites, and a more flexible approach is required. The lack of suitable locations raises concerns regarding the shortfall of accommodation in the near future. It will be crucial that the City of Cockburn actively target supported accommodation development in any future redevelopment in order to meet the identified needs.

Shortage of crisis accommodation

There is a trend of increased homelessness particularly for vulnerable households such as people with disabilities. Compounding the problems associated with greater incidence of homelessness in the community has been the breakdown of the affordable housing system. There is also an identified shortage of crisis accommodation in the City of Cockburn

There has been increased pressure on crisis accommodation because in addition to more people seeking crisis accommodation, the average length of stay has increased because of longer waiting times for social housing.

Addressing the lack of affordable housing will go some way to reducing vulnerability to homelessness for some households. However, provision of crisis accommodation is still important to ensure that there is adequate accommodation for people waiting for social housing.

¹ Tully, Beer (2009) The housing careers of people with a disability and carers of people with a disability AHURI Southern Research centre.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

SUMMARY OF ACTIONS (2014) AND 2018 STATUS UPDATE AND NEW RECOMENDATIONS

The following actions are proposed to address the outcomes of the Strategy:

	PLANNING MECHANISMS	2018 STATUS
PLANNING MECHANISMS	<p>a) Encourage other housing types, including dwellings in mixed-use environments, such as 'shop-top' housing to increase the number and diversity of smaller dwellings in the City, particularly in areas with good accessibility to services and public transport.</p> <p>Investigate opportunities to encourage dwellings in mixed use developments, including:</p> <ul style="list-style-type: none"> adopting guidelines for 'Mixed Use' development to provide guidance to developers and Council in achieving appropriate mixed uses. This may take the form of a Local Planning Policy and/or guidance notes or 'best practice' notes. reviewing the objectives of the commercial zones in the Town Planning Scheme to reference provision of dwellings to encourage mixed use development where appropriate. 	<p>Ongoing – Monitor</p> <p>As part of the "Design WA" suite of documents the Department of Planning, Lands and Heritage are currently preparing both a neighbourhood design policy for infill developments and a precinct design policy focusing on activity centres and station precincts. Therefore the City will action this recommendation when the scope of the abovementioned state policies are released.</p>
	c) Encourage development of ancillary dwellings by making them exempt from planning approval.	Complete
	d) Investigate the potential use of planning incentives to encourage affordable and diverse housing in targeted areas in the City of Cockburn, similar to that introduced for the Cockburn Coast area.	Ongoing
	e) Ensure Urban Revitalisation Strategies identify measures to address the findings of this Strategy.	Ongoing
	f) Ensure wherever possible Structure Plans do not seek to transfer higher building costs on to landowners. This is primarily to endeavour that structure planning better responds to the inherent site characteristics of a land parcel, such as to avoid development on land which is subject to noise or bushfire risk and which requires a more expensive dwelling to be built.	Ongoing
	g) Ensure all Local Structure Plans respond specifically to the outcomes of this Strategy, and address the future housing needs of the community.	Ongoing
	h) Undertake a review of clause 5.8.3 of the Scheme (or equivalent - residential codings for commercial zones) to consider whether a higher residential coding may be appropriate in the commercial zones, in all or some targeted	Ongoing – suggest a review when WAPC review of SPP4.2 (Activity Centres) is complete.

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	areas.	
i)	Modify Local Planning Policy APD12 'Aged and Dependent Persons' Dwellings' to allow less than five dwellings to be developed in any single development.	Complete
j)	Modify Local Planning Policy APD12 'Aged and Dependent Persons Dwellings' to allow flexibility for Section 70A Notifications not to be included on the certificate of title that require at least one occupant to be a disabled or physically dependent person or aged person (where it does not exceed a plot ratio of 100m ²).	Complete
k)	Modify Local Planning Policy APD56 'Single Bedroom Dwellings' to allow a second multi-purpose room that could be used as a bedroom where the plot ratio of the dwelling does not exceed 70m ² .	Complete
l)	Prepare a new Local Planning Policy for Ancillary Dwellings that sets out criteria for consideration under the 'Design Principles' of the Residential Design Codes (including plot ratio greater than 70m ²) to ensure ancillary dwellings are able to meet the needs of people with disabilities.	Complete
m)	Continue to lobby the state government to undertake a comprehensive state wide review of planning mechanisms to deliver affordable housing, including the option of mandatory inclusionary zoning.	Ongoing
n)	Lobby the state government to remove the requirement in the Residential Design Codes for Section 70A Notifications to be included on the certificate of title requiring at least one occupant to be a disabled or physically dependent person or aged person.	Ongoing
o)	Lobby the state government to empower all local governments to be able to extinguish restrictive covenants that actively work to reduce housing affordability and diversity, for example requiring two storey development and mandating minimum floor areas.	Ongoing
p)	The City to investigate split coding in revitalisation areas. This might entail an "as of right" base coding for example R30 density and a higher density for example R40 should at least one new dwelling be constructed with universal access standards.	NEW RECOMMENDATION

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

PARTNERSHIPS		
PARTNERSHIPS	a) Continue to examine the City's freehold land assets with the view to maximising the provision of new land for residential development within established suburbs that have been the subject of revitalisation strategies.	Ongoing
	b) Work with the private sector to identify landholdings across the City which would be prime opportunities for affordable housing projects, and advocate for these landholdings to pursue affordable housing through partnerships and design based approaches.	Ongoing
	c) Ensure the feasibility of aged care accommodation is investigated as part of any Master Plan/Structure Plan for the Council's administration building site identified in the Phoenix Central Revitalisation Strategy.	Ongoing
	d) The City to maintain a ready available Council owned development site that is available to explore partnerships which may become available through Government funding.	NEW RECOMMENDATION

LEADERSHIP, ADVOCACY AND COMMUNICATION		
LEADERSHIP, ADVOCACY AND COMMUNICATION	a) Provide information to the community on the issue of housing affordability and diversity, and promote its benefits.	Ongoing
	b) Investigate innovative tools to convey housing and neighbourhood design issues in the City of Cockburn, and to explain the way these issues are being addressed, including: <ul style="list-style-type: none"> Integration of the City's existing sustainability initiatives with affordable housing information to create an 'Affordable Living' portal on the City's website that also provides links to useful information and tools. The development of an interactive diagram setting out the principles of affordable living (housing diversity, walkable neighbourhoods, compact urban form etc.) to assist with communicating these concepts visually. Preparation of Affordable Living Fact Sheets to help communicate to the community what Council is seeking to achieve with its initiatives. 	Ongoing – new projects suggested in 2018 address this objective
	c) Continue to explore new opportunities for sustainability initiatives that assist with reducing the cost of living for households, including affordable transport.	Ongoing
	d) Identify measures to improve public perceptions of higher density development, including the opportunities for positive media portrayal at a local level.	Ongoing – See also recommendation
	e) Promote the Adaptable Housing (Universal Housing Design Principle) and the Liveable Homes Design Guidelines.	Ongoing

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

	f) Prepare a 'Housing Options' information kit setting out information and options for special purpose dwellings.	Ongoing
	g) Lobby the state government to: <ul style="list-style-type: none"> Undertake a comprehensive state wide review of planning mechanisms to deliver affordable housing; Empower all local governments to be able to extinguish restrictive covenants that actively work to reduce housing affordability and diversity. 	Ongoing
	h) Continue advocating and lobbying for State Government leadership on affordable housing matters for a range of age groups including policy frameworks;	Ongoing
	i) The City to identify a program of small research projects and/or actions to identify new opportunities for innovative approaches towards housing needs. Such initiatives should seek to assist in promoting alternative housing design options to meet specific sub group needs in Cockburn – particularly for infill areas where greater housing diversity has been demonstrated as a key future housing need. For example: <ul style="list-style-type: none"> Working with people 50+ years to identify key housing design needs (this project is further detailed under recommendation K. Working with Spearwood, Hamilton Hill and Coolbellup landowners to identify opportunities to accommodate ancillary, affordable and/or dwellings with universal access within lots containing the traditional brick veneer 3 by 1 and attached carport cottage. This project could focus on a staging process that is affordable for the landowner and provide a new affordable dwelling typology within the suburb while promoting quality design outcomes. Promote suburb specific needs and recent developments through a "suburb in focus" publication focusing on promoting specific housing needs for a suburb based on the population current and projected. This one page summary can be published in Cockburn Soundings, be provided to developers and landowners during pre-lodgement meetings. This summary can include successful infill projects and assist generally with promoting the benefits of infill projects. An extension to this action is to undertake a "before and after" review of a selection of infill developments and present the findings, including landowners/renter experiences: <ul style="list-style-type: none"> ___ On the City's revitalisation strategy webpages; ___ In the Cockburn Soundings newsletter 	New Recommendation

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

	<p>J) Recognising banks need convincing there is a market when assessing home loans and this can sometimes result in the stifling of innovation, an opportunity exist for the City to assist by publishing successful case studies to demonstrate emerging and innovative trends. This can involve the City preparing a case study review, including conducting a resident/home owner interview and publishing the story online and in the Cockburn Soundings. As a benchmark seek to prepare 1 every quarter.</p>	New Recommendation
	<p>K) Undertake a targeted research project with residents 50+ years to identify specific housing needs and barriers for right sizing. The recommendations flowing from this project should seek to inform relevant policy reviews and adopt a leadership approach where the City utilises its position to promote needs to relevant stakeholders including at the local level (ie: local builders and the development industry) and higher levels of government. This project should seek to help build a narrative that the City can promote.</p> <p>This project should seek to focus on housing needs as they relate to universal access requirements and in home design characteristics recognising the significant number of older people requiring day-to-day assistance as a result of age or a disability – no doubt in their own home. This acknowledges the City's 2018 update of the Disability Access and Inclusion Strategy does not address in-home requirements and therefore this project can contribute in this regard.</p> <p>It may include interviewing a selection of local developers and real estate agents to identify key barriers and/or reasons for not delivering homes that meet universal housing design standards. In response identify where the City can assist in meeting this objective.</p>	New Recommendation

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

1.0 INTRODUCTION

The City of Cockburn, like much of Western Australia, is facing a significant challenge in housing affordability.

The cost of land and housing grew dramatically in Western Australia between the December quarters of 2003 and 2007, and the median price for housing in Perth doubled². This had a major impact on housing affordability in Western Australia, the effects of which are still being felt today. The rising cost of housing, which represents around 30-40 per cent of household expenditure, is the single largest driver of financial hardship for low income households in Western Australia³.

There has been a growing focus on the requirement for action and cooperation across all levels of government to address housing affordability issues, particularly evidenced by the COAG National Affordable Housing Agreement (NAHA) 2009 which aims to ensure that all Australians have access to affordable, safe and sustainable housing.

Without affordable housing individuals and families are more likely to suffer increased levels of financial and personal stress. Secure accommodation is foundational to so many facets of life, including education, employment and health.

Households struggling to pay housing costs are faced with a series of issues including unmanageable levels of debt, working and travelling long hours to cover housing costs, living in overcrowded or substandard housing and sacrificing essentials such as heating, food, medication and education. Coping strategies, such as frequent moving, can contribute to a lack of social cohesion, and impact the whole community⁴. A lack of affordable housing can negatively impact on the local economy by making it difficult for businesses to attract and retain employees.

Local Government has an important role to play in facilitating affordable and diverse housing, and is well

placed to identify local need and identify specific responses to housing issues within the community.

The City of Cockburn recognises the importance of affordable and diverse housing to respond to changing needs and expectations as a key objective.



1.1 WHAT IS AFFORDABLE HOUSING?

This Strategy uses the definition of affordable housing set out in the Department of Housing Affordable Housing Strategy; Opening Doors 2010 – 2020:

Housing is affordable when households, particularly low and moderate income households, which are renting or purchasing, are able to pay their housing costs and still have sufficient income to meet other basic needs such as food, clothing, transport, medical care and education. Households with incomes below 120 per cent of the gross median income of all households are considered to be experiencing housing stress when their housing costs exceed 30 per cent of gross household income.

² Real Estate Institute of Western Australia (REIWA) (2003). *REIWA Market Update* December 2003 Quarter. REIWA.

Real Estate Institute of Western Australia (REIWA) (2008) Op. Cit.

³ Western Australian Council of Social Services Inc (2012) *Cost of Living Report 2012*

⁴ AHURI (2007) *Housing Affordability, a 21st Century Problem*

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

1.2 CURRENT CITY OF COCKBURN INITIATIVES

The City of Cockburn recognises that access to secure, appropriate and affordable housing is a fundamental requirement and an essential component of an inclusive and sustainable city.

The City of Cockburn has been proactive in identifying the importance of diverse and affordable housing in a number of strategic plans, and has worked to address the issue through a number of initiatives, including the following:

- Preparation of urban revitalisation strategies that seek to encourage a variety of dwelling types, and promote walkable neighbourhoods.
- Introduction of affordable housing incentives for the Cockburn Coast area.
- Online 'Affordable Housing' Toolkit.
- Ensuring lot and dwelling diversity through the local structure planning process.
- Sustainable and Affordable Living brochures, including 'Building a Sustainable Home'; and 'Sustainable Renters Guide'.
- Subdivision of Council owned freehold land in Hamilton Hill to create affordable residential lots.
- Leasing of Council land to the MS Society for the purposes of a Respite Facility.
- Leasing of a reserve to the MS Society for a Care Facility.
- Leasing of land for affordable aged care facility in Coolbellup.

This Strategy aims to build on the success of these initiatives.



Figure 1. Apartments in Cockburn Central – A transit oriented development.

1.3 CITY OF COCKBURN HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

The 2009 Social Housing Taskforce report 'More than a Roof and Four Walls' identified a number of initiatives to deliver an additional 20,000 social and affordable housing units across Western Australia by 2020. One of these key initiatives is that Local Governments are to develop local housing strategies that identify the future affordable housing needs of their communities.

An Affordable Housing Strategy is often recommended as a supplement for a local housing strategy; focusing on resourcing and directing planning actions, including policy formulation, to address the community's need for affordable housing.

Local housing strategies generally comprise an analysis of local housing supply and demand, future oriented

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

demographic and market trends, as well as policy statements and recommendations for planning processes, town planning schemes, and development controls.

The City's approach has been to develop urban revitalisation strategies which serve the function of a Local Housing Strategy. This approach has been successful in the City, and in accordance with the City's Strategic Community Plan it is proposed to continue, as follows:

1.4.1 Ensure our strategic land use planning in the form of: the Local Planning Strategy, Town Planning Scheme, revitalisation strategies and structure plans, achieves a robust planning framework delivering adequate supply and diversity in housing choice.

In addition to the preparation of urban revitalisation strategies, it is considered that the issue of housing affordability and diversity needs to be examined in detail across the whole of the City. A Housing Affordability and Diversity Strategy provides the opportunity to do this.

1.4 MORE THAN SIMPLY SUPPLY

A final point of reflection before embarking on the Strategy is to help frame the focus of the Strategy. What is acknowledged in embarking on this Strategy is the need to look beyond simple supply side causes of housing affordability and diversity issues.

To explain this, discussion about housing affordability has often focused on so called planning issues,

particularly at the local government level. These are alleged to:

- contribute to a shortage of residential zoned land;
- which causes a shortage of new residential lots;
- thereby causing an ultimate shortage of new (family sized) residential dwellings.

Particularly from a Perth perspective, what isn't acknowledged in respect of these supply side discussions is the nature of underlying demand. The focus on merely increasing the supply of more residential zoned land to create more lots to develop more dwellings on, feeds an unsustainable 'expectation' of this being the only market of housing within Perth and Australia. This is very clearly illustrated by the sprawling environments of all Australian cities, and the costs (both direct and indirect) which this mode of housing often has associated where it is located in fringe areas of cities. An alternative perspective to the supply side focus then, is to consider how we need to also go about lifting the profile and demand for 'alternative' forms of related housing - being through urban consolidation and infill. This becomes an important element of consideration for this Strategy, and a very pertinent issue to the context of Cockburn.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

1.4 KEY OBJECTIVES

Key objectives of the Housing Affordability and Diversity Strategy are:

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

Chapter 1.0 - 2018 Review findings

- The key objectives adopted in the 2014 Strategy remain relevant – in particular the continued need to promote alternative forms of housing for an increasingly diverse community;
- The City has continued to undertake affordable housing initiatives since 2014 including:
 - Continuation of the City's revitalisation program schedule including the Lakes Revitalisation Strategy finalisation and the commencement of the Yangebup Revitalisation Strategy;
 - The continued planning and development for the Coolbellup affordable aged care facility – due to start construction in 2019. The build to be undertaken by staging over 5 years, and;
 - Continued lobbying for housing reform to encourage affordable housing.

2018 Recommendations -

- An additional key objective is – *"To promote and influence appropriate housing for our aging population."*

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

2.0 POLICY CONTEXT

MORE THAN A ROOF AND FOUR WALLS (SOCIAL HOUSING TASKFORCE, 2009)

The Social Housing Taskforce believes that an additional 20,000 social and affordable housing units can be created across Western Australia by 2020. To achieve this significant increase in housing units the following initiatives must be implemented:

1. Implementation of a whole of government approach to the provision of social and affordable housing through development of a State Affordable Housing Strategy. This Strategy will clearly outline the roles, responsibilities, key initiatives, funding and performance measures that will underpin the development and delivery of affordable housing across Western Australia over the next 10 years.
2. Local Governments to develop local housing strategies that identify the future affordable housing needs of their communities.

AFFORDABLE HOUSING STRATEGY 2010-20 OPENING DOORS TO AFFORDABLE HOUSING OPENING DOORS (DEPARTMENT OF HOUSING)

The Affordable Housing Strategy; Opening Doors 2010 – 2020 is the Department of Housing's mandate to lead vital changes in the housing system.

It identifies a number of strategies for improving housing supply, including the following:

1. Implement Planning Reforms

Greater emphasis will be given to encouraging more diversity in the size, nature and choice of dwellings offered in the marketplace. Large homes in sprawling suburbs are not always affordable and often unsuited to the growing number of single-person households and childless couples. By providing more choice, better aligned to the needs of smaller households, the number of affordable entry points (and affordable living opportunities) can be increased for those on lower

incomes. The government will therefore work with industry and local government to facilitate demonstration trials and offer more choice in local housing solutions and alternatives.

Housing strategies will be developed by local government authorities and regional bodies to identify current and future housing needs. This will require Local Planning Schemes to include provisions that facilitate the development of affordable housing to meet the current and future needs of communities. Local governments will be encouraged to incorporate requirements and voluntary incentives for developers to include wider affordable housing components in developments above a specified size, offset by appropriate concessions and/or plot ratio bonuses. Formal inclusionary zoning will not be supported.

NATIONAL AFFORDABLE HOUSING AGREEMENT

The National Affordable Housing Agreement (NAHA) aims to ensure that all Australians have access to affordable, safe and sustainable housing that contributes to social and economic participation. The NAHA is an agreement by the Council of Australian Governments (COAG) that commenced on 1 January 2009, initiating a whole-of-government approach in tackling the problem of housing affordability.

Under the terms of the NAHA, all parties to the Agreement (including local government) are accountable to the community for their performance against agreed objectives and outcomes in respect of their allocated roles and responsibilities.

COUNT ME IN: DISABILITY FUTURE DIRECTIONS STRATEGY

This document was launched by the Disability Services Commission in 2009. The strategy outlines the framework that is required to achieve the goal of a genuinely inclusive community experience for people with all forms of disability.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

The strategy is relevant for local government as it outlines a long-term process of wide ranging changes to areas such as housing, transport, community attitudes, education, employment and technology, and service delivery.

The Disability Future Directions Strategy identifies what are termed “pathways”. These “pathways” have wide ranging relevance for the development of Disability Action and Inclusion Plans (DAIP) strategies and actions, as it articulates aspirations such as:

- Developing well-planned communities linked to streamlined transport to create welcoming and stimulating places to live which are accessible and enable people to move around easily and safely – in and outside their homes, on footpaths, in cafes, getting to schools, parks and other amenities.
- Town planning which incorporates comprehensive universal design principles at all levels, including public open spaces and building, businesses and business districts, zoning and public housing.

CORPORATE STRATEGIC PLANS

CITY OF COCKBURN STRATEGIC COMMUNITY PLAN 2012-2022

One of the key objectives of the City’s Strategic Community Plan is:

Diversity of housing to respond to changing needs and expectations (1.1.4).

Ensure our strategic land use planning in the form of: the Local Planning Strategy, Town Planning Scheme, revitalisation strategies and structure plans, achieves a robust planning framework delivering adequate supply and diversity in housing choice.

CITY OF COCKBURN AGE FRIENDLY CITY STRATEGIC PLAN

A key outcome of the City’s Age friendly City Strategic Plan is that the ageing population in the City of

Cockburn has access to affordable suitable housing options that allow them to age safely and be socially supported within the community to which they belong.

CITY OF COCKBURN YOUTH SERVICES STRATEGIC PLAN

The City’s Youth Services Strategic Plan identifies that there is insufficient crisis and transitional housing options for young people in Cockburn with Anglicare operating the only service.

CITY OF COCKBURN DISABILITY ACCESS AND INCLUSION PLAN 2012- 2017

The intention of the development of a Disability Access and Inclusion Plan (DAIP) is to provide a framework by which to ensure that people with disabilities have equitable access to a Public Authorities buildings & environment, services and information, to facilitate each individual’s independence, inclusion & opportunities within the community.

With regards to planning and development, which are of particular relevance to this Strategy, the following principles are set out, to be reflected in all planning and development processes and activities:

- a) Local area community needs and priorities are reflected.
- b) The diversity of community requirements are reflected in planning for social, physical and economic infrastructure.
- c) Services are developed and provided which counters racist, ageist, sexist and other discriminatory attitudes.
- d) Resources are allocated to reflect specific needs of community members
- e) A diversity of resident representation is reflected in planning processes.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

STATE PLANNING CONTEXT

STATE PLANNING STRATEGY (2012)

One of the objectives of the State Planning Strategy is:

'Affordable living through housing diversity and compact settlements'.

The State's communities will provide diverse housing opportunities suited to different income levels, lifestyle choices and household types. Compact settlement structures will be mixed use and transit orientated providing access to employment, services and amenities.

Development will be designed in a way to use natural resources efficiently and sustainably.

The State Planning Strategy acknowledges that affordable living is an important contributor to social wellbeing and economic growth. It includes not only the cost of housing but also the basic household running costs of utilities such as water and energy as well as the transport costs associated with travelling to work, education, shopping and community facilities. Affordable living also includes the financial cost of living such as the price of food, transport, shelter and the level of rental and mortgage stress.

The following have been identified as being of particular importance:

- the mix, type and location of available and planned housing
- the efficiency of the built form such as consumption rates of utilities including energy and water
- neighbourhood design such as lot layout, orientation, density, transit orientated development options
- proximity to employment opportunities, essential facilities, services and social activities

The State Planning Strategy notes the following key facts that relate to housing affordability in Western Australia:

- Over 60 per cent of households are now one or two people, however over 70 per cent of housing stock was developed as a family home.
- In 1976, housing loan repayments consumed a quarter of average full-time income. Recent figures show that housing loan repayments consume about one third of the median household income

It sets out the following strategic approach to planning for affordable living:

- Communities provide diverse housing opportunities for different income levels, lifestyle choices and household types
- Compact and diverse settlement structures
- Development conserves consumption of natural resources

DIRECTIONS 2031 AND BEYOND: METROPOLITAN PLANNING BEYOND THE HORIZON

Directions 2031 is the latest spatial planning framework for Perth and Peel and outlines the planning vision and direction which will guide the planning of the City to 2031 and beyond.

Directions 2031 identifies the connected city model as the preferred medium-density future growth scenario for the metropolitan Perth and Peel region.

A connected city pattern of urban growth is characterised by:

- planning for an adequate supply of housing and land in response to population growth and changing community needs;
- facilitating increased housing diversity, adaptability, affordability and choice;
- planning and developing key public transport corridors, urban corridors and transit oriented developments to accommodate increased housing needs and encourage reduced vehicle use.

To achieve a connected city pattern of growth, *Directions 2031* has set the following targets as medium to long-term aspirations and to ensure growth of the city can be sustained beyond 2031:

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

50 per cent improvement on current infill residential development trends of 30 and 35 per cent; and, has set a target of 47 per cent or 154,000 of the required 328,000 dwellings as infill development.

50 per cent increase in the current average residential density 10 dwellings per gross urban zoned hectare; and, has set a target of 15 dwellings per gross urban zoned hectare of land in new development areas

STATE PLANNING POLICY NO. 4.2 ACTIVITY CENTRES POLICY

State Planning Policy No. 4.2 Activity Centres Policy (SPP No. 4.2) is a state planning policy for the planning and development of activity centres throughout Perth and Peel. The main purpose of SPP 4.2 is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel.

SPP 4.2 focuses on optimising higher density residential development within walkable catchments of activity centres, as follows:

5.2.2 Residential density

(1) Commercial and residential growth should be optimised through appropriately-scaled buildings and higher-density development in walkable catchments of centres.

(2) Higher-density housing should be incorporated within and immediately adjacent to activity centres to establish a sense of community and increase activity outside normal business hours. Performance targets for residential density are in Table 3.

6.2.3 Housing density targets

(1) Activity centres should be coded under the Residential Design Codes, applying activity centre and built form-based controls to enable housing development that complements the desired scale and intensity of other development in the centre.

(2) Local planning strategies and schemes and activity centre structure plans should optimise housing potential in walkable catchments and meet density targets (Table 3).

STATE PLANNING POLICY 3.1 RESIDENTIAL DESIGN CODES

The R-Codes provide a comprehensive basis for the control of residential development throughout Western Australia. Housing diversity is addressed to some extent in the R-Codes, through the following key provisions.

The introduction of the multi-unit housing code in late 2010 sought to encourage development of multiple dwellings, particularly on land zoned R30-R60. In this way it seeks to encourage housing diversity and affordability by expanding the permissible range of housing in areas zoned R30-R60.

The R-Codes offers incentives for the development of smaller dwellings or aged and dependent persons' dwellings. It sets out that the minimum site area for these dwellings is one third lower than would otherwise be applied. This provision therefore allows up to 50 per cent more dwellings to be provided on the site if they are single bedroom or aged and dependent person's dwellings.

In August 2013 there were key changes to the R-Codes that are relevant to housing diversity as follows:

- Increased the maximum floor area of single bedroom dwellings from 60 square metres to 70 square metres, to provide greater flexibility and improved amenity for such dwellings.
- Removed restrictions on ancillary dwellings so that they are no longer required to be occupied by a family member of the occupiers of the main dwelling; and increased the maximum floor area from 60 square metres to 70 square metres.

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STATE PLANNING POLICY 3 URBAN GROWTH AND SETTLEMENTS

State Planning Policy 3 Urban Growth and Settlements (SPP No. 3) sets out the principles and considerations which apply to planning for sustainable urban growth and settlements patterns in Western Australia.

In regard to affordable housing, it includes the following reference:

Affordability of housing is a key issue. There is a need to maintain a supply of affordable land for housing and affordable housing products for all in the community including those with special needs. The majority of new affordable housing land is in the outlying suburbs, reinforcing the need for medium and higher density housing in inner and middle suburbs for low to middle income households as well as in the growth corridors.

LIVEABLE NEIGHBOURHOODS

Liveable Neighbourhoods is a WAPC operational policy for the design and assessment of structure plans and subdivision for new urban areas in the metropolitan area and country centres.

The fundamental principle of Liveable Neighbourhoods is walkable mixed-use neighbourhoods which reduce car dependence; facilitate safe, efficient and pleasant walking, cycling and driving; and foster a sense of community and strong local identity in neighbourhoods.

DEVELOPMENT CONTROL POLICY 1.6 PLANNING TO SUPPORT TRANSIT USE AND TRANSIT ORIENTED DEVELOPMENT

Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development (DC 1.6) encourages the integration of land use and transport planning, through the promotion of higher residential densities and mixed use developments within the walkable catchments of transit facilities.

Transport orientated development provides an alternative to car-based suburban and urban fringe

development. The purpose of this type of development is to reduce car dependence; to increase accessibility for those without access to private cars; to reduce congestion on the road network and the demand for new road space; to reduce fuel consumption and air pollution; and to provide quality diverse and affordable forms of housing and development.

LOCAL PLANNING CONTEXT

CITY OF COCKBURN LOCAL PLANNING STRATEGY

The City's Local Planning Strategy was adopted in 1999 and sets out actions for the Strategies and Actions included in the State Planning Strategy. It sets out the long-term planning directions for the municipality and provides the rationale for the zones and other provisions of the TPS3. The LPS sets out the City's general aims and intentions for future long-term growth and change.

The following strategies from the LPS directly relate to the formulation of the LCS:

Strategy (k) Respond to the changing needs of the population.

Actions - (2) Ensuring that there is an appropriate housing and density mix to fulfil existing and potential demand from aged people, Aboriginal people, people with disabilities, non-traditional families and different ethnic groups.

Strategy (m) - Provide a range of housing opportunities.

Actions - (1) Encourage the provision of a range of lots and housing types in large comprehensively planned development projects or smaller redevelopments to reflect the diverse needs of the community.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

Chapter 2 – Policy context 2018 review

- No further advancement by the State Government regarding the Affordable Housing Strategy document advertised in 2014. However the Department of Housing (DoH) and Department of Planning, Lands and Heritage (DoPLH) advised the City in late 2017 the following –
 - The DoH and DoPLH are working on a “Planning provisions for Affordable Housing Discussion Paper.”
 - The DoPLH is considering the alignment of the discussion paper with wider projects including Metronet and Design WA;
 - The Department of Communities is seeking to prepare an action plan to 2020 which is aimed at aligning various State Government objectives and actions.
- The City carried forward a key Strategic objective to “*Ensure a variation in housing density and housing type is available to residents*” within the 2016-2026 Strategic Community Plan following community consultation that identified the aspiration to – “*Advocate to address or ameliorate social needs such as homelessness, vandalism and anti-social behaviour, and the need for affordable housing and services for special needs or marginalised groups.*”
- The City reviewed the Youth Services Strategy in 2017 (Youth-Services-Strategy-2017-2022) identifying housing and homelessness is a priority problem for youth. The City within this Strategy identified its role is best focused by way of advocacy rather than the provider of crisis accommodation or housing provision.
- Affordable Housing Incentives established for the Cockburn Coast development area - While these incentives have only been offered recently, indications from developers and builders suggest that the incentive is attractive and the City is starting to see the start of draft proposals.
- The City is currently reviewing the Local Planning Strategy in 2018 with a key housing issue raised relates to the types of housing brought to the market, most are developed and designed for resale and not to meet specific needs. There is also a dominance of one style of housing within Cockburn for single detached dwellings – that being single story double-brick 3-4 bedroom homes.

2018 Recommendations –

- Continue advocating and lobbying for State Government leadership on affordable housing matters for a range of age groups including policy frameworks;
- The City to identify a program of small research projects and/or actions to identify new opportunities for innovative approaches towards housing needs. Such initiatives should seek to assist in promoting alternative housing design options to meet specific sub group needs in Cockburn – particularly for infill areas where greater housing diversity has been demonstrated as a key future housing need. For example:
 - Working with seniors to identify key housing design needs (this project is further detailed under recommendation K.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

- Working with Spearwood, Hamilton Hill and Coolbellup landowners to identify opportunities to accommodate ancillary, affordable and/or dwellings with universal access within lots containing the traditional brick veneer 3 by 1 and attached carport cottage. This project could focus on a staging process that is affordable for the landowner and provide a new affordable dwelling typology within the suburb while promoting quality design outcomes.
- Promote suburb specific needs and recent developments through a “suburb in focus” publication focusing on promoting specific housing needs for a suburb based on the population current and projected. This one page summary can be published in Cockburn Soundings, be provided to developers and landowners during pre-lodgement meetings. This summary can include successful infill projects and assist generally with promoting the benefits of infill projects. An extension to this action is to undertake a “before and after” review of a selection of infill developments and present the findings, including landowners/renter experiences:
 - On the City’s revitalisation strategy webpages;
 - In the Cockburn Soundings newsletter

3.0 HOUSING NEEDS ASSESSMENT

To assess the City’s future housing needs, a demographic projection analysis has been undertaken, with a focus on household composition and size, and age structure. This is followed by an assessment of the current and projected housing stock to determine the appropriateness of this housing for current and future households.

To address housing affordability ‘low and moderate income’ households have been defined to assess and plan for the housing needs of these households. A market assessment has enabled household incomes to be assessed against housing prices and rental costs to ascertain housing affordability. Census data has been supplemented with real estate data and other research that has been undertaken to analyse trends on housing prices and rents.

3.1 FORECAST DEMOGRAPHIC PROFILE

POPULATION PROJECTIONS

The total population of the City of Cockburn is expected to increase by over 63,491 by 2031, taking it from a 2014 population of 101,973 persons to 165,465 persons in 2031. This is a growth change of 62.3%, at an average annual growth rate of 3.7%. This is based on an increase of over 25,174 dwellings during the period, with the average number of persons per household falling slightly from 2.70 to 2.66 by 2031.

Table 1 and Figure 2 below show where the additional population is likely to be accommodated. This is based on land availability and the current planning framework, indicating that this population increase will be seen in Coogee-North Coogee (primarily the Cockburn Coast area), South Lake-Cockburn Central (primarily Cockburn Central), Hammond Park-Wattleup-Henderson, Success, Aubin Grove-Banjup and Beeliar. These areas have some substantial portions of land identified for residential development (primarily zoned ‘Development’ zone and requiring future Structure Plans).

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

Population and age structure map - 0 to 85

City of Cockburn, 2014 to 2031 percent change

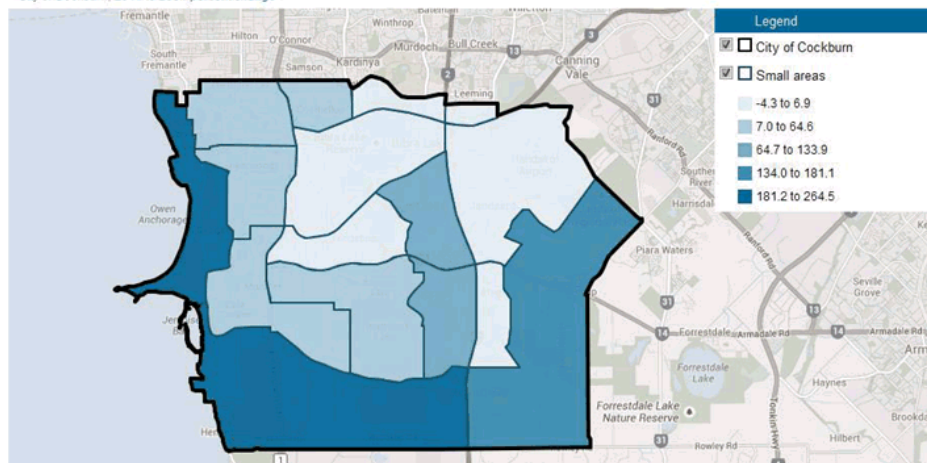


Figure 2. City of Cockburn Population Forecast - Percentage Increase from 2014-2031

TABLE 1: CITY OF COCKBURN POPULATION FORECAST BY SUBURB (2014-2031)

City of Cockburn	2014		2031		Change between 2014 and 2031	
	Area	Number	%	Number	%	Number
City of Cockburn		101,973	99.6	165,465	99.5	+63,491
Atwell		9,220	99.6	8,875	99.5	-346
Aubin Grove - Banjup		6,970	99.6	16,314	99.6	+9,343
Beeliar		7,150	99.6	9,404	99.5	+2,254
Bibra Lake		6,188	99.7	6,215	99.6	+27
Coogee - North Coogee		6,259	99.6	22,756	99.6	+16,498
Coolbellup		5,276	99.6	7,465	99.6	+2,189
Hamilton Hill		10,514	99.6	15,610	99.6	+5,097
Hammond Park - Wattleup - Henderson		4,471	99.6	12,572	99.5	+8,101
Jandakot		2,859	99.6	2,736	99.6	-123
Leeming		2,300	99.6	2,299	99.6	-1
Munster		4,520	99.6	5,844	99.6	+1,324
North Lake		1,313	99.5	1,327	99.5	+13
South Lake - Cockburn Central		7,766	99.6	18,125	99.5	+10,359
Spearwood		9,743	99.6	12,067	99.6	+2,323
Success		9,400	99.6	15,486	99.6	+6,086

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

Yangebup	7,907	99.6	8,246	99.6	+339	+4.3
Rottnest Island	116	99.6	124	99.6	+8	+7.0

AGE STRUCTURE

The overall population of the City of Cockburn is ageing, a trend which is seen across Australia. In 2014 27.4 per cent of the population of the City of Cockburn were over 50 years, and by 2031 this will have risen to 29.5 per cent. Of particular note the number of residents over the age of 70 will more than double from 7,189 in 2014, to 14,869 in 2031.

The ageing population has significant implications for housing, including the need for aged care facilities, smaller dwellings for smaller households, and adaptable housing to allow people to remain in their own homes. It is important to note that the care needs of older Australians vary, and it is therefore important that housing and care options are flexible.

While full ownership is the dominant tenure type for older Australians, the proportion of those aged over 65 living in mortgaged dwellings and in private rentals has increased in recent years.

In the City of Cockburn there are a significant number of older people that own their home, however they also comprise a large number of households in public housing and rental accommodation. The number of older people in low income, rental households in Western Australia is projected to almost double by 2026⁵.

In the City of Cockburn there is a steady projected increase in young people aged between 15 and 24 years. In general young people are characterised by shared rental tenure, and low home-ownership rates. This group can be vulnerable to housing stress as they transition from the family home to independent living.

They can also face a number of barriers entering the home ownership market, such as difficulty with obtaining appropriate deposits; lower incomes; higher levels of part-time work; and student debts.

Young people in the City of Cockburn and Perth Metropolitan area generally are also higher users of public transport, with lower rates of car ownership. Therefore housing located within close proximity to public transport is particularly important for this age group.

⁵ AHURI (2008) *Rental Housing For Lower-Income Older Australians*, Issue 96

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

HOUSEHOLD COMPOSITION AND SIZE

In 2014 the dominant household type in the City of Cockburn was 'Couple families with dependents', which accounted for 36.8 per cent of all households. 'Couple families with dependents' were the dominant household type in all suburbs, with the exception of Hamilton Hill and Coolbellup.

Across most suburbs within the City of Cockburn there is a projected steady increase in 'Couple families with dependants', amounting to an additional 7,956 households across the whole City by 2031.

However, in a number of suburbs, including Bibra Lake and Atwell, there is a forecasted decrease in the actual number of 'Couple families with dependents', and a substantial increase in the number of one and two person households.

Across the City there is a significant projected increase in 'Lone person households', which will increase by 6,176 households and account for 22.5 per cent of all households by 2031.

There are various situations in which a person will live by themselves; people not forming live-in partnerships, as a result of a relationship breakdown, or as a result of becoming widowed. As older people are more likely to live alone (most often because of widowhood), an ageing population has the effect of increasing the number of lone person households⁶.

Across Australia almost two-thirds of the increase in lone person households between 2006 and 2031, is projected to be among people aged 60 years and over.



Two and one person households will be the dominant household type by 2031



22.5% of all households will be lone person households by 2031

⁶ABS (2013) 3222.0 - Population Projections, Australia, 2012 (base) to 2101

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Forecast household types map - Lone person households

City of Cockburn, 2014 to 2031

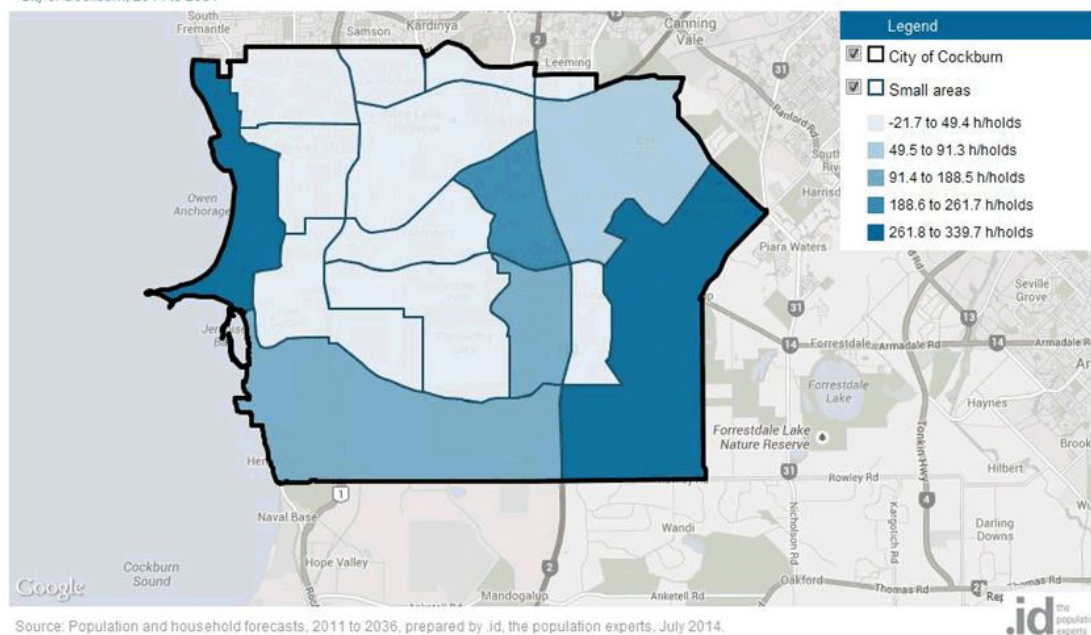


Figure 3. City of Cockburn Household Types Map – Change in Lone Person Households (2011-2031)

Forecast household types map - Couple families with dependents

City of Cockburn, 2014 to 2031

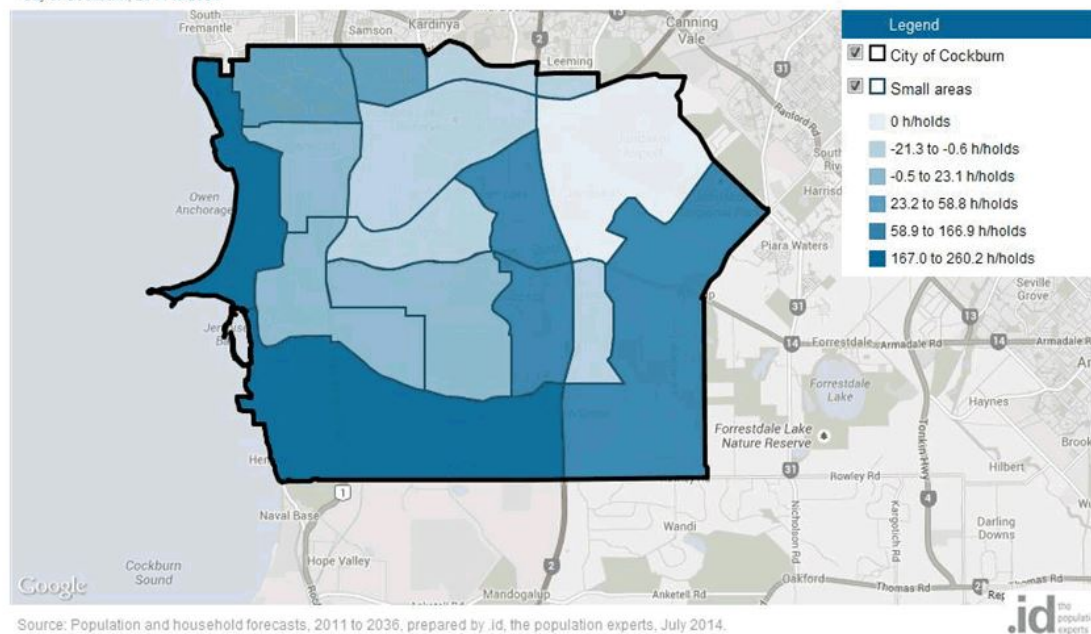


Figure 4. City of Cockburn Household Types Map – Change in Couple Families with Dependents (2011-2031)

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'Couple households without dependents' are forecast to increase by the greatest number, with an additional 6,826 households forecast by 2031, to represent 27.2 per cent of households. The addition of lone person and couple only households will be the dominant household type in the City of Cockburn by 2031.

The growth in couples without children is in part due to the increasing tendency for couples to not have children, but is largely due to the ageing of the population⁷.

This trend is already apparent in Hamilton Hill and Coolbellup, whereby 'Lone person households' account for around 32 per cent of all households. These changing household occupancy trends are seen across the Perth metropolitan area, and in fact most of Australia. In Western Australia 52 per cent of the forecast population growth to 2021 will be lone people or couples over 65; and a further 19 per cent will be singles or couples under 60 years of age⁸. This indicates that there will be significant demand for smaller dwellings into the future.

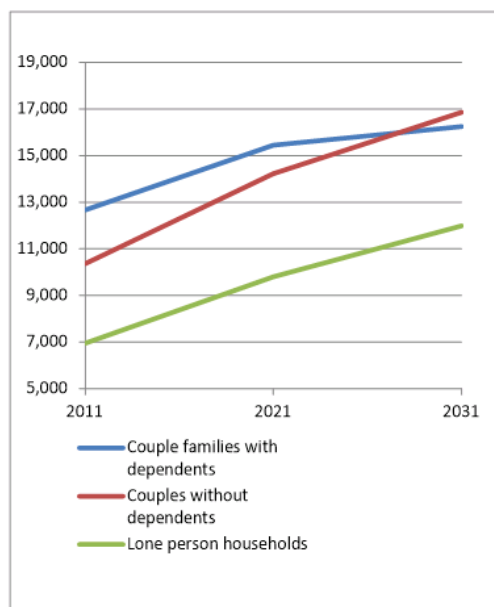


Figure 5. Selected Households Types Total No. 2011-2031






City of Cockburn				
Type	2014		2031	
	Number	%	Number	%
Couple families with dependents	13,780	36.8	21,736	35.3
Couples without dependents	9,949	26.5	16,775	27.2
Group households	1,260	3.4	1,861	3.0
Lone person households	7,667	20.5	13,843	22.5
One parent family	3,884	10.4	5,920	9.6
Other families	941	2.5	1,503	2.4

⁷ ABS (2009) *Future population growth and Ageing, Australian Social Trends*

⁸ Department of Housing (2009) *More than a Roof and Four Walls*, Social Housing Taskforce Final Report

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Table 3: Forecast Household Types

HOUSEHOLD TYPE	2014	2031	
COUPLES WITHOUT CHILDREN 	26%	27%	↑
COUPLES WITH CHILDREN 	36%	35%	↓
LONE PERSON HOUSEHOLDS 	20%	22%	↑
SINGLE PARENT HOUSEHOLDS 	10%	9%	↓
GROUP HOUSEHOLDS 	3%	3%	

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PEOPLE WITH DISABILITIES

In the City of Cockburn there are approximately 13,420 people with a disability, representing 18 per cent of the population. Appendix A shows a breakdown of the severity of residents' disability, and shows the number of people with a disability by age group.

The largest age group of people with disabilities are between 25-64 years of age (7,818) persons, and there are 3,335 persons over 65 years of age with a disability. The number of people needing daily assistance increases significantly over the ages of 75, with 42 per cent of residents requiring daily assistance.

Many individuals with disabilities rely on the disability support pension, others find it challenging to get and keep rewarding and well-paid jobs. Family and carers work less hours than others or do not work at all. People with disabilities are more susceptible to financial hardship because they can face extra costs relating to housing (including modifications to existing houses and lack of options in the housing market), transport, equipment and additional and ongoing health care costs.

Under these circumstances there are reduced opportunities to make investments and build wealth. One in four Australians with a disability live below the poverty line, using the internationally accepted poverty line of less than 50 per cent of median equivalised disposable income⁹. This rate is twice as high as the general population.

Modifications to housing by people with a disability can be expensive and place pressure on limited financial resources. Moving house to find a better house design suited to their specific needs is often not a viable option due to the high 'sunk costs' in the current accommodation.

People with disabilities are more likely to be renting than owning their home and are often unable to obtain or afford homes in the areas that are close to work, transport, family, friends and activities. Access to

transport is a major factor in determining where people with a disability would like to live¹⁰.

Entry into the private rental market poses challenges in securing appropriate accommodation and then in trying to gain permission to carry out modifications.

People with disabilities have been found to have longer wait periods for public housing to suit their needs.

People with a disability are vulnerable to homelessness because they may have lower incomes and are more likely to be unemployed and have limited housing options¹¹. Therefore for people with disabilities affordable, accessible housing that conforms to the principles of universal housing design is important to reducing rates of poverty and increasing opportunities for economic and social inclusion.



1 in 4 Australians with a disability live below the poverty line

HOMELESSNESS

Homelessness is not just a housing problem. It is a complex issue with diverse social, economic and personal factors that relate to homelessness and the risk of becoming homeless¹².

Homelessness does not just include people who are sleeping rough; it also refers to people staying in temporary, unstable or substandard accommodation. Across Australia since 2001, the rate of homelessness has remained relatively constant, but there are increasing numbers of children, families and older people experiencing homelessness. Children under the

⁹ ACOSS (2013) *Poverty and Disability Report*

¹⁰ AHUR (2007) *The housing careers of persons with a disability and family members with care responsibilities for persons with a disability National Research Venture 2: 21st century housing careers and Australia's housing future*, authored by Michael Kroehn, Keith Hutson, Debbie Faulkner and Andrew Beer for the Australian Housing

¹¹ University of Adelaide (2001) *Addressing homelessness amongst persons with a disability: Identifying and enacting best practice*

¹² Commonwealth of Australia (2008) *The Road Home: A National Approach to Reducing Homelessness*

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age of 18 make up 27 per cent of people experiencing homelessness in Australia¹³.

In the South West Perth Metropolitan area (encompassing the Cities of Rockingham, Kwinana, Melville, Cockburn and Fremantle) there are estimated to be a total of 1,035 homeless people, and a further 637 people living in overcrowded dwellings, improvised dwellings and in marginal housing such as caravan parks.¹⁴ (See Appendix C for more data).

There are a number of personal circumstances that can increase a person's risk of becoming or remaining homeless, including poor physical health; intellectual disability; drug/alcohol abuse, and family breakdown. There are also a number of structural elements that can contribute to the problem of homelessness, including poverty, unemployment, and lack of affordable housing. Research suggests that persons with a disability have a greater exposure to the risk of homelessness than the general population¹⁵.

Of the homeless people in Western Australia, 28 per cent are homeless because of financial difficulties, housing stress, and/or unemployment. A further 19 per cent are homeless due to accommodation issues, housing crisis, inadequate or inappropriate dwellings.

Addressing the shortage of affordable housing is identified as one of the ways to tackle the structural drivers of homelessness and to reduce the risk of homelessness.

It is also important to target groups that are at risk of homelessness such as older people in housing stress, people with disabilities, and very low income households with children.

While homelessness may not be thought of as a significant issue for the City of Cockburn, declining housing affordability and increasing living costs are trends that could increase homelessness for vulnerable individuals and households; particularly the number of people living in marginal or inappropriate housing, which can be a hidden problem.



There are over 1,000 homeless people in the South West Perth Metropolitan area and 600 people living in sub-standard accommodation

¹³ ABS (2012) *Census of Population and Housing: Estimating Homelessness 2011*

¹⁴ ABS (2012) *Op. cit.*

¹⁵ University of Adelaide (2001) *Addressing homelessness amongst persons with a disability: Identifying and enacting best practice*

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POPULATION FORECAST KEY FINDINGS:

- a) *Couples without children (two person households) and lone person households are forecast to increase significantly across all suburbs in the City of Cockburn.*
- b) *'Couple households without dependents' are forecast to increase by the greatest number across the City of Cockburn.*
- c) *There is a projected steady increase in family households with children.*
- d) *There is an ageing population, with a significant projected increase in people over the age of 70 by 2031.*
- e) *18 per cent of the population in the City of Cockburn have a disability.*
- f) *Homelessness, which includes people living in marginal or inappropriate housing, is an increasing problem, with a trend towards families with children and older people being vulnerable to homelessness.*

2018 review findings –

The following provides key findings from the 2016 Australian Bureau of Statistics and updates to the City's Forecast.id Population:

- In 2016 it was estimated the population of Cockburn was 111,787 people. By 2036 the project population for Cockburn is 171,760;
- In 2016 people aged 65+ represent 11.1% of the population. In 2026 this cohort will rise to 12.6% and by 2036 will represent 14.5% of the population in Cockburn. Demonstrating the trend of an aging population;
- In 2016 there were 17,358 residents aged 60+ in Cockburn, in 2026 this figure will rise to 25,201 and by 2036 there will be approximately 32,220 residents over 60+, effectively almost doubling the number of over a 20 year period.
- By 2036 it is estimated there will be at least a further 12,541 households with 2 or less occupants. This is in contrast with the number of households that are 3+ bedroom in the City of Cockburn which currently sits at more than 86.8% (2016, ABS data);
- The Cockburn suburbs with the highest number of residents aged 60+ are currently Spearwood (2,647) and Hamilton Hill (2,516). By 2036 the suburbs with the highest number will still be Spearwood (3,360) and Hamilton Hill (3,642) in addition to Coogee-North Coogee (3,671) and Success (2,413).

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- The ABS is yet to provide detailed analysis on homelessness reporting from that provided in 2011 and the information referenced within the City's 2014 Housing Affordability and Diversity Strategy.
- ABS 2016 data and Profile id identifies an increase in all age groups requiring assistance with day-to-day activities as a result of a disability. Overall from 3,156 (2011) to 3,952 (2016). The 20 to 59 (1,090 people in 2016) and over 86 (619 people in 2016) age groups represented the greatest increase.

Findings/Conclusions -

- The 2016 data update suggests no change to the 2014 "Population forecast key findings." - Population growth locations identified in 2014 remain largely unchanged and the trend of an aging population highlighted in 2014 continues to rise.
- The revitalisation strategies and associated rezonings has resulted in reasonable growth in Cockburn's oldest suburbs however it remains to be demonstrated that this growth is a match to current and future needs.
- Recognising that there have been significant gains in delivering 1 and 2 bedroom dwellings there remains the need to continue this trend to ensure the right dwelling size mix meets changes to forecasted household types, particularly with regard to meeting the needs of smaller and aging households.
- Minimal delivery over the last 3 years of aged and dependent, ancillary dwellings or dwellings with universal access within Cockburn's most established suburbs - Spearwood and Hamilton Hill.
- Individuals requiring day-to-day living assistance as a result of a disability in Cockburn continue to rise. The proportion within each age group requiring assistance increases with age – 43% for the 85+ age group (Profile id).

Recommendations –

- Undertake a targeted research project with seniors to identify specific housing needs and barriers for right sizing. The recommendations flowing from this project should seek to inform relevant policy reviews and adopt a leadership approach where the City utilises its position to promote needs to relevant stakeholders including at the local level (ie: local builders and the development industry) and higher levels of government. This project should seek to help build a narrative that the City can promote. This project should seek to focus on housing needs as they relate to universal access requirements and in home design characteristics recognising the significant number of older people requiring day-to-day assistance as a result of a disability – no doubt in their own home. This acknowledges the City's 2018 update of the Disability Access and Inclusion Strategy does not address in-home requirements and therefore this project can contribute in this regard.
- Monitor the availability of data relating to homelessness when it is released from the Australian Bureau of Statistics. Identify actions accordingly.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

3.2 ASSESSMENT OF HOUSING STOCK AND URBAN FORM

DWELLING TYPES AND SIZES

Across the City of Cockburn 86.3 per cent of dwellings are single detached houses and 53 per cent have four or more bedrooms. Dwellings with more than three bedrooms represent 81 per cent of the housing stock in the City of Cockburn.

Suburbs such as Atwell, Aubin Grove, Coogee, Bibra Lake, Leeming, Munster, North Lake, South Lake, Yangebup and Banjup are strongly characterised by separate housing which represent over 90 per cent of the housing stock, and the large majority of these dwellings have four or more bedrooms (over 70 per cent).

The charts below show the types of housing in each suburb, and the number of bedrooms. This depicts the strong dominance of detached houses with three or more bedrooms across the City.

Suburbs such as Cockburn Central, Coolbellup, Hamilton Hill and North Coogee have a greater diversity

of dwelling types. For Cockburn Central this trend is projected to continue, with development ongoing in the Cockburn Central town centre, and development commencing in the Muriel Court Structure Plan area which identifies a diversity of residential codings, with a focus on higher codings. In Cockburn Central 40.5 per cent of dwellings have one or two dwellings, and the majority of these dwellings are new apartments.

The Cockburn Coast area (North Coogee) is proposed to have a diversity of housing types, primarily with a mix of higher residential codings.

The chart below shows the predominance of dwellings with three or more bedrooms across most suburbs. When this housing stock is compared with the projected household structures for 2031, a mismatch can be seen.

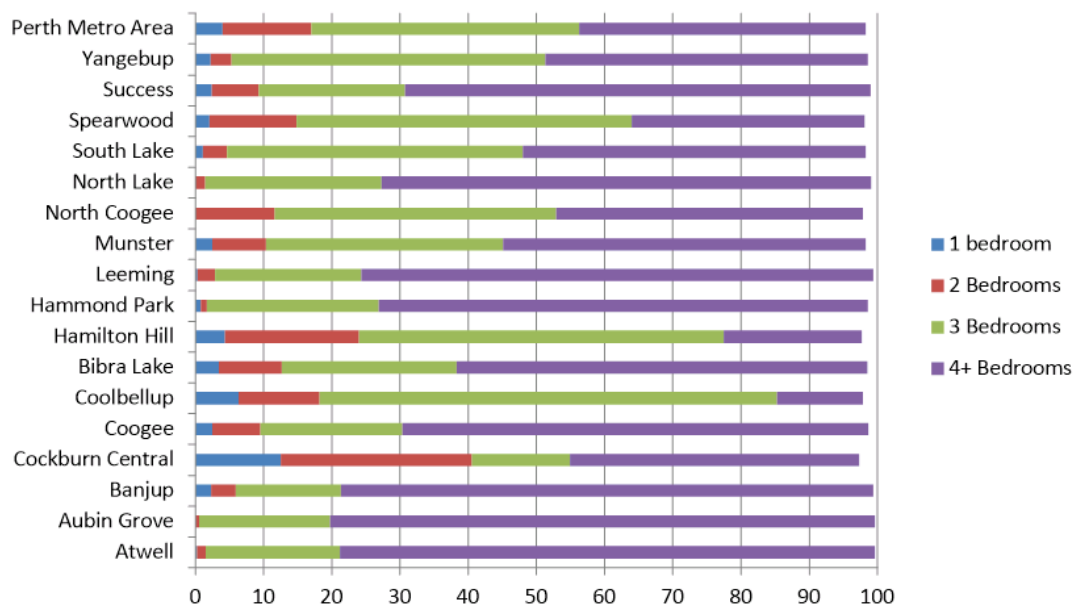


Figure 6. City of Cockburn Number of Bedrooms by Suburb (2011)

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

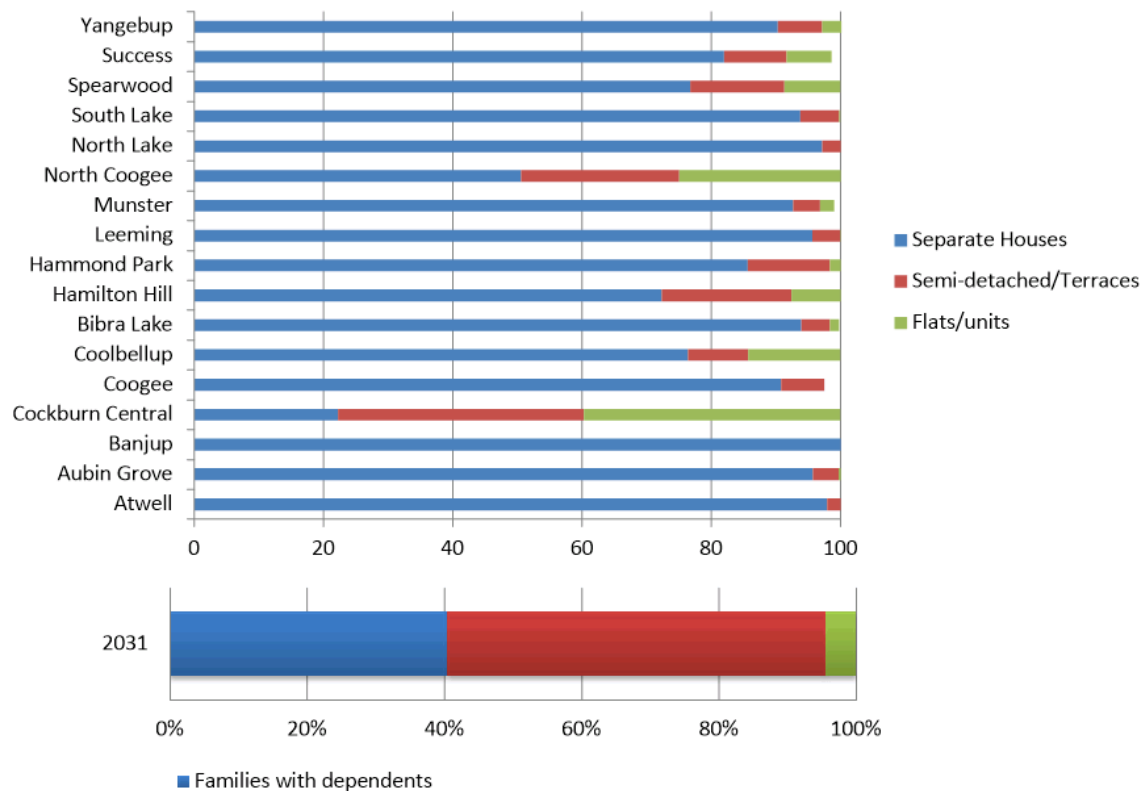


Figure 7. City of Cockburn housing types compared against projected household types

Across Australia there has been a strong trend towards the construction of medium density housing types, and in all states but Western Australia the proportion of medium density dwellings being constructed is greater than stand-alone dwellings. In Australia in the 12 months leading to October 2013 the proportion of new homes approved which are medium density homes – units, townhouses and semi-detached – has increased to 43.4 per cent in the 12 months leading to October 2013, this is up from 39.8 per cent in 2012, and is the highest level on record¹⁶.

In Western Australia while there has been an increase in the number of medium density dwellings being constructed, this has been less than half of the growth in standalone dwellings; and only 20 per cent of home approvals were for medium density dwellings over the

past year. This is considerably less than the national average of 43 per cent.

However, in the City of Cockburn over a two year period to October 2012, 33 per cent of approvals were for medium density dwellings, much higher than the state average of 20 per cent. This is largely due to development in North Coogee and Cockburn Central.

In more recent times the City of Cockburn has seen an increasing number of proposals for dwellings in mixed use developments, such as residential apartments above commercial and/or retail uses (see Figure 6). While currently there are very few of these housing types in the City of Cockburn, it is anticipated that in the next few years a number of these dwellings will be developed, contributing to an improved range of smaller dwelling types.

¹⁶ Bankwest (2014) *Housing Density Report February 2013* Bankwest Financial Indicator Series

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Figure 8. Examples of apartments in Hammond Park and Success



In the City of Cockburn between 2006 and 2011 there was an increase in the percentage of households living in flats/units/apartments from 0.1 per cent to 2.6 per cent. It is 'Couples without children' and 'Lone person households' that are increasingly living in apartments and units, whereas 'Couple families with children' remain predominately in detached houses.

The household projections and housing stock assessment indicate a mismatch of housing throughout the City of Cockburn that is likely to become more pronounced into the future. It is evident that the City's projected housing stock will not match the needs of future households, and will not provide an adequate range housing choices for future households. This will be more pronounced in certain areas. For example residents wishing to 'downsize' in suburbs such as Aubin Grove and Hammond Park will have limited opportunities to do so in their local area. The shortage of availability of smaller dwellings throughout the City of Cockburn may result in residents living in housing that does not suit their needs, or residents being forced to buy or rent dwellings that are larger and more costly than they require.

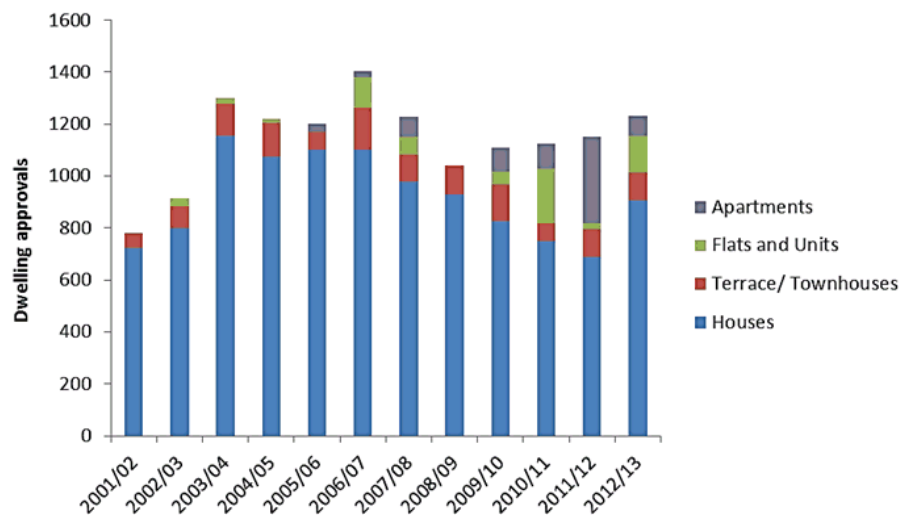


Figure 9. City of Cockburn Proportion of Dwelling Types by Year

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URBAN FORM

Over the past 50 years Perth's urban expansion has been characterised by low-density suburban development on the urban fringe. This residential development has traditionally comprised low-density housing on larger lots, and suburbs have been designed with an emphasis on car travel. This type of urban development has resulted in significant expansion of the Perth Metropolitan area to accommodate an increasing population, resulting in what is often referred to as 'urban sprawl'. This has created many residential areas with poor levels of accessibility - isolated from services and employment, and reliant on private vehicles for transport.

The unsustainable nature of urban sprawl has seen the State government adopt planning policies to encourage greater urban consolidation as a means of achieving a number of environmental, social and economic objectives, including reduced competition for land, lower resource use, particularly energy, reduced greenhouse gas emissions from transport and improved health outcomes through an increase in active transport. *Directions 2031* places greater emphasis on creating a diverse and compact city through urban consolidation to cater for the projected demographic profile population growth.

Neighbourhood design concepts now focus on reducing dependency on private vehicles, and achieving more energy and land efficient development. This type of neighbourhood design is often referred to as 'transit orientated development'. This is reflected in Liveable Neighbourhoods, the WAPC operational policy for the design and assessment of structure plans and subdivision for new urban areas. The fundamental principle of Liveable Neighbourhoods is walkable mixed-use neighbourhoods which reduce car dependency; facilitate safe, efficient and pleasant walking, cycling and driving; and foster a sense of community and strong local identity in neighbourhoods.

Across the City of Cockburn there are a range of residential codings designated under Town Planning Scheme No. 3, however a coding of 'R20' predominates. This is reflected in the current and

projected housing stock. It is important to note that while lots have been getting smaller, houses have been getting larger, and are almost double the size of homes in the 1950s and double the floor space per occupant of a new house in the 1970s.

Cockburn Town Centre has been designed as a 'Transit Orientated Development' with a vibrant mix of residential, retail and commercial properties. Residential medium to high density apartment living will cater for the diverse community of the future. Shops, food and beverage establishments and offices are connected to the surrounding area through a public transport interchange next to the town square.

Recent planning for Cockburn Central, and Cockburn Coast has focused on higher densities which has contributed significantly to the diversity of housing stock in the City of Cockburn. However, as discussed in the previous section the housing diversity is not found across all suburbs. Much of the City's current residential densities are mismatched with objectives of sustainability, and the City should continue to aim for a more compact urban form.

The City assesses all Structure Plans and subdivision against the policies of Liveable Neighbourhoods, and seeks to ensure all Structure Plans incorporate a range of residential densities.

The City has developed urban revitalisation strategies, and there have been three strategies adopted – for Spearwood (Phoenix Central), Hamilton Hill and Coolbellup. These strategies include increases to residential codings from R20 generally to R30, and to R60 and R40 within 400m of centres, and where there are high levels of accessibility to public transport.

In the Phoenix Central Revitalisation Strategy and Hamilton Hill Revitalisation Strategy these zoning changes have been implemented, and have seen the development of smaller dwellings consistent with the higher codings. This has increased the housing diversity in these areas, providing increased housing options for residents. This has included National Rental

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

Affordability Scheme ("NRAS") dwellings, further contributing to affordable rental properties.

A program for future urban revitalisation strategies has been adopted by Council as follows:

- Stage 1 – North Lake and Bibra Lake (2014/2015)
- Stage 2 – South Lake (2015/2016)
- Stage 3 – Yangebup (2016/2017)
- Stage 4 – Southern portion of Spearwood and Munster (2018/2019)

The future urban revitalisation strategies present the ideal opportunity to address housing issues identified through this Strategy, and to ensure the housing stock matches the need of future households.

TENURE

RENTAL DWELLINGS

In the City of Cockburn 24 per cent of residential properties are being rented. Figure 6 provides a breakdown of how the rental market is spread across different dwelling types, and indicates that the large majority of rental dwellings in the City of Cockburn are separate houses (71 per cent), although the rental housing stock is more diverse than the housing stock in general where 86.3 per cent of housing is single detached.

In terms of the housing owned by the Department of Housing, 37 per cent of their dwellings are semi-detached/terrace housing, 15 per cent are

flat/unit/apartment, and 48 per cent single dwellings.

Across Western Australia the public housing waiting lists are greatest for two bedroom dwellings, indicating the need generally for smaller dwellings in the public housing system¹⁷.

AGED ACCOMMODATION

The City of Cockburn Community Care provides Home and Community Care (HACC) and Community Aged Care Package (CACP) funded support services for seniors and younger people with disabilities who live in Cockburn. The services are funded by the Australian Government and the West Australian Government to assist people to remain living in their own home, as follows:

- Home Support Services (HACC) - providing extensive and important help with cleaning, shopping, bill paying, social support to engage in the community, respite, personal care, transport and basic home and garden maintenance. Cockburn Community Care has Aboriginal staff who can provide culturally appropriate support to Aboriginal and Torres Strait Islander clients if required.
- Community Aged Care Packages (CACP) - Designed to meet the needs of seniors with more extensive and complex needs than the HACC funded services. The package may include any or all of the other services as well as medication prompting.

For those whose care needs can no longer be met within their own homes there are two types of residential aged care within an accommodation setting. Aged care facilities are classified as 'low level' or 'high level'. Low-level residential care provides a supported environment for residents who are still able to move about but need extra help with everyday tasks like cleaning, laundry and meals. High-level residential care includes assistance for most day-to-day living activities, as well as care from either registered nurses, or from carers under their supervision, 24 hours a day.

City of Cockburn Rental Dwelling Types

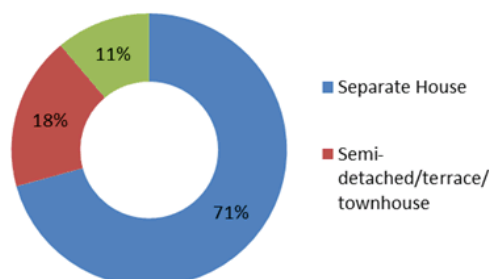


Figure 10. City of Cockburn Rental Dwelling Types

¹⁷ Department of Housing (2013) 'Housing Authority – Annual Report 2012-13'

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

TABLE 4: CITY OF COCKBURN AGED CARE ACCOMMODATION (2013)

Name	Location	High Care Bed	Low Care Beds	Respite	Ageing in Place
Amberley Aged Care	SPEARWOOD	114 total		Info not provided	Info not provided
Villa Dalmacia Aged Care Facility	SPEARWOOD	50	20	Yes	Yes
Bethanie Illawong	HAMILTON HILL	No	39	Yes	No
Carrington Aged Care Facility	HAMILTON HILL	60	43	Yes	Yes
Hale Hostel (Amana Living - Hale Hostel)	COOLBELLUP	No	40	Yes	Info not provided
Brightwater - South Lake Care Facility	SOUTH LAKE	No	30	Yes	No
Frank Prendergast House	SUCCESS	73	No	No	Yes
Regents Garden Aubin Grove	AUBIN GROVE	80	18	Yes	Yes
TOTAL APPROX BEDS	567	263	190		

Source: My Aged Care (<http://www.myagedcare.gov.au/>)

Short stays (respite care) in a residential aged care facility (either low or high) may be a step along the way to permanent care. Respite care offers temporary or casual residential care to support both older people and their carers.

There are currently eight aged care facilities in the City of Cockburn, with approximately 567 total aged care beds, as shown in Table 4. These beds have not been divided into low and high care beds as there is some flexibility in how services allocate beds according to the need and funding at the time.

A key mechanism used by the Australian Government in planning residential aged care service provision is the 'planning target' for levels of provision relative to population. In 2011, this target was a total of 115.3 places per 1,000 persons aged 70 and over, with 79.5

of these dedicated as residential places, and the remaining as combined places and packages. Table 5 demonstrates that by 2031 there should be 1498 aged care beds in the City of Cockburn, and currently there are only 365 beds available.

The ageing population is likely to increase demand for low and high care services and respite care over the next 20 years across the Perth metropolitan area. In particular there will be a demand for affordable aged care. However supply from the private sector is declining due to rising costs associated with construction, difficulties in securing suitable parcels of land, and funding constraints¹⁸. This is likely to result in an increased shortage of aged care beds in appropriate places, lower quality of service and greater pressure on Government to provide more of these services through hospitals and other care systems, at far greater cost.

TABLE 5: CITY OF COCKBURN AGED CARE ACCOMMODATION FORECAST DEMAND

	2006	2011 (6,388 persons over 70)	2021 (9,651 persons over 70)	2031 (12,485 persons over 70)
Targeted beds for supported accommodation	449	766	1,158	1,498
Identified beds	365	567		

Source: My Aged Care (<http://www.myagedcare.gov.au/>)

¹⁸ Department of Housing (2009) *More than a Roof and Four Walls* Social Housing Taskforce final report

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

ADAPTABLE HOUSING (UNIVERSAL HOUSING DESIGN)

Traditionally most homes have not been designed or built in a way that can easily accommodate the changing needs of households over their lifetime.

In the City of Cockburn, with the exception of purpose built aged and dependent care accommodation, very few dwellings have been built to incorporate universal design features.

A large proportion of the public housing stock is physically inappropriate for people with disabilities, and there is only an extremely small amount of public housing stock that has already modified. People with disabilities have therefore been found to spend longer periods on the public housing waiting list than people without a disability¹⁹.

Adaptable housing is designed and built to meet the changing needs of occupants across their lifetime. They are designed to be:

- easy to enter
- easy to navigate in and around
- capable of easy and cost-effective adaptation
- responsive to the changing needs of home occupants.

The Livable Housing Design Guidelines and the National Dialogue on Universal Housing Design Strategic Plan were launched by the Australian Government in 2010. These documents were developed jointly by all levels of government and the disability, aged, community, building and construction sectors. The Liveable Homes initiative was developed to increase the number of private and public homes in Western Australia that are built with universal access. It is a resource that was developed for people designing new homes or renovating existing homes. The initiative is intended to benefit people with disability and ageing Australians by designing Australian homes to meet the changing needs of home occupants across their lifetime. This will occur through the inclusion of key

easy living features that aim to make homes more accessible.

In the City of Cockburn 18 per cent of the population have a disability, and with an ageing population it is considered important to increase the adaptable housing stock to provide more housing options, and flexibility for in-house care.



Figure 11. Livable Housing Design - Outdoor Living Area (Werribee Apartments) (www.livablehousingaustralia.org.au)



Figure 12. Livable Housing Design - Kitchen Design (Mallorca Circuit Burdell, Qld) (www.livablehousingaustralia.org.au)

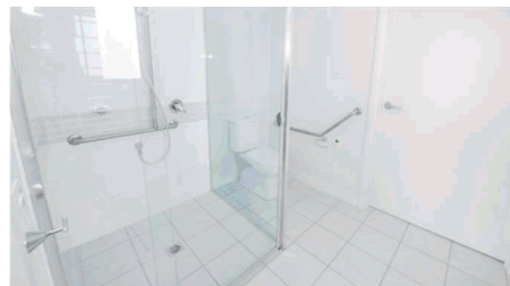


Figure 13. Livable Housing Design - Accessible Bathroom (Isabella Gardens, ACT) (www.livablehousingaustralia.org.au)

¹⁹Physical Disability Australia Ltd (2011) A home of my own: The need for accessible public housing for people with physical disability in Australia.

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CRISIS ACCOMMODATION

Crisis accommodation is short term accommodation for people experiencing homelessness. Its main purpose is to help people resolve a crisis situation and assist in obtaining appropriate long-term housing when the crisis is resolved. Residents can stay at a crisis accommodation facility for a short time, usually up to 12 weeks. Facilities usually include support services, including assistance to move to longer term accommodation.

Generally facilities are offered specifically for young people (up to 25 years old); single women; women with children; and single men.

The City's Youth Services Strategy (2011-2016) identifies that there is a shortage of accessible accommodation services for youth, including crisis, transitional and longer term supported accommodation options. There are a number of services in the Fremantle area, however within the City of Cockburn Anglicare currently provide the only crisis accommodation, located in Spearwood. The "Y-Shac Spearwood" assists 15-20 year old young people who are homeless or at imminent risk of homelessness. This crisis accommodation site is a three bed facility capable of providing short stays and quick admissions.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

HOUSING STOCK AND URBAN FORM KEY FINDINGS:

- a) *The City of Cockburn housing stock is characterised by single detached residential dwellings with three or more bedrooms (81 per cent of all dwellings).*
- b) *Newer suburbs in the City of Cockburn are strongly characterised by detached houses with four or more bedrooms, with limited smaller housing options.*
- c) *There has been a shift towards a larger number of units and apartments being constructed, and an increase in new one and two bedroom dwellings, however the proportion of larger detached dwellings being constructed is still much greater than smaller dwellings types such as units, apartments and town houses.*
- d) *The majority of new smaller dwellings in the City of Cockburn are found in Cockburn Central; and older smaller dwellings, such as semi-detached duplexes, are found in Spearwood, Hamilton Hill and Coolbellup.*
- e) *There is a lack of private and public housing 'adaptable housing' that have been designed with universal principles in the City of Cockburn, and across the Perth Metropolitan area generally.*
- f) *There is an identified shortage of crisis accommodation in the City of Cockburn.*

2018 review findings –

- There is evidence of properties advertised for sale (February 2018 online Reiva search) for low income earners to take up shared equity opportunities with the Department of Housing. Apartments are offered at 80% cost of approximately \$252,000. There is also evidence of an increase in 1 and 2 bedroom apartments for sale below \$250,000 as compared to 2014.
- An online search in February 2018 revealed there is an increase in the number of rentals on the market since 2014 with a considerable number under \$300/week. Over 80 in Spearwood, Coolbellup and Hamilton Hill.

The following provides the key findings of a review conducted of approved development applications in Spearwood and Hamilton Hill from 2015 (2 year period):

Spearwood:

- 86% of grouped dwellings approved since 2015 are 3+ bedrooms.
- 82% of 1 and 2 bed dwellings approved since 2015 are multiple dwellings.
- 1 development (20 dwellings) – aged and dependent (since 2015).
- 8 ancillary dwellings (since 2015).

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

Hamilton Hill:

- 86% of grouped dwellings approved since 2015 are 3+ bedrooms.
- 82% of 1 and 2 bed dwellings approved since 2015 are multiple dwellings.
- 1 development (20 dwellings) – aged and dependent (since 2015).
- 8 ancillary dwellings (since 2015).

Findings/Conclusions:

- The supply of rental properties under \$300 has risen particularly in Spearwood, Hamilton Hill and Coolbellup.
- While it is encouraging to see affordable rental properties in Cockburn's most established suburbs, it is important to recognise the current market downturn is likely to be a key driver of the reduced rental prices. Therefore reduced rental prices should not be seen as an indicator of success as it relates to affordable housing objectives, rather it is likely to change again in the medium to longer term.

Recommendations –

- The City to monitor dwelling approvals by establishing an annual benchmark for aged and dependent, ancillary and universal access dwellings.
- The City to actively promote City of Cockburn and WA planning policies relating to affordable and diverse dwelling provisions.
- Interview a selection of local developers and real estate agents to identify key barriers and/or reasons for not delivering homes that meet universal housing design standards. In response identify where the City can assist in meeting this objective.
- The City to investigate split coding in revitalisation areas. This might entail an "as of right" base coding for example R30 density and a higher density for example R40 should at least one new dwelling be constructed with universal access standards.
- The City to maintain a ready available Council owned development site that is available to explore partnerships which may become available through Government funding.
- Recognising banks need convincing there is a market when assessing home loans and this can sometimes result in the stifling of innovation, an opportunity exist for the City to assist by publishing successful case studies to demonstrate emerging and innovative trends. This can involve the City preparing a case study review, including conducting a resident/home owner interview and publishing the story online and in the Cockburn Soundings. As a benchmark seek to prepare 1 every quarter.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

3.3 HOUSING STRESS AND HOUSING AFFORDABILITY

Over the past 30 years, Western Australia has experienced a growing decline in housing affordability. In the last decade the unaffordability of housing has reached unprecedented levels with Western Australia's rapidly growing economy lead to a massive increase in the cost of housing²¹. Upward pressure on rents and house prices has led to a decline in affordable housing supply and the social housing system has been unable to cope with increased demand.

Even during the high economic growth of the last decade, property prices have consistently increased a greater rate than incomes. The past decade has also seen the cheaper entry-level housing that has been relied on by low-income households effectively removed from the market, and there are fewer opportunities at the lower price points. This is as a result of high demand and increased spending on home renovations nationally, together with the closing gap between the prices of low cost Perth apartments versus houses²².

Affordable housing has now declined to the point where average home loan repayments are now 40 per cent less affordable (in trend terms) than they were in 1980.

The housing market is influenced by a myriad of international, national and local issues that impact on costs and affordability. Further information regarding the factors influencing housing supply, demand and affordability can be found at Appendix D. These issues are acknowledged however they are beyond the scope of this Strategy. The analysis undertaken in this Strategy focuses on matters that can be directly influenced at a local government level, with a particular focus on matters that can be influenced through land use planning.

This section will define housing affordability and then identify the groups that are in housing stress.

DEFINING HOUSING AFFORDABILITY

The definition of affordable housing set out in the *Affordable Housing Strategy 2010-2020: Opening Doors to Affordable Housing* is:

Dwellings which households on low-to-moderate incomes can afford, while meeting other essential living costs. It includes public housing, not-for-profit housing, other subsidised housing under the National Rental Affordability Scheme together with private rental and home ownership options for those immediately outside the subsidised social housing system.

This definition makes it necessary to define 'low and moderate income' to identify these households and assess and plan for their housing needs. 'Low and moderate-income households' have incomes below 120 per cent of the gross median income of all households. This category can be further separated as follows:

'Very low-income' - incomes below 50 per cent of the median

'Low-income' - between 50 to 79 per cent of the median

'Moderate-income' - between 80 and 119 per cent of the median

A widely used indicator for calculating the affordability of housing costs is that mortgage or rental payments should be less than 30 per cent of gross household income²³. It is acknowledged that there are a number of limitations of using this indicator. Significantly it does not capture the opportunity costs of living in one dwelling over another. For example, a house may be cheaper to rent or buy in the outer suburbs; however accessibility to services and employment may be less resulting in higher transport costs and reduced opportunities for employment. Conversely higher housing costs in accessible locations, such as near a train station may result in significantly reduced transportation costs, particularly if a household can

²¹ AHURI (2007) *Housing Affordability, a 21st Century Problem*

²² Department of Housing (2010) *Affordable Housing Strategy 2010-2020, Opening Doors to Affordable Housing*

²³ Gurran, N. (2008) *Affordable Housing National Leading Practice Guide and Toolkit*, Sydney: National Commitment 2 Working Group.

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manage without a vehicle, or with only one vehicle rather than two which results in substantial savings. This ratio method also omits those who are experiencing homelessness, or living in marginal housing.

Nonetheless, it is widely considered to be the best indicator to provide an overview of housing affordability, and is therefore the measure used in this Strategy. From this gross rent and mortgage affordability has been calculated against gross household income and outlined in Table 6 below. The median incomes have been calculated for the Perth metropolitan region to

ensure that a diverse housing stock can be incorporated.

Table 6 below shows the breakdown of weekly income by household types, classified into very low, low and moderate. In the City of Cockburn there are 11.5 per cent of family households are classified as low income earners, with a significant proportion of one person families having low incomes (21 per cent) and very low incomes (38 per cent).

TABLE 6: AFFORDABLE HOUSING RENTAL AND PURCHASE BENCHMARKS

	Weekly Income	Affordable Rental Benchmark	Affordable Purchase Benchmark <i>22.2% of income</i>
Moderate	\$1169 - \$1760	\$350 - \$528	\$273,820 – \$412,252
Low	\$740 - \$1168	\$220 - \$350	\$173,333 – \$273,585
Very Low	< \$739	<\$222	\$173,099

TABLE 7: WEEKLY INCOME FOR SELECTED HOUSEHOLDS IN CITY OF COCKBURN (2011)

	Weekly Income (approximately)	Number and Percentage of all family households	Number and Percentage of lone person households	One parent families	Couples with children	Couples without children
Moderate	\$1169 - \$1760	1,617 (6.7%)	975 (15%)	642 (17.3%)	1,535 (17.7%)	2,686 (22.4%)
Low	\$740 - \$1168	2,787 (11.5%)	1180 (18.3%)	772 (21%)	1,064 (12.3%)	1,023 (8.5%)
Very Low	< \$739	3,542 (14.6%)	3628 (56%)	1408 (38%)	1,948 (22.5%)	501 (4.2%)

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ASSESSMENT OF HOUSING COSTS AND INCOME

RENTAL PRICES

In 2001 the average cost of rent in the City of Cockburn represented 16 per cent of the average household income, and by 2011 this had rose to 21 per cent²⁴.

Between 2006 and 2011 household rental payments in the City of Cockburn increased by 45 per cent, whereas household and personal income increased by only around 28 per cent²⁵.

In 2011 there were 1084 families with 'very low' household incomes (below \$799 a week) renting in the City of Cockburn, and 660 of these were in housing stress (61 per cent).

Low income households are more likely to be renting (29 per cent) compared with 17 per cent of moderate and high income families, and fewer low income households are purchasing a home. Young people and people with disabilities are also more likely to be renting their home.

TABLE 8: PERCENTAGE OF SELECTED HOUSEHOLDS RENTING

	Low Income Earners	Moderate and High Income Earners
Owned outright	42%	20%
Owned with mortgage	26%	62%
Being Purchased under rent/buy scheme	1%	1%
Rented	29%	17%
Occupied Rent free	1%	1%

For low and moderate income households home ownership is more difficult than it has ever been, and entering home ownership means facing greater financial risks than households with equivalent incomes 30 years ago²⁶. Consequently home purchase rates for low-moderate income households appear to be

declining, particularly for first time homebuyers and young families. In addition, evidence suggests that low-moderate income purchasers are more likely to be still paying off houses after retirement age²⁷. This will see a continuing trend of low and moderate income households in rental accommodation.

Generally the rental vacancy rate can be a good measure of the state of private rentals. A rule of thumb is that a three per cent vacancy rate represents a balance between supply and demand for housing, and less than three per cent indicates a shortage and will lead to an upward pressure on rents. Perth's median rent increased because of a low vacancy rate of 1.9 per cent as of March 2012²⁸. In September 2013 the vacancy rate in Perth was 3.1 per cent, however high rental prices are still being seen throughout the Perth Metropolitan area, including the City of Cockburn.

An overview of available properties in the City of Cockburn over a 6 month period identified that there were no properties available for private rent for very low income earners that were within the affordable rental benchmark range. However, it is noted that a significant proportion of these very low income earners are likely to be accommodated in public housing.

For low income earners, there were a small number of private rental properties available within the affordable rental benchmark range, being smaller one or two bedroom dwellings primarily in Hamilton Hill and Spearwood. There were no dwellings with more than three bedrooms that were affordable for low income earners.

For moderate income earners at the higher end of the income bracket there were a number of affordable rental properties available across the City, including larger dwellings, at any given time. However at the lower end of this income bracket there were only a

²⁴ ABS (2011) Census of Population and Housing (City of Cockburn)

²⁵ ABS (2011) Census of Population and Housing - City of Cockburn

²⁶ AHURI (2012) *What are the benefits and risks of home ownership for low-moderate income households?*, Issue 149

²⁷ AHURI (2012) Op Cit.

²⁸ Housing Industry Forecasting Group (2012) Forecast Dwelling Commencements in Western Australia

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

small number of properties in certain suburbs that were affordable at \$350 a week.

In 2013 the median price charged to rent a 4 bedroom dwelling in the City of Cockburn was \$579, and a 3 bedroom dwelling was \$478²⁹.

An overview of relevant rental costs for dwellings of various sizes for the City of Cockburn and the Perth Metropolitan area are provided in Table 9. This demonstrates the significant difference in rental prices dependent on the number of bedrooms, with smaller dwellings being more affordable.

TABLE 9: AVERAGE RENT (PRIVATE DWELLINGS) BY NUMBER OF BEDROOMS FOR CITY OF COCKBURN AND PERTH METROPOLITAN AREA (2013)

No. of Bedrooms	Average Rent (Private Dwellings)	
	City of Cockburn	Perth Metropolitan Area
1	\$325	\$400
2	\$411	\$450
3	\$478	\$470
4+	\$579	\$550

Source: REIWA Perth Suburbs Rental Data 2013

National Rental Affordability Scheme (NRAS)

The National Rental Affordability Scheme ('NRAS') commenced in 2008 and seeks to address the shortage of affordable rental housing by offering financial incentives for the construction of dwellings to be rented to low and moderate income households at a rate that is at least 20 per cent below the market value rent. To be eligible to rent an NRAS dwelling individuals and households must be low-moderate income earners, as defined by the income eligibility limits set each year for various household compositions, dependant on the number of adults and children.

NRAS aims to increase the supply of new affordable rental housing; reduce rental costs for low and moderate income households; and encourage large-

scale investment and innovative delivery of affordable housing.

NRAS has the potential to play an important role in the supply affordable rental housing for the low- and moderate-income households as it offers a strong incentive for small scale investors to increase the affordable rental stocks. It has been found to perform best where the land cost and property values are relatively low, and across Australia most of the incentives were allocated to the areas located at long distance from CBD since the costs of these investments are relatively lower that can ensure positive returns on investments.

There have been a total of 5,470 incentives (allocated and reserved) in Western Australia, representing 14 per cent of the total national incentives³⁰. In Western Australia not-for-profit housing providers have utilised 584 incentives (active and proposed), representing 10.7 per cent of the total incentives. In the City of Cockburn there were 62 active NRAS dwellings at the end of 2013, with another 173 proposed. These are distributed across the City, as outlined in the table below.

TABLE 10. CITY OF COCKBURN NRAS INCENTIVES

Incentives by Suburb	Active Dwellings	Proposed Dwellings	Total Incentives
WA TOTAL	1,426	4,044	5,470
Aubin Grove	21	2	23
Coolbellup	22	45	67
Hamilton Hill	-	6	6
Spearwood	-	20	20
Success	19	100	119
CITY OF COCKBURN TOTAL	62	173	235

Source: Australian Government Department of Social Services (2013) National Rental Affordability Scheme Monthly Performance Report 30 June 2013

²⁹ REIWA (2013) Perth Suburb Rental Data

³⁰ Australian Government Department of Social Services (2013) National Rental Affordability Scheme Monthly Performance Report 30 June 2013

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY



Almost 3 out of 5 low-income family households renting in the City of Cockburn are in housing stress

In Spearwood new NRAS 2 bedroom apartments were available for rent at \$312 a week, and in Aubin Grove they were available for \$360 a week which represents 20 per cent below market rent. This has made these properties affordable for low income earners, when they would otherwise have been unaffordable at full market rent. This demonstrates the success of NRAS if it could become more widespread.

An assessment of 2013 housing rental availability and prices in the City of Cockburn identifies the following key points:

- The most affordable rental dwellings are smaller one and two bedroom flats in older style apartment buildings, or one and two bedroom older style duplex dwellings in Spearwood and Hamilton Hill, but this rent is still around \$350-\$390 a week, with the cheapest being \$310 a week.
- The most affordable dwellings were ancillary dwellings ('granny flats') with rental prices around \$290-\$310 a week, found predominately in Spearwood and Hamilton Hill, with only a small number available (one or two at any given time).
- There are new one and two bedroom apartments found in Spearwood, Hamilton Hill resulting from increased codings from the Phoenix Revitalisation Strategy are generally not affordable for low income earners.
- Options for shared rental accommodation are limited, although there is availability in nearby areas outside of the City of Cockburn (such as Murdoch), driven by demand for student accommodation.
- Rental properties available under the NRAS Scheme are within the affordable benchmark

for low income households when they otherwise would not have been.

HOUSING PRICES

In 2006 in the City of Cockburn the average mortgage repayments were 24 per cent of the average household income, and by 2011 this had risen to 30 per cent of the average household income.

Local house prices provide an estimate of the amount of available housing supply in relation to demand. Prices reflect the amount of 'active' stock available for renting or buying. House price data can provide a good basis for measuring affordability in a particular area.

Table 11 below outlines the median house prices for detached houses in the City of Cockburn, and indicates that even smaller one and two bedroom detached dwellings have a median price of \$443,000. Given that detached houses represent 86.3 per cent of the housing stock in the City of Cockburn this highlights the need for other housing types.

This analysis indicates that the smaller dwellings being developed are still unaffordable for low and very low income earners.



Apartments developed under the NRAS Scheme in the City of Cockburn are affordable for low income households

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TABLE 11. MEDIAN DWELLING PRICE BY NO. OF BEDROOMS (2013)

SUBURB	1-2 Bedrooms	3 Bedrooms	4 Bedrooms
Atwell	\$490,000	\$529,000	\$560,000
Aubin Grove	\$418,000	\$479,000	\$581,000
Coolbellup	\$430,000	-	\$510,000
Bibra Lake	\$385,000	\$483,000	\$580,000
Hamilton Hill	\$510,000	\$506,000	\$565,000
Munster	-	\$471,00	\$600,000
South Lake	\$415,000	\$411,000	\$459,000
Spearwood	\$402,000	\$494,000	\$590,000
Success	\$460,000	\$478,000	\$550,000
Yangebup	\$480,000	\$443,000	\$480,000
AVERAGE	\$443,000	\$477,000	\$547,000

Source: REIWA Perth Suburbs Price Data

TABLE 12: AFFORDABLE PURCHASE BENCHMARKS BY WEEKLY INCOME

	Weekly Income	Affordable Purchase Benchmark <i>22.2% of income</i>
Moderate	\$1169 - \$1760	\$273,820 – \$412,252
Low	\$740 - \$1168	\$173,333 – \$273,585
Very Low	< \$739	\$173,099

Source: Derived from Gurrin, N. (2008) *Affordable Housing National Leading Practice Guide and Toolkit*, Sydney: National Commitment 2 Working Group.

An assessment of housing costs across the City of Cockburn in 2013 indicates that there were no properties available for sale that were affordable for very low income earners. There were only a limited number available for low-income earners, with the cheapest being around \$240,000 for one bedroom apartments in Spearwood, Hamilton Hill or Coolbellup.

For moderate income earners there are a few more options available, particularly at the higher end of this income bracket. This demonstrates that the City of Cockburn does still offer affordable options for moderate income earners.

The Department of Housing offer a range of options to assist low and moderate income earners buy their own home, including shared ownership options. These allow low and moderate income earners to purchase a home from the Department of Housing, with a SharedStart loan through Keystart, the Government's lending agent. Some advantages of Shared Home Ownership are a low deposit; no savings history required; and no lenders mortgage insurance. First home buyers can use the First Home Owners Grant towards the deposit and apply for a grant from the Home Buyers Assistance Account.

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COST OF LIVING

Affordable living is used to describe the factors that influence household expenditure in addition to rent or mortgage payments. In particular utility and transport costs are an important consideration when determining the total cost of living in a home. Factors such as a thermal efficiency and proximity to employment, public transport and essential services can affect household living expenditure and thus housing affordability. For example, a low rent dwelling with high living expenses may be less affordable than a dwelling with higher rent and low utility and transport costs.

The rising costs of living impact on all households to some extent, but it is low income households, particularly those reliant on income support payments, who are most affected by increases in the costs of essential goods and services. The reasons for this include the fact that their income rarely increases at the same rate as middle and higher income households; and a greater proportion of their income is spent on essential items (such as housing, utilities, transport and food) than for someone on a higher income.

In Western Australia the Cost of Living Report 2013 (WACOSS) found the following:

Working couple family households had income sufficient to maintain a basic standard of living, however with little capacity to save money or cope within unexpected costs.

Single parent families were in a worse position with their financial circumstances being highly insecure and lacking resilience, as they have little or no capacity to save and are at significant risk of going into unsustainable debt.

Unemployed single persons had inadequate income to maintain a basic standard of living, sufficiently low to present a barrier to their ability to find work, rather than an incentive.

Housing costs are the single biggest item of expenditure for most households, and the cost of housing is the biggest contributor to financial hardship in low income households.

Utility costs only represent a small fraction of the overall cost of living for most households — between 3.5 and 4.5 per cent³¹. The rate of utility hardship might be better thought of as a symptom of general levels of financial stress resulting from transferred housing stress. Utilities hardship may act as an early indicator of financial stress because utility bills are intermittent and unpredictable.

While the contribution of utilities to the overall cost of living is relatively small, it should be noted that it makes up a significantly larger proportion of expenditure for most low income households than it does for most of those on median and higher incomes. This means that increases in the cost of utilities impact disproportionately on disadvantaged households.

There is considerable variation in power usage across different kinds of low income households, depending on both household make-up and the quality and efficiency of their housing and appliances. Larger low income households, particularly those with children, consume more electricity, water and gas — especially when they are in old housing stock of poor quality and design.

The City has been proactive in promoting affordable living and has an extensive range of sustainability initiatives that seek to help households reduce living costs. This includes a number of guides for households, such as the following:

Affordable Living Initiatives

- Building a sustainable house in the City of Cockburn
- Is solar energy right for you?
- Landowner Biodiversity Conservation Grant Program Brochure
- Sustainable Living Home Online
- Sustainable Renters' Guide
- Waterwise Brochures - Planting a local native garden;
- Protect and maintain our water supplies;
- Top 10 tips for saving water in the home and garden

The City also offers free home energy and water audits, which are in-home consultations offered to home owners and renters in Cockburn during autumn each year, helping them to reduce energy and water usage.

³¹ WACOSS (2013) Western Australia the Cost of Living Report 2013

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

GROUPS VULNERABLE TO HOUSING STRESS

Across Australia the greatest numbers in housing stress are private renters, working households and households with children (both couple and sole parent households)³². The incidence of housing stress is highest for lower-income private renters; single-person households aged less than 65 years; and lower income home purchasers. Almost half of lower-income households in stress are working households, and over one-third of lower-income working households are in housing stress. For many (69 per cent) of these households, home ownership is not something they see as likely³³.

The anticipated increase in the incidence of housing stress is particularly significant for lower-income households in the private rental market as a result of the decline in home ownership rates among younger households, and a reduction in the availability of public housing.

Young people can be vulnerable to housing stress as they transition from the family home to independent living. In general young people between aged between 15 and 24 years reside in their family home, or their housing is characterised by shared rental tenure. The high rate of rental tenure by this age group is linked to housing purchase affordability. Some of the barriers confronting young people entering the home ownership market are:

- Difficulty with obtaining appropriate deposits
- Lower levels of employment
- Lower incomes from entry level employment positions
- Higher levels of part-time work / lower levels of full-time work
- Student debts
- Decline in stock of affordable housing

People with disabilities are more susceptible to housing stress and financial hardship because they face extra costs relating to housing, transport, aids and equipment, in addition to income restriction.

³² AHURI (2012) *What are the benefits and risks of home ownership for low-moderate income households?*, Issue 149

³³ AHURI (2012) Op.Cit.



Low income households are most affected by rising costs of living

Ongoing medical costs and housing modifications deplete financial reserves, causing uncertainty³⁴.

Many individuals with disabilities rely on the disability support pension which remains significantly below the poverty line, and others find it challenging to get and keep rewarding and well-paid jobs. Family and carers work less hours than others, or do not work at all. Under these circumstances there are reduced opportunities to make investments and build wealth.

People with disabilities are more likely to be renting than owning their home and are often unable to obtain or afford homes in the areas that are close to work, transport, family, friends and activities. Entry into the private rental market poses challenges in securing appropriate accommodation and then in trying to gain permission to carry out modifications.

Lower income older Australians are also at risk of housing stress, particularly lone households, and evidence suggests that their housing needs will not be met by the social housing system alone³⁵. Current trends indicate that Australia is on the threshold of a steady and sustained increase in the number of low-income, older renters. The greatest projected change is in the 85 and over age range where across Australia the number of low-income renters is estimated to increase by 194 per cent from 17,300 to 51,000³⁶.

³⁴ AHURI (2007) *The housing careers of persons with a disability* National Research Venture 2: 21st century housing careers and Australia's housing future

³⁵ AHURI (2008) *Rental Housing for Lower Income Older Australians* – Research & Policy Bulletin Issue 96 January 2008

³⁶ AHURI (2008) Op.Cit

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

HOUSING AFFORDABILITY KEY FINDINGS:

- a) *Home ownership is more difficult than it has ever been for low and moderate income households, and entering home ownership means facing greater financial risks than households with equivalent incomes 30 years ago.*
- b) *An assessment of housing costs in the City of Cockburn indicates no properties available for sale that were affordable for very low income earners, and only a limited number available for low-income earners, with the cheapest being around \$240,000 for one bedroom apartments in Spearwood, Hamilton Hill or Coolbellup.*
- c) *For moderate income earners there are a few options available, particularly at the higher end of this income bracket, demonstrating that the City of Cockburn still offers affordable options for moderate income earners.*
- d) *The most affordable rental dwellings are smaller one and two bedroom flats in older style apartment buildings, or one and two bedroom older style duplex dwellings in Spearwood and Hamilton Hill, with rent around \$310-\$390 a week.*
- e) *Ancillary dwellings ('granny flats') were the most affordable dwellings, with rental prices around \$300 a week, found predominately in Spearwood and Hamilton Hill, but there was only a small number available.*
- f) *New one and two bedroom apartments found in Spearwood and Hamilton Hill resulting from increased codings from the Phoenix Revitalisation Strategy are generally not affordable for purchase by low income earners.*
- g) *For low income earners there were a small number of private rental properties available within the affordable rental benchmark range, being smaller one or two bedroom dwellings primarily in Hamilton Hill and Spearwood.*
- h) *For moderate income earners at the higher end of the income bracket there were a number of affordable rental properties available across the City, however at the lower end of this income bracket there were only a small number of properties in certain suburbs that were affordable at \$350 a week.*
- i) *Rental properties available under the National Rental Affordability Scheme ("NRAS") are within the affordable benchmark for low income households when they otherwise would not have been.*
- j) *Young people, low income families with children, people with disabilities and older renters are vulnerable to housing stress.*
- k) *Trends indicate that Australia is on the threshold of a steady and sustained increase in the number of low-income, older renters and evidence suggests that their housing needs will not be met by the social housing system alone.*
- l) *The rising costs of living costs impact on all household, but low income households, particularly those reliant on income support payments, are most affected by increases in the costs of essential goods and services.*

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

2018 review findings –

- The National Rental and Affordability Scheme continues its success reporting 211 dwellings delivered under the scheme to date and a further 49 proposed across several suburbs in Cockburn.
- Median weekly rent (\$380) and median mortgage repayments (\$2,058/month) have increased since 2011. However median total household income has also risen (\$1,543 in 2011 to \$1,750 in 2016) Source: ABS data 2016 Time Series update for Cockburn.
- While the greatest growth in household income is represented by the highest income quartile (\$2,016+), ABS 2016 data identifies 22% of Cockburn's households remain in the lowest quartile and earn less than \$800/week. Compare this with the average rental property cost in 2016 - \$380/week then it suggests many households are paying more than the rental benchmark (calculated in 2014) that is considered affordable (generally 22.2% of income). However this should also be balanced by recognising \$380/week is an average only – recognising the significant number of rentals currently available under \$300/week within Cockburn's most established suburbs including Spearwood.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

4.0 KEY FINDINGS AND IMPLICATIONS FOR HOUSING

The assessment of the City's housing stock and household and population forecasts has identified the following key issues that require addressing:

HOUSING STOCK MISMATCH

The City's current housing stock does not match the projected smaller households, and will not provide an adequate range of housing choices for future households. A greater number of smaller dwellings will be required to meet the needs of smaller households.

It is acknowledged that over time there will be some adaptation to high housing costs and larger dwellings, and dwellings will be utilised differently. For example, there is likely to be more shared housing arrangements, and more than one household per dwelling. However, such arrangements will not suit all households, and given the significance of the projected mismatch, it is considered appropriate that an increase in the number of smaller dwellings types should be encouraged across the City. This can be achieved through increases to residential densities in appropriate locations, and ensuring adequate higher densities in new areas.

Facilitating the provision of smaller dwellings will assist in providing options for residents seeking to downsize or move to more appropriate housing while staying in the local area while they are still able to live independently. It is acknowledged that many older Australians living in large homes consider that the dwelling meets their needs³⁷. However, studies indicate that a proportion, particularly those with disabilities, will want to downsize or move to a more appropriately designed dwelling³⁸. Most of these people will want to remain in their local area, and this Strategy aims to facilitate the housing options for those who wish to downsize, or whose homes no longer suit their needs. An assessment of the housing stock in the City of Cockburn indicates that these options are limited in many areas, and this issue needs to be addressed.

³⁷ AHURI (2010) *How well do older Australians utilise their homes?* Issue 126 May 2010

³⁸ AHURI (2010) Op. Cit

NEED FOR A COMPACT URBAN FORM

In recent years the City has moved towards more compact and sustainable urban development, reflected in the Cockburn Town Centre (a transit-oriented development), the planning for Cockburn Coast, urban revitalisation strategies (for Hamilton Hill and Spearwood), and various local structure plans that seek to achieve a range of residential densities.

However, like much of the Perth Metropolitan area, the City is still characterised by predominately low density residential codings that have resulted in a housing stock of large detached dwellings, and many dwellings that in general do not have high levels accessibility. Continuing to identify opportunities for higher densities, particularly in areas with high levels of accessibilities will provide opportunities for smaller dwellings and a greater number of dwellings with good access to services and public transport.

Living within easy access to public transport is particularly important for lower income households who may not have access to a car. Individuals on lower incomes indicate a stronger preference for easy access to public transport than other income groups. Providing dwellings with good access to services and public transport is particularly important for young people and people with disabilities, who are high users of public transport.

This City's program of urban revitalisation strategies provide the opportunity to achieve a more compact and sustainable urban form.

DECLINING HOUSING AFFORDABILITY

The number of Australian households in housing stress has increased dramatically since 2003, and this is a trend that is likely to continue into the future. For 'very low', 'low' and 'moderate' income earners this means that owning a property is likely to be out of reach. Households susceptible to housing stress are low income renters, low income households with children, older people renting, and people with disabilities.

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Therefore it is considered that provision of a greater number of smaller dwelling types, including ancillary dwellings which have been found to be the most affordable rental accommodation, across the City will assist in providing more affordable housing.

COST OF LIVING IMPACTS FOR LOW INCOME HOUSEHOLDS

While all households are impacted on by increasing costs of living, low income households are the most affected. In particular it is single parent families and lone person households that are most susceptible to living cost increases. Housing affordability is a particular issue for family households who have a variety of living expenses that make them more susceptible to financial hardship, in addition to having high housing costs through the requirement in many cases for larger dwellings that have higher rental costs.

Increasing the stock of smaller dwellings, and providing more dwellings within close proximity to public transport and services will assist greatly in providing housing options that have lower transport costs. Encouraging more sustainable dwellings, and providing information regarding sustainable living options will also assist households.

NEED FOR ADAPTABLE HOUSING

In the City of Cockburn there is an ageing population, and 18 per cent of people have a disability. The number of private and public dwellings that have been built to incorporate universal design elements is very low, therefore for many of these people their home may not have a level of accessibility to suit their needs either now or in the future.

Inaccessible housing leads to social disadvantage and has negative effects for social integration and participation. Modifications to dwellings to improve accessibility, such as installation of ramps, are often expensive and unsatisfactory. These costs place increased financial pressure on such households, and moving house to find a better house design suited to

their specific needs is not a viable option due to the high 'sunk costs' in the current accommodation³⁹.

A cost-benefit study comparing the types of care for ageing Australians found that providing home-based care is less costly on average than residential care. The annual average cost of residential care is reportedly \$48,710 per person whereas in-home formal care costs on average \$7,520 per annum. It has been estimated that if 20 per cent of new homes included universal housing design, the cost savings to the Australian health system would range from \$37 million to \$54.5 million per annum⁴⁰.

A large proportion of the public housing stock is physically inappropriate for people with disabilities, and there is only an extremely small amount of public housing stock that has already modified⁴¹. People with disabilities have been found to spend longer periods on the public housing waiting list than people without a disability, due to requiring accessible housing⁴².

Livable Homes are easy to move around in and easy to use. They are open-plan and designed to maximise space in key areas of the home. Some of the design features include flat level thresholds, larger rooms and passages for wheelchair access, low kitchen benches etc. Livable Homes ensure people of all ages and abilities can live in or visit with comfort.

Improving the supply of affordable housing that is accessible and conforms to the principles of universal housing design would be a significant positive step towards reducing rates of poverty and providing increased opportunities for economic and social inclusion for people with disabilities.

³⁹ Tully, Beer (2009) The housing careers of people with a disability and carers of people with a disability AHURI Southern Research Centre.

⁴⁰ Australian Housing and Urban Research Institute (2010) Dwelling, Land and Neighbourhood Use by Older Home Owners, pp. 188-189.

⁴¹ Physical Disability Australia Ltd (2011) A home of my own: The need for accessible public housing for people with physical disability in Australia.

⁴² Physical Disability Australia Ltd (2011) Op. Cit.

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DEMAND FOR AGED CARE FACILITIES

The ageing population, particularly the increase in people over 70 years of age, will see an increased demand for aged care facilities for those whose care needs can no longer be met within their own homes.

The demand for low and high care facilities, in addition to respite care, will continue to increase across the Perth metropolitan area. In particular there will be a demand for affordable aged care.

Traditionally such facilities have been located on sites of 6-8 ha, however it is becoming increasingly difficult to find such sites, and a more flexible approach will be required. The lack of suitable locations raises concerns regarding the shortfall of accommodation in the near future. It will be crucial that the City of Cockburn actively target supported accommodation development in any future redevelopment in order to meet the identified needs.

SHORTAGE OF CRISIS ACCOMMODATION

There is a trend of increased homelessness, particularly for vulnerable households such as people with disabilities. Compounding the problems associated with greater incidence of homelessness in the community has been the breakdown of the affordable housing system.

There has been increasing pressure on crisis accommodation. This is because in addition to more people seeking crisis accommodation, the average length of stay has increased due to longer waiting times for social housing⁴³.

Addressing the lack of affordable housing will go some way to reducing vulnerability to homelessness for some households. However, provision of crisis accommodation is still important to ensure that there is adequate accommodation for people waiting for social housing.

⁴³ Department of Housing (2009) *More than a Roof and Four Walls* Social Housing Taskforce Final Report

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5.0 STRATEGIES FOR ACTION

This section will discuss the various mechanisms that are available to address the key housing need issues that have been identified:

- *Housing stock mismatch*
- *Need for a compact urban form*
- *Declining affordability*
- *Demand for aged care facilities*
- *Cost of living impacts for low income households*
- *Shortage of crisis accommodation*
- *Need for adaptable housing*

5.1 PLANNING MECHANISMS

There are a number of different planning mechanisms potentially available to assist in the provision of affordable and diverse housing, and to address the key housing issues, in particular the following key issues:

- *Housing stock mismatch*
- *Need for a compact urban form*
- *Declining affordability*
- *Cost of living impacts*
- *Need for adaptable housing*

This section will provide an overview of the available mechanisms, and their appropriateness within the City of Cockburn to address the areas of concern. It should be noted that none of these mechanisms alone are considered sufficient to address the issue.

- Restrictive covenants such as provisions limiting the use of property or prohibiting certain uses, such as boarding houses, or covenants that mandate high-cost finishes which add to the cost of development.

The City of Cockburn Town Planning Scheme No. 3 ("the Scheme") has flexibility to vary requirements in a variety of circumstances, including parking standards. Land use permissibilities under each zone are also considered to be flexible, providing Council with discretion to consider a wide range of uses in each zone.

Notably the Scheme exempts two grouped dwellings from planning approval, which eliminates application fees and reduces the time required for approvals where proposals comply with the R-Codes.

BARRIER REDUCTION STRATEGIES

In some circumstances there may be elements of the planning framework which either individually or used in combination may discourage or constrain the provision of affordable housing in new developments.

Barriers can include:

- Restrictive planning controls which prevent diverse or low-cost housing forms (such as ancillary dwellings, grouped/multiple dwellings, boarding houses)
- Excessive building costs by mandating inclusions of expensive finishes/materials, design features.

The following Local Planning Policies (adopted pursuant to the Scheme) have particular relevance to the provision of affordable and diverse housing:

- APD12 – Aged or Dependent Persons Dwellings
- APD56 -Single Bedroom Dwellings
- APD58 - Residential Design Guidelines
- APD67 – Lodging House – Design Guidelines

It is considered that in general their scope and content are appropriate in achieving diverse housing types, however it is considered there a number of areas where more could be done to encourage affordable and diverse housing types, and to reduce additional building

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costs that arise from land use planning outcomes. These are discussed below:

ENCOURAGING SPECIAL PURPOSE DWELLINGS

The R-Codes provides for three types of Special Purpose Dwellings:

- Ancillary Dwellings
- Single Bedroom Dwellings
- Aged and Dependent Dwellings

The objectives of these dwellings are to:

- *Ensure that residential development is provided to accommodate people with or without special needs.*
- *To provide ancillary accommodation which is independent or semi-independent to residents of the single house.*
- *To ensure that dwellings for the aged and people with special needs can be provided within residential areas.*
- *To provide opportunities for affordable housing.*

ANCILLARY DWELLINGS

The R-Codes provides for the development of ancillary dwellings for people who live either independently or semi-independently of the residents of a single house, sharing some site facilities and services.

As for all development under the R-Codes, approval for an ancillary dwelling can be obtained in two ways:

1. Compliance with the 'deemed to comply' provisions; or
2. Demonstrated consistency with the 'design principles'.

The 'deemed to comply' requirements require:

- the lot is greater than 450m²;
- maximum plot ratio of 70m² (amongst other things).

In circumstances where the occupant of an ancillary dwelling has a disability, particularly a physical disability, a plot ratio of 70m² may not be adequate to meet their needs. Additional space requirements may arise to provide for:

- comfortable wheelchair access around the dwelling

- accommodating equipment, such as hoists and aids
- a larger bathroom for wheelchair accessibility and use of aids
- small additional separate bathroom facilities (shower, toilet, basin) for a carer to use
- 'breakout' space for a carer who needs to be present in the dwelling but at times needs their own space

Applicants have the option to meet the 'design principles', which do not include a maximum floor area. This provides the option to seek consideration under the 'design principles', providing justification for a larger ancillary dwelling.

Where development does not satisfy the 'deemed to comply' provisions, it must be demonstrated that the following 'design principle' is achieved:

P1 Ancillary dwelling for people who live either independently or semi-dependently to the residents of the single house, sharing some site facilities and services and without compromising the amenity of surrounding properties.

Such proposals are assessed on case by case basis. However, it is considered that providing further guidance, in the form of a local planning policy, would assist proponents in seeking consideration under the 'design principles'. Such a policy would also assist Council in determining the appropriateness of proposals.

The policy should stipulate the considerations and criteria for considering ancillary dwellings larger than 70m², and specify the information that is required to be submitted to Council.

In this regard consideration should be given to allowing increases to the plot ratio of an ancillary dwelling (generally up to around 100m²) where:

- The ancillary dwelling is built to the 'deemed-to-comply' standards set out in the R-Codes for 'Aged and Dependent' dwellings (ie. universally accessible).

Requiring any ancillary dwelling that is greater than 70m² to be universally accessible will ensure that it is

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ideally suited to the needs of any occupants with a disability. Importantly it will contribute to the stock of universally accessible dwellings which have been identified as being in very short supply. Such dwellings have the potential to provide affordable accessible dwellings to meet the needs of people with (or without) disabilities.

It is considered very important that ancillary dwellings remain 'ancillary' to the main dwelling, and that they remain as smaller dwellings for the following key reasons:

- So that they remain affordable - Ancillary dwellings have been found to provide the most affordable rental accommodation in the City of Cockburn, and this is largely due to their modest scale. In line with the objectives of this Strategy it is considered imperative that ancillary dwellings continue to remain affordable.
- To ensure they contribute to the stock of smaller dwellings - Given that the housing needs analysis demonstrates the growing number of one and two person households, and the predominance of dwellings with three or more bedrooms it is important to strongly encourage smaller dwellings.
- To ensure they generally accommodate only one or two people - this will ensure that the vehicle movement and activity associated with the dwelling does not compromise the amenity of the surrounding properties.

To summarise, the local planning policy should seek to:

- Ensure that ancillary dwellings are able to meet the needs of people with disabilities, whilst still being ancillary to the main dwelling.
- Strongly encourage the development of universally accessible ancillary dwellings.
- Ensure ancillary dwellings do not compromise the amenity of the surrounding properties and the streetscape.
- Provide further guidance on the 'design principles' set out in the R-Codes for ancillary dwellings, particularly in relation to plot ratio.

The local planning policy will explore these matters in further detail, and will be subject to community consultation, and discussion with Disability Services Commission.

AGED AND DEPENDENT DWELLINGS

The R-Codes provides for the development of aged and dependent dwellings which are built specifically for a person who is either over 55 years of age or has a disability.

The R-Codes set out the design requirements for these dwellings (ie. minimum doorway and corridor widths; level entry ways; bathroom requirements; accessible paths from car parking area and the street etc.).

For aged and dependent dwellings (and single bedroom dwellings) the R-Codes allow a variation to the minimum and average lot sizes for subdivision and development, reducing the required site area by one third. This means that there is the potential for more dwellings to be developed than would ordinarily be permitted, proving an incentive for universally accessible dwellings to be built.

The 'deemed to comply' requirements of the R-codes state that 'Aged and Dependent Persons Dwellings' should be a minimum of five dwellings within any single development. However the R-Codes identify the option for local governments to adopt a local planning policy that varies this requirement to allow the incentive to be taken up for smaller developments.

It is therefore proposed that the City's Local Planning Policy APD12 'Aged and Dependent Persons Dwelling' be amended to include removal of the minimum number of aged and dependent dwellings required in any single development.

The 'deemed to comply' requirements of the R-codes require that aged and dependent dwellings are occupied by at least one person who is aged and/or dependent. They require that a memorial be placed on the title of these dwellings (Section 70A notification), stipulating this requirement, which then applies in perpetuity to all subsequent occupiers.

It is considered that this requirement for a memorial to be placed on the title is a significant disincentive for

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developers to build aged and dependent dwellings, as it potentially reduces the value of the dwelling. Even people who are aged and/or dependent may be reluctant to build or purchase such dwellings because they are aware that the restriction on occupancy may be a problem for resale or future rental potential. Consequently, with the exception of aged care providers, few aged and dependent dwellings are being built in the City of Cockburn.

It is considered that if the memorial restricting the occupancy of aged and dependent dwelling was not required this would make this incentive significantly more attractive, and would assist in increasing the stock of universally accessible dwellings. With this modification it is accepted that the dwelling could be used by anyone, however importantly the stock of universally accessible dwellings is being increased.

The memorial is not a requirement of the 'design principles'. It is therefore proposed that Local Planning Policy APD12 'Aged and Dependent Persons Dwelling' be amended to include further guidance on the application of the 'design principles' that does not require a memorial to be included on the title. It is considered important that if this were to be accepted that the dwelling size is restricted to a maximum of 100m² to ensure the dwelling is contributing both to the stock of smaller, affordable dwellings, whilst also contributing to the stock of universally accessible dwellings.

For many landowners these changes will provide another option for the addition of a special purpose dwelling by potentially allowing an aged and dependent dwelling to be built behind their house (because of the allowance under the R-Codes to vary the site area), when they otherwise may not have a lot that is large enough to build a second dwelling.

It is considered that removing the minimum number of dwellings for aged and dependent dwellings in conjunction with the removal of the requirement for a memorial on the title in the R-Codes would:

- See a significant increase in the uptake of the incentive for aged and dependent dwellings;
- Provide another housing option for many families (that can also be subdivided and placed on a

separate title, which is not possible with ancillary dwellings);

- Increase the stock of universally accessible dwellings;
- Increase the stock of smaller, affordable dwellings.

SINGLE BEDROOM DWELLINGS

The R-Codes provide for development of single bedroom dwellings to provide alternative and affordable housing options for singles or couples.

The 'deemed to comply' requirement limits the floor area of a single bedroom dwelling to 70m². This is considered important, however the restriction on number of rooms capable of use as a bedroom is considered restrictive in today's housing market.

Given that the 'design principles' provides for housing suitable for one or two persons, the limitation of only one room capable of use as a bedroom is considered to prejudice the use of the dwelling for two people other than a couple. There may be many instances where a parent and child, two siblings, two friends/flatmates or other non-couples wish to reside together in a small dwelling without being restricted to one bedroom. It is envisaged that in the majority of instances however, the second room will typically be used as an ancillary or utility type space such as a study, a spare room, an activity room or a guest bedroom. This extra space is consistent with modern expectations and standards in contemporary housing and provides for greater flexibility generally regarding occupancy and use.

This flexibility is unlikely to cause any impact on the amenity of an area or adjoining neighbours; it simply provides a more flexible floor plan that will suit a greater range of smaller household, and it will make the incentive more attractive.

Such proposed changes to the policy were considered by Council in 2011 (Ordinary Meeting 12 May 2011). This included insertion of a new clause providing acceptance of an additional multi-purpose room capable of use as a second bedroom if required where the dwelling complied with the maximum floor area set out in the R-Codes, and where it provided limited accommodation suitable for one or two persons.

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At that time the R-Codes specified a maximum floor area of 60m² for single bedroom dwellings, and Council considered that this floor area was not sufficient to adequately accommodate a second bedroom.

The R-Codes have now increased the allowable floor area to 70m², and it is considered that this additional 10m² provides adequate space to potentially accommodate a second additional room. It is therefore appropriate to consider modifications to APD56 'Single Bedroom Dwellings' to allow consideration of an additional room capable of use as a bedroom provided that the floor area does not exceed 70m².

MODIFICATION TO RESIDENTIAL CODING APPLICABLE IN COMMERCIAL ZONES

Currently under clause 5.8.3 of the Scheme a residential coding of R60 is applicable to dwellings developed in the commercial zones where residential uses are permitted and another coding has not been specifically applied. This applies to the 'Local Centre', 'Mixed Business' and 'District Centre' zone. Consideration should be given to whether a higher coding may be appropriate in all or some locations, to serve as an incentive for mixed use development, and provide the opportunity for greater dwelling numbers in areas close to services.

REFERENCING AFFORDABLE HOUSING IN THE SCHEME

Currently the Scheme does not specifically refer to affordable housing; rather it only references the concept of housing diversity.

The next review of the Scheme should include consideration of affordable housing as a key objective and consideration.

The Scheme objectives for the commercial zones do not currently include any references to mixed use and housing diversity, and consideration should also be given to including references to dwellings in these objectives to ensure mixed use development is encouraged where appropriate.

MINIMISING ADDITIONAL BUILDING COSTS

In certain circumstances additional building costs arise from requirements identified at the local structure planning stage of development. This includes building within proximity to bushfire prone areas where additional building costs are incurred by future purchasers of land. In many circumstances the need to build to a higher Building Attack Level (BAL) pursuant to Australian Standard AS3959 (Building in Bushfire Prone Areas) can be 'designed out' at the structure planning stage, through the provision of adequate separation distances. The same principle applies to requirements for 'quiet-house-design' – often the need for these higher building standards could be avoided through better design.

Council should ensure that proposed structure plans and subdivisions are designed to minimise the imposition of additional dwelling construction costs by minimising the requirement for dwellings built to a BAL; and 'quiet-house-design' wherever possible.

EXEMPTING ANCILLARY DWELLINGS FROM PLANNING APPROVAL

Ancillary dwellings that comply with the R-Codes could be made exempt from development approval under the Scheme. This would eliminate the planning application fee and make approval times quicker, serving to encourage development of ancillary dwellings which have been found to provide the most affordable rental accommodation in the City.

POWER TO EXTINGUISH COVENANTS

Currently clause 5.5 of the Scheme allows Council to extinguish covenants that restrict the number of residential units that can be developed, inconsistent with the R-Codes. This power could be further broadened to give Council the power to extinguish covenants that mandate minimum dwellings sizes, which have been known to be imposed in certain circumstances by developers, forcing purchasers to build homes larger than they may require.

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PROTECTIVE AFFORDABLE HOUSING POLICIES

Protective measures seek to keep affordable, low-cost housing in an area, or seek to mitigate loss of such housing. Policies can include:

- Requiring Social Impact Assessments to identify any loss of low-cost housing;
- Impact Mitigation.

The City does not have any identified low-cost housing that would be appropriate to identify and either protect or mitigate its potential loss.

MANDATORY INCLUSIONARY ZONING/DEVELOPER CONTRIBUTIONS

Mandatory inclusionary zoning is the requirement for developers to contribute to affordable housing as a condition of development or subdivision approval. This may be a monetary contribution, provision of affordable housing itself, or land for the development of affordable housing.

Mandatory inclusionary zoning has not been used in Western Australia, and is not supported by the Department of Housing's Affordable Housing Strategy: 'Opening Doors' (2010). Developer contributions for affordable housing fall outside the scope of State Planning Policy 3.6 Development Contributions for Infrastructure. It is therefore considered that without direction from the State Government through the development of a State Planning Policy, or modification to SPP 3.6, it is not possible for the City to consider mandatory inclusionary zoning under the current framework.

Given the extent of the housing affordability problem, it is considered warranted that mandatory inclusionary zoning be investigated, and that the City of Cockburn lobby the state government to consider such mechanisms through a comprehensive review of the planning system in relation to affordable housing.

PLANNING INCENTIVES

Planning incentives can be used to encourage developers to provide affordable or more diverse housing. They can directly and indirectly reduce costs

and increase profits for developers, and also lead to favourable outcomes for housing. Planning incentives can include graduated planning standards, bonus systems and planning process incentives.

GRADUATED PLANNING STANDARDS

Relaxed controls on development performance criteria, such as open space requirements, car parking requirements (such as less parking for dwellings in centres with services and high quality transport) and use of plot ratio scales for development.

Currently the Scheme has flexibility to vary car parking standards, and the introduction of formal graduated planning standards is not considered necessary. If affordable housing is included as an objective in the Scheme this will give it greater weight in the exercise of discretion.

BONUS SYSTEMS

Bonus systems enable a potential for greater development densities. Bonus systems operate through negotiation and assessment. Examples of incentives for a specific development include: reduced setback and density restrictions; reduced private and public open space requirements; reduced car parking requirements (justified in terms of future need).

The City of Cockburn has introduced planning incentives for affordable housing in the Cockburn Coast area.

Within Cockburn Coast the City of Cockburn may grant a floorspace bonus in the event that a development application includes the provision of affordable housing at the following ratio:

1. Affordable yield 10% = 30% floorspace bonus
2. Affordable yield 20% = 40% floorspace bonus
3. Affordable yield 25% = 45% floorspace bonus

It is considered that introduction of incentives in other areas of the City should be investigated.

The Cockburn Coast Affordable Housing Strategy has introduced floorspace bonuses for provision of affordable housing, and it is considered that further

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investigation should be made into broadening their application to other areas of the City.

VOLUNTARY NEGOTIATED AGREEMENTS

Voluntary negotiated agreements for affordable housing are made between a developer and local planning authority on a case by case basis.

Even though they are not required for planning approval, a developer may seek to negotiate affordable housing goals for a concession or subsidy. They work like incentives, but on a case by case basis. In particular they can be successful in large developments which generally involve much negotiation which can provide the opportunity to fit an affordable housing contribution into the process.

Incentives can include the following:

- Reduction of other infrastructure payments.
- Concessions in other development application fees.
- Pre-purchase commitments (for example, the local government can purchase housing to be managed by a social housing provider).
- Assistance with financing costs.
- Promotional or marketing assistance.

It is considered that further investigation should be made into broadening their application to other areas of the City.

FACILITATING HOUSING DIVERSITY

The planning framework in Western Australia has focused on encouraging housing diversity as an indirect means of achieving housing affordability. In Western Australia, and in the City of Cockburn this has seen an increase in housing diversity, reflected in the change in the housing stock.

However, there is still a current mismatch between the housing stock and households, and projections indicate that the trend for smaller households will increase at a greater rate than construction of smaller dwellings.

Increases to residential codings can facilitate smaller dwellings, and this has been seen in the areas of Spearwood and Hamilton Hill as a result of residential coding changes through the Phoenix Central Revitalisation Strategy. The continuation of urban revitalisation strategies across the City of Cockburn that examine the potential for residential zoning changes will provide an opportunity to encourage small dwelling types, particularly in areas with high levels of accessibility.

It is considered that more could be done to encourage diverse housing types in the City, not just smaller housing types. For example, provision of dwellings in mixed use developments can contribute to housing diversity by providing smaller dwelling units in areas that have good levels of accessibility by reason of their proximity to centres.

The City has seen more of these occurring in recent years, however there is an opportunity to encourage more such forms of housing.

CHANGES TO THE PLANNING SYSTEM

The planning framework in Western Australia has focused on encouraging housing diversity as an indirect means of achieving housing affordability. Given the extent of the issue, and the growing trend of declining housing affordability, it is considered that the planning system will need to do more than just promote housing diversity. As noted above, to address this issue it is recommended that Council continue to lobby the State Government to undertake a comprehensive review of the planning system.

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PLANNING FRAMEWORK ACTIONS:

- a) *Encourage other housing types, including dwellings in mixed-use environments, such as 'shop-top' housing to increase the number and diversity of smaller dwellings in the City, particularly in areas with good accessibility to services and public transport.*
- b) *Investigate opportunities to encourage development of dwellings in mixed use development, including:*
 - *adopting guidelines for 'Mixed Use' development to provide guidance to developers and Council in achieving appropriate mixed uses. This may take the form of a Local Planning Policy and/or guidance notes or 'best practice' notes.*
 - *reviewing the objectives of the commercial zones in the Town Planning Scheme to reference provision of dwellings to encourage mixed use development where appropriate.*
- c) *Encourage development of ancillary dwellings by making them exempt from planning approval.*
- d) *Investigate the potential use of planning incentives to encourage affordable and diverse housing in targeted areas in the City of Cockburn, similar to that introduced for the Cockburn Coast area.*
- e) *Ensure Urban Revitalisation Strategies identify measures to address the findings of this Strategy.*
- f) *Ensure wherever possible Structure Plans do not seek to transfer higher building costs on to landowners. This is primarily to endeavour that structure planning better responds to the inherent site characteristics of a land parcel, such as to avoid development on land which is subject to noise or bushfire risk and which requires a more expensive dwelling to be built.*
- g) *Ensure all Local Structure Plans respond specifically to the outcomes of this Strategy, and address the future housing needs of the community.*
- h) *Undertake a review of clause 5.8.3 of the Scheme (residential codings for commercial zones) to consider whether a higher residential coding may be appropriate in the commercial zones, in all or some targeted areas.*
- i) *Modify Local Planning Policy APD12 'Aged and Dependent Persons' Dwellings' to allow less than five dwellings to be developed in any single development.*
- j) *Modify Local Planning Policy APD12 'Aged and Dependent Persons Dwellings' to allow flexibility for Section 70A Notifications not to be included on the certificate of title that require at least one occupant to be a disabled or physically dependent person or aged person (where it does not exceed a plot ratio of 100m²).*
- k) *Modify Local Planning Policy APD56 'Single Bedroom Dwellings' to allow a second multi-purpose room that could be used as a bedroom where the plot ratio of the dwelling does not exceed 70m².*
- l) *Prepare a new Local Planning Policy for Ancillary Dwellings that sets out criteria for consideration under the 'Design Principles' of the Residential Design Codes (including plot ratio greater than 70m²) to ensure ancillary dwellings are able to meet the needs of people with disabilities.*
- m) *Continue to lobby the state government to undertake a comprehensive state wide review of planning mechanisms to deliver affordable housing, including the option of mandatory inclusionary zoning.*
- n) *Lobby the state government to empower all local governments to be able to extinguish restrictive covenants that actively work to reduce housing affordability and diversity, for example requiring two storey development and mandating minimum floor areas.*

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5.2 PARTNERSHIPS

An effective affordable housing strategy needs to foster partnerships and create resourcing mechanisms that will enable and facilitate private and community provision⁴⁴.

Partnerships in respect to affordable housing can involve different combinations of local community associations, private institutions, social service and housing support agencies as well as housing providers. These partnerships can remain as informal cooperative working arrangements, or be developed more formally through memoranda of understanding and may evolve into contractual relationships to deliver locally defined affordable housing outcomes.

In a partnership for affordable housing, local government generally uses its leadership and coordination to assist community partners to deliver support services, and to develop, construct, and manage affordable housing.

STRATEGIES FOR COUNCIL OWNED LAND

The City of Cockburn owns various land assets within the district in freehold, some of which has the potential to be sold to enable the land asset to be realised. This has been a long standing practice of the City, whereby it seeks to utilise its land assets in an optimal way to realise the best outcome for the City. Approaching and planning this in a strategic way is a core purpose of the Land Management Strategy.

The Land Management Strategy also seeks to set out where land should be held by the City, or where consideration may be made to acquire land considered to be of strategic significance. An important aspect of the Land Management Strategy is that it establishes the strategic principles to underpin decisions in relation to the disposal, holding or acquisition of land.

The aim of the Land Management Strategy is to establish an effective framework to manage the City's land portfolio, in such a way as to maximise financial returns and support the financial sustainability of the City. This in turn supports the City undertaking further

strategic capital investment, as well as expanding the range and types of services and facilities it is expected to deliver to the community.

The key objectives include the following:

1. To facilitate the effective management of the City's land portfolio;
2. To identify City owned land that has the potential to be sold in the short to medium term (rolling five year timeframe), in conjunction with the demand for such funds;
3. To identify development constraints and methodologies in order to establish land disposal priorities;
4. To identify City owned land that has value of a 'strategic' nature, to ensure development proposals optimise long-term financial benefits for the City.

The Land Management Strategy identifies in detail:

- Land Asset Disposal Principles;
- Land Asset Purchase Principles;
- Joint Venture Considerations.

These form the basis to decisions being made in respect of the City's land portfolio.

The next review of the Land Management Strategy will continue to examine the City's freehold land assets, but with a heightened view to maximising the provision of new land for residential development within established suburbs that have been the subject of a revitalisation strategy. This will help to focus Council resources on unlocking the urban potential of Council owned land in such areas, so as to be able to provide new opportunities for residential development in addition to the redevelopment that private landowners will undertake as a result of higher residential densities which eventuate from revitalisation strategy processes.

⁴⁴ Shelter WA (2012) Local Government Guide to Developing an Affordable Housing Strategy

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

PARTNERSHIP OPPORTUNITIES

The City has been involved in a number of partnerships to deliver affordable and diverse housing/land, as outlined below:

MS Society Care Facility

The City purchased a former reserve on Redmond Road, Hamilton Hill and leased the site to the MS Society for the purposes of a care facility for people living with MS and other neurological conditions.



Figure 14. MS Society Care Facility and respite home, Hamilton Hill

MS Society Respite Care Centre

Adjacent to the MS Society care facility Council leased Reserve 27691 Redmond Road, Hamilton Hill to the MS Society of WA (Inc) for the development of a respite home. This Reserve had no identified function for current or future public open space and was surplus to the recreational needs of the surrounding area, and therefore its purpose was changed from 'Park and Recreation' to 'Respite Care'. Council entered an agreement with the MS Society of WA (Inc) to lease Reserve 27691 Redmond Road, Hamilton Hill for a period of 21 years for a peppercorn rent annually and with the payment of all outgoings and charges being the responsibility of the MS Society.

The MS Society have constructed a building on the site at their cost, suitable for a Respite Care Centre. The respite centre is a home away from home for people living with MS, and other neurological conditions. Staff

at these facilities provide 24 hour care, and are fully trained to care for people with neurological conditions, to provide a break for families and carers. Eligible Cockburn residents are given priority access to the respite facility where possible

Former Korilla School Site – Affordable Aged Care Facility

The City is currently progressing a plan for affordable aged care at the former Korilla School site in Coolbellup. The City is seeking to purchase the site and lease it to Bethanie for the purposes of affordable aged care, both low and high care. Wherever possible Coolbellup residents will be given priority to access the facility.

These partnerships are examples where Council has been able to purchase reserve land no longer required for its original purpose, and enter into a partnership to deliver much needed housing facilities that are lacking in the City of Cockburn.

Subdivision of Council Land for Affordable Lots

Council subdivided and created 29 lots in Grandpre Crescent, Hamilton Hill. These lots were all priced between \$150,000 and \$260,000, resulting in total house and land prices under \$400,000 which is affordable for moderate income earners. Many of the lots were purchased by first homebuyers.

Future Opportunities

Council should continue to explore the possibility of such projects and partnerships.

The Phoenix Central Revitalisation Strategy identify the possibility of incorporating an aged care facility on the Council's administration site as part of any redevelopment of the site. Should a Structure Plan/Master Plan be proposed for the Council's administration site this should include investigation into the feasibility of an aged care facility on the site.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

PARTNERSHIP ACTIONS:

- a) *Continue to examine the City's freehold land assets with the view to maximising the provision of new land for residential development within established suburbs that have been the subject of revitalisation strategy.*
- b) *Work with the private sector to identify landholdings across the City which would be prime opportunities for affordable housing projects, and advocate for these landholdings to pursue affordable housing through partnerships and design based approaches.*
- c) *Ensure the feasibility of aged care accommodation is investigated as part of any Master Plan/Structure Plan for the Council's administration building site identified in the Phoenix Central Revitalisation Strategy.*

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

5.3 ADVOCACY AND COMMUNICATION

PROMOTING THE BENEFITS OF HOUSING DIVERSITY AND COMPACT URBAN FORM

The stigmatisation of affordable housing (particularly 'social housing') is a policy problem in its own right. In Australia this stigmatisation can be traced to under-investment in social housing, which has contributed to poor maintenance, and the allocation of housing to the most disadvantaged and marginalised tenants⁴⁵.

Stigmatisation of affordable and social housing has negative impacts on wellbeing outcomes for residents and on neighbourhood amenity. It can cause anxiety in the wider community and hamper efforts to improve social diversity, and therefore needs to be addressed.

It is noted that negative depictions of social housing are over represented in the media. While influencing media portrayal will not have a direct impact on the underlying problems associated with inequality, it can challenge negative stereotypes that fuel discrimination and prejudice. Some of the most successful innovations to tackle stigma have sought to influence the media reporting of social housing, in particular encouraging media outlets to develop an understanding of the issues that confront organisations managing social housing⁴⁶.

Strategies that are specifically tailored to the perceptions of small groups of influential business representatives (real estate professionals, local businesses, property developers), welfare professionals (teachers, medical staff) and local residents (prospective first time buyers, parents with school age children) can have a positive impact.

While housing affordability has been declining over the past 20 years, the problem has significantly worsened in more recent years, and this impacts the whole community. The issue of the mismatch between the housing stock and household types is also a growing trend that will become more pronounced into the future; however it is not necessarily an issue that the wider community are aware of. For many residents the extent and nature of the problem is not likely to be well understood. This means there is an opportunity to raise greater awareness of local housing issues, and to promote the benefits of affordable and diverse housing types in the City of Cockburn.

In order for this Strategy to be successful it needs to build a cohesive and integrated community that understands the role of diversity in creating successful places.



Figure 15. Illustration used in the Hamilton Hill Revitalisation Strategy to demonstrate how a proposed coding of R60 would look in the local area.

⁴⁵ AHURI Research and Policy Bulletin(2012) 'Addressing the stigmatisation of social housing', Issue 151

⁴⁶ AHURI Research and Policy Bulletin (2012) Op. cit.

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

Addressing the mismatch of housing stock and household projections, and facilitating more affordable and diverse housing in the City of Cockburn will include consideration of increases in residential densities. There are often negative perceptions of medium and high density development. Traditionally Perth suburban areas have been characterised by low-density residential development, and the numerous poor examples of medium and high density residential development from the legacy of older state housing flats through Perth's suburbs have contributed to negative perceptions of higher density development.

It is considered there is an opportunity to improve public perception of medium/high density living.

Building medium to high density housing, including affordable housing, in Australia's low density suburbs can lead to a high degree of anxiety for local homeowners who perceive it as devaluing the amenity of their area and the value of their home⁴⁷. The key concerns generally expressed by the community in relation to high/medium density housing are:

- Increased traffic
- Increased on-street parking
- Loss of neighbourhood character
- Loss of privacy
- Loss of property value
- Loss of trees/open space

The opportunity exists to clearly communicate to the community the findings of this Strategy, and to explain the concepts of affordable and diverse housing, and to address the above concerns. It is also important for Council to clearly communicate its objectives in relation to affordable and diverse housing and transit-orientated design to the community.

The City should develop an information and community education program to foster a better understanding of the role of social and affordable housing in creating successful, dynamic, healthy, sustainable and diverse places.

This could include the development of an interactive diagram setting out the principles of affordable living

could assist with communicating these concepts. Studies have shown that when shown an illustration explaining the concept of transit orientated development the majority of people say they would consider living in such a precinct⁴⁸.

It is considered that development of an 'Affordable Living' portal on the City's website could provide a mechanism to integrate all of the City's relevant initiatives, where customers can be directed to different tools and sources of information.

PROMOTING THE BENEFITS OF ADAPTABLE HOUSING

The benefits of adaptable housing design are wide ranging, and there is an opportunity to increase awareness of the benefits arising from Universal Housing Design for both the residential building and property industry, for existing home owners and new home buyers.

The City should develop an awareness campaign to promote the Livable Housing Design Guidelines, and to inform, educate and enthuse home buyers about the benefit of selecting a universally designed home.

Houses designed with these features benefit a wide range of households, including:

- families with young children who need to get prams into their homes, and want safer homes;
- people who sustain temporary or permanent injuries which limit their mobility who would potentially require less time in hospital if they could safely move around their home while recovering;
- ageing baby boomers who are looking to renovate their existing homes to better accommodate their future needs;
- older people who are particularly vulnerable to slip, trip and fall injuries in their homes;

⁴⁷ AHURI (2013) Evidence Review 021 Neighbours oppose higher density and affordable housing, Wed 12 Jun 2013

⁴⁸ Housing and Urban Research Institute WA and Curtin University Planning and Transport Research Centre (2007) *Housing in Railway Station Precincts: Some Empirical Evidence of Consumer Demand for Transit Oriented Housing in Perth Western Australia*

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- people with disability and their families who are looking for a home that will accommodate their current and future needs;
- people with disability who wish to visit the homes of friends and relatives; and
- home care workers and family and friends who provide in-home care and support.

The new 'Affordable Living' portal should include links to the Livable Homes resource website, which was developed for people designing new homes or renovating existing homes. It is currently available online with other resources which are free to use and includes guidelines, information and checklists, 'how to' guides and case studies.



PROMOTING SMALLER HOUSING OPTIONS

While the concept of a 'granny flat' (ancillary dwelling) is well-known, the R-Codes provide for other 'Special Purpose Dwellings' that fewer people are familiar with:

- Single bedroom dwellings
- Aged and dependent dwellings

The R-Codes provide an incentive for the development of single bedroom dwellings and aged and dependent dwellings. This means that

For many landowners this will provide another option for the addition of a special purpose dwelling by potentially allowing an aged and dependent dwelling to be built behind their house (because of the allowance under the R-Codes to vary the site area), when they otherwise may not have a lot that is large enough to build a second dwelling.

It is proposed that the City's Local Planning Policy APD12 'Aged and Dependent Persons Dwelling' be amended to include removal of the minimum number of aged and dependent dwellings required in any single development.. This will make this option potentially

available to a much larger number of landowners, and should be promoted.

A new local planning policy for ancillary dwellings is proposed that provides further guidance on varying the 70m² maximum plot ratio where it can be demonstrated that the additional space is required for a person with a disability, and/or it is built to the standards for aged and dependent dwellings set out in the R-Codes (ie. with universal access). This will provide further guidance for people considering building a special purpose dwelling.

Navigating information regarding the requirements for ancillary dwellings can be difficult, and it is considered that preparation of a 'Housing Options' information kit would assist people in this regard. This could provide information on the potential options available to landowners looking to build an additional dwelling on their property, and explain the differences between the options.

This information could be provided to Disability Services Commission Local Area Coordinator(s) to distribute to families looking at their housing options.

PROMOTING AFFORDABLE AND DIVERSE HOUSING TO DEVELOPERS

The City's Affordable Housing Online Toolkit contains an extensive range of information for developers. The Online Toolkit could be further promoted to encourage private developers to investigate affordable dwellings, including NRAS dwellings which have been found to contribute to affordable rental accommodation in the City of Cockburn.

PROMOTING AFFORDABLE LIVING

The City of Cockburn currently has an extensive range of sustainability initiatives that address affordable living, as discussed in the previous section. This includes a number of information brochures that assist with reducing and minimising living costs.

It is considered that these initiatives could be expanded to include information on transport costs, comparing the total costs of different modes of transport, and vehicle types, to assist households make decisions about

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

vehicle selection, mode of transport, and location of dwellings.

The cost of owning and running a vehicle are substantial, and contribute to the cost of living. A fuel-efficient car can save \$1,000 a year in fuel costs and reduce greenhouse gas emissions by 1.5 tonnes a year⁴⁹. That is around half the cost and emissions than those of a less efficient car. The Green Vehicle Guide Fuel Costs and CO2 Emissions Calculator allows users to calculate the annual fuel cost and CO2 contribution for different vehicle makes and models.

There are also numerous government websites that provide useful information to reduce living costs, including utility costs and transport costs, as follows:

- www.energymadeeasy.gov.au
- www.livinggreener.gov.au/
- www.energyrating.gov.au/
- www.yourhome.gov.au
- www.greenvehicleguide.gov.au

Finding and navigating all of this information can be difficult, and it is recommended that these links or summarised information be included on the new 'Affordable Living' Portal.

5.4 DEMAND FOR AGED CARE FACILITIES

Traditionally aged care facilities have been located on sites of 6-8 ha, however it is becoming increasingly difficult to find such sites, and a more flexible approach is required.

The City should continue to identify suitable opportunities to develop supported accommodation as an integral component of all future redevelopments. shortfall of accommodation in the near future.

It will be crucial that the City of Cockburn actively target supported accommodation development in any future redevelopment in order to meet the identified needs.

5.5 ADDRESSING THE LACK OF CRISIS ACCOMMODATION

Homelessness is a growing problem in Western Australia, and there is an identified shortfall of crisis housing in the City of Cockburn and surrounding area.

Homelessness in young people is a complex problem that can benefit from early intervention strategies that target young people and/or their families before the young person has left home or within one month of the young person leaving home.

Council should continue to identify opportunities for crisis accommodation in the City of Cockburn as a priority.

⁴⁹ Living Greener <http://www.livinggreener.gov.au/>, accessed 17 December 2013

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ACTIONS - ADVOCACY AND COMMUNICATION:

- a) *Provide information to the community on the issue of housing affordability and diversity, and promote its benefits.*
- b) *Investigate innovative tools to convey housing and neighbourhood design issues in the City of Cockburn, and to explain the way these issues are being addressed, including:*
 - *Integration of the City's existing sustainability initiatives with affordable housing information to create an 'Affordable Living' portal on the City's website that also provides links to useful information and tools.*
 - *The development of an interactive diagram setting out the principles of affordable living (housing diversity, walkable neighbourhoods, compact urban form etc.) to assist with communicating these concepts visually.*
 - *Preparation of Affordable Living Fact Sheets to help communicate to the community what Council is seeking to achieve with its initiatives.*
- c) *Continue to explore new opportunities for sustainability initiatives that assist with reducing the cost of living for households, including affordable transport.*
- d) *Identify measures to improve public perceptions of higher density development, including the opportunities for positive media portrayal at a local level.*
- e) *Promote the Adaptable Housing (Universal Housing Design Principle) and the Livable Homes Design Guidelines.*
- f) *Prepare a 'Housing Options' information kit setting out information and options for special purpose dwellings.*
- g) *Lobby the state government to:*
 - *Undertake a comprehensive state wide review of planning mechanisms to deliver affordable housing;*
 - *Empower all local governments to be able to extinguish restrictive covenants that actively work to reduce housing affordability and diversity.*

HOUSING AFFORDABILITY AND DIVERSITY STRATEGY

5.6 ACTION PLAN (FOR 2018 STATUS UPDATE REFER TO EXECUTIVE SUMMARY TABLE OF ACTIONS)

	ACTION	Responsibility	Timeframe
PLANNING MECHANISMS	a) Encourage other housing types, including dwellings in mixed-use environments, such as 'shop-top' housing to increase the number and diversity of smaller dwellings in the City, particularly in areas with good accessibility to services and public transport.	Strategic/Statutory Planning	Ongoing
	b) Investigate opportunities to encourage dwellings in mixed use developments, including: <ul style="list-style-type: none"> adopting guidelines for 'Mixed Use' development to provide guidance to developers and Council in achieving appropriate mixed uses. This may take the form of a Local Planning Policy and/or guidance notes or 'best practice' notes. reviewing the objectives of the commercial zones in the Town Planning Scheme to reference provision of dwellings to encourage mixed use development where appropriate. 	Strategic Planning/Statutory Planning	Ongoing
	c) Encourage development of ancillary dwellings by making them exempt from planning approval.	Strategic Planning/Statutory Planning	Short term
	d) Investigate the potential use of planning incentives to encourage affordable and diverse housing in targeted areas in the City of Cockburn, similar to that introduced for the Cockburn Coast area.	Strategic Planning	Short term
	e) Ensure Urban Revitalisation Strategies identify measures to address the findings of this Strategy.	Strategic Planning	Ongoing
	f) Ensure wherever possible Structure Plans do not seek to transfer higher building costs on to landowners. This is primarily to endeavour that structure planning better responds to the inherent site characteristics of a land parcel, such as to avoid development on land which is subject to noise or bushfire risk and which requires a more expensive dwelling to be built.	Strategic Planning	Ongoing
	g) Ensure all Local Structure Plans respond specifically to the outcomes of this Strategy, and address the future housing needs of the community.	Strategic Planning	Ongoing
	h) Undertake a review of clause 5.8.3 of the Scheme (residential codings for commercial zones) to consider whether a higher residential coding may be appropriate in the commercial zones, in all or some targeted areas.	Strategic Planning	Short term

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i)	Modify Local Planning Policy APD12 'Aged and Dependent Persons' Dwellings' to allow less than five dwellings to be developed in any single development.	Strategic Planning/Statutory Planning	Short term
j)	Modify Local Planning Policy APD12 'Aged and Dependent Persons Dwellings' to allow flexibility for Section 70A Notifications not to be included on the certificate of title that require at least one occupant to be a disabled or physically dependent person or aged person (where it does not exceed a plot ratio of 100m ²).	Strategic Planning/Statutory Planning	Short term
k)	Modify Local Planning Policy APD56 'Single Bedroom Dwellings' to allow a second multi-purpose room that could be used as a bedroom where the plot ratio of the dwelling does not exceed 70m ² .	Strategic Planning/Statutory Planning	Short term
l)	Prepare a new Local Planning Policy for Ancillary Dwellings that sets out criteria for consideration under the 'Design Principles' of the Residential Design Codes (including plot ratio greater than 70m ²) to ensure ancillary dwellings are able to meet the needs of people with disabilities.	Strategic Planning/Statutory Planning	Short-term
m)	Continue to lobby the state government to undertake a comprehensive state wide review of planning mechanisms to deliver affordable housing, including the option of mandatory inclusionary zoning.	Strategic Planning	Ongoing
n)	Lobby the state government to remove the requirement in the Residential Design Codes for Section 70A Notifications to be included on the certificate of title requiring at least one occupant to be a disabled or physically dependent person or aged person.	Strategic Planning	Ongoing
o)	Lobby the state government to empower all local governments to be able to extinguish restrictive covenants that actively work to reduce housing affordability and diversity, for example requiring two storey development and mandating minimum floor areas.	Strategic Planning	Ongoing

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	ACTION	Responsibility	Timeframe
PARTNERSHIPS	a) Continue to examine the City's freehold land assets with the view to maximising the provision of new land for residential development within established suburbs that have been the subject of revitalisation strategy.	Strategic Planning	Ongoing
	b) Work with the private sector to identify landholdings across the City which would be prime opportunities for affordable housing projects, and advocate for these landholdings to pursue affordable housing through partnerships and design based approaches.	Strategic Planning	Ongoing
	c) Ensure the feasibility of aged care accommodation is investigated as part of any Master Plan/Structure Plan for the Council's administration building site identified in the Phoenix Central Revitalisation Strategy.	Strategic Planning	Short-medium term
	d) Continue to identify opportunities for crisis accommodation in the City of Cockburn.	Strategic Planning	Ongoing

	ACTION	Responsibility	Timeframe
LEADERSHIP, ADVOCACY AND COMMUNICATION	a) Provide information to the community on the issue of housing affordability and diversity, and promote its benefits.	Strategic Planning	Short term
	b) Investigate innovative tools to convey housing and neighbourhood design issues in the City of Cockburn, and to explain the way these issues are being addressed, including: <ul style="list-style-type: none"> Integration of the City's existing sustainability initiatives with affordable housing information to create an 'Affordable Living' portal on the City's website that also provides links to useful information and tools. The development of an interactive diagram setting out the principles of affordable living (housing diversity, walkable neighbourhoods, compact urban form etc.) to assist with communicating these concepts visually. Preparation of Affordable Living Fact Sheets to help communicate to the community what Council is seeking to achieve with its initiatives. 	Strategic Planning	Short term

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	c) Continue to explore new opportunities for sustainability initiatives that assist with reducing the cost of living for households, including affordable transport.	Strategic Planning and Environment Services	Ongoing
	d) Identify measures to improve public perceptions of higher density development, including the opportunities for positive media portrayal at a local level.	Strategic Planning	Ongoing
	e) Promote the Adaptable Housing (Universal Housing Design Principle) and the Livable Homes Design Guidelines.	Strategic Planning	Short term
	f) Prepare a 'Housing Options' information kit setting out information and options for special purpose dwellings.	Strategic Planning	Short term
	g) Lobby the state government to: <ul style="list-style-type: none"> • Undertake a comprehensive state wide review of planning mechanisms to deliver affordable housing; • Empower all local governments to be able to extinguish restrictive covenants that actively work to reduce housing affordability and diversity. 	Strategic Planning	Ongoing

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5.7 MEASURES OF SUCCESS

The progress of each of the actions in this Strategy will be reported on annually via the following channels:

- Annual reports to Directors and Elected Members
- Annual update of this Strategy
- Annual review of relevant Local Planning Policies

To measure the success of the Strategy in achieving more diverse and affordable housing it is proposed that a number of performance indicators be set out.

To summarise, the key actions of the Strategy focus on encouraging:

- Multiple dwellings which are in general smaller and more affordable than detached dwellings.
- Dwellings in mixed use development scenarios to increase the stock of smaller, affordable dwellings in accessible locations.
- Ancillary dwellings that have been found to be the most affordable rental accommodation in the City.
- Smaller dwellings including single bedroom dwellings that are in general more affordable dwellings for rent or purchase, and better match the needs of future households.
- Adaptable dwellings (including aged and dependent dwellings) to provide improved housing options for people with disabilities.

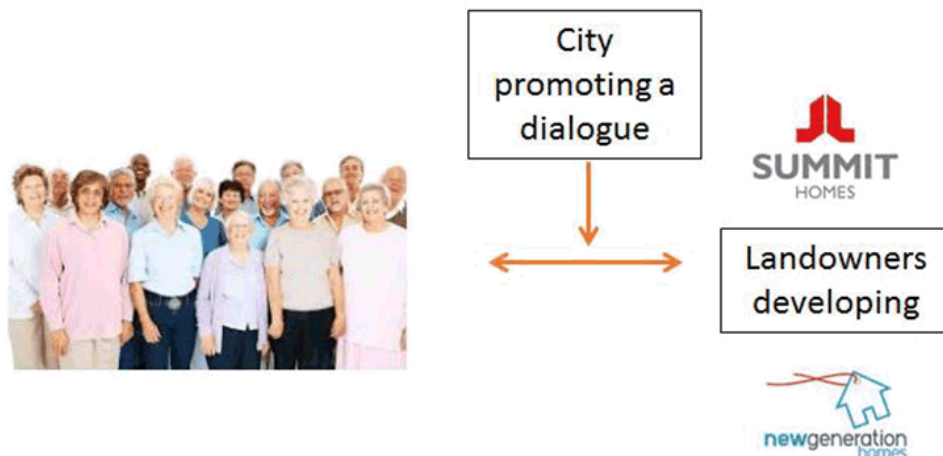
Therefore it is considered appropriate that the following key performance indicators be used to measure the success of the actions set out in this Strategy:

KEY PERFORMANCE INDICATORS

- 1) *Increase in the percentage of multiple dwellings approved*
- 2) *Increase in the percentage of aged and dependent dwellings approved*
- 3) *Increase in the percentage of single bedroom dwellings approved*
- 4) *Increase in the percentage of ancillary dwellings approved*
- 5) *Increase in the percentage of adaptable dwellings approved*

Attachment 1**Seniors Housing Co-Design Research Project**Overview

Proposed is a housing co-design process with seniors currently living in Cockburn's most established suburbs. The co-design project seeks to encourage the social benefits that can result from involving seniors in a collaborative process. The anticipated benefits are two-fold: Firstly there are substantial benefits associated with seniors participating in the process as it is hoped this will encourage discussion and knowledge on the need to plan for right sizing later in life. Secondly, the project will produce house floor plans/designs and briefs that identify a set of priorities – "must have" and "nice to have" housing characteristics. This information will be published for the wider public to access (particularly seniors wishing to right size) and can assist in promoting a dialogue between seniors and developers and real estate agents. The City is seeking to directly assist in promoting housing needs of seniors so that seniors have suitable alternative housing options when considering downsizing within their own suburb.



What is a co-design process?

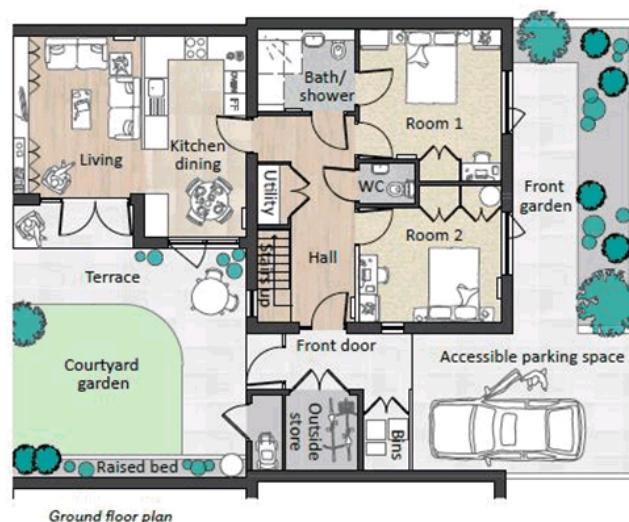
Co-design is a participatory process that will see suitably qualified City staff and consultants engage with seniors through focus groups, in-house interviews and a participatory design workshop. The project plan and co-design process draws from the approach undertaken by the University of Sheffield and Sheffield City Council is illustrated (right).

The following extracts from the [Dwell Designing with Downsizers Report](#) illustrates the intent of Cockburn's co-housing design project proposal including:

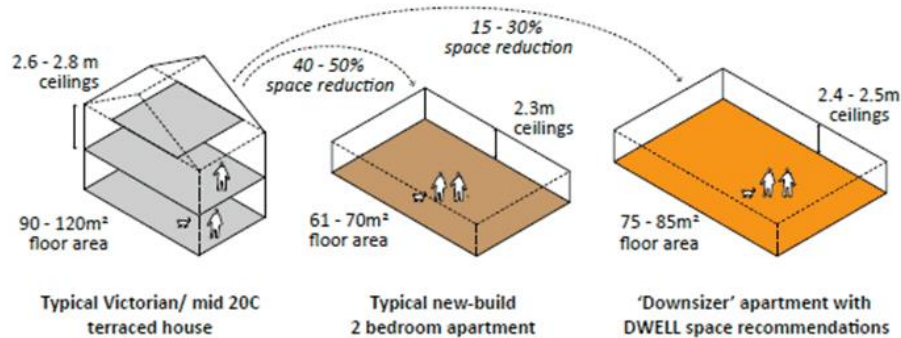
- The identification of suitable floor plan layouts specifically addressing local issues for seniors homes in Cockburn.



Courtyard bungalow layouts



- And for example working with seniors to identify exactly what size dwelling on average is needed and desired. The Dwell report demonstrates this in the following way –



The majority of new-build apartments offer substantially reduced living space compared to older houses, and many would-be downsizers are put off by the idea of reducing their living space by 40 - 50%.

- The co-design process will include drawings and model making activities. This information can contribute to a wider community engagement process.



Benefits of the project

- Understanding landowners 50+ years demand for rightsizing;
- Identify unmet housing needs including dwelling characteristics;
- Improved number of dwellings with universal access design requirements;
- Improve the information available to landowners 50+ years regarding housing options;
- Improve the information available to developers and builders regarding landowners 50+ years housing needs, and;
- Inform policy review and new initiatives.
- Better inform seniors of housing possibilities and provide them with helpful research information that they would otherwise not have been able to do by themselves.
- Build capacity in the community: Give seniors the confidence to advocate their own design needs to a potential developer and/or architect.

Outcomes of community consultation – evidence supporting the need for the project

A senior's survey was conducted by the City in February 2018 to inform the project plan. The survey was undertaken with the assistance of volunteers from the seniors centre firstly to review the draft survey and to subsequently assist in delivering the surveys by visiting the following groups and undertaking face-to-face surveys:

- The Coolbellup knitting group;
- The Coolbellup;
- Cockburn Community Care;
- Phoenix Heart Foundation Walking Group;
- Coolbellup Leisure Club, and;
- A stand at the Phoenix Shopping Centre.

The survey sought to confirm assumptions about seniors housing needs and attitudes towards rightsizing in Cockburn's most established suburbs. The results confirm assumptions and the potential to undertake a housing co-design exercise to identify and promote specific housing characteristic needs and undertake processes that may assist in seniors considering rightsizing. The key findings of the survey include:

- 28% of respondents are planning to shift house into something that better suits their needs. This in part highlights the opportunity to assist in the rightsizing process;
- 46% of respondents state they are not considering shifting house. While this might suggest a lack of interest in the project, it also suggests there is further work that can be undertaken to promote the need to plan for housing needs as households get older.
- Identified reasons for wanting to shift house include:
 - Want a smaller place;
 - Need a more suitable home;
 - Spouse/partner has passed away;
 - Not interested in maintaining yard/garden.
- 95% of respondents wish to stay within Cockburn.
- “Finding a home that suits my needs within my suburb” was rated the highest response to the question – “What would encourage you to shift to a more important house?”
- Perceived barriers to rightsizing by respondents include:
 - “moving house is too much effort”
 - “Finding a smaller home that is good value for money”
 - “Finding a smaller place closer to amenities”

The below images undertaken while completing seniors surveys.



Strategic Alignment and community needs

This project is directly aligned with 3 strategic objectives identified within [Cockburn's Community Strategic Plan 2016-2026](#). These are:

- Ensure planning facilitates a desirable living environment and meets growth targets;
- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types, and;
- Ensure a variation in housing density and housing type is available to residents.

The project also aligns with 5 City of Cockburn Strategies including:

1. [Housing Affordability and Diversity Strategy](#) (2014 and the 2018 review).

The 2018 review identifies the following actions –

l) The City to identify a program of small research projects and/or actions to identify new opportunities for innovative approaches towards housing needs. Such initiatives should seek to assist in promoting alternative housing design options to meet specific sub group needs in Cockburn – particularly for infill areas where greater housing diversity has been demonstrated as a key future housing need. For example:

Working with seniors to identify key housing design needs (this project is further detailed under recommendation K, and:

k) Undertake a targeted research project with seniors to identify specific housing needs and barriers for rightsizing. The recommendations flowing from this project should seek to inform relevant policy reviews and adopt a leadership approach where the City utilises its position to promote needs to relevant stakeholders including at the local level (ie: local builders and the development industry) and higher levels of government. This project should seek to help build a narrative that the City can promote.

This project should seek to focus on housing needs as they relate to universal access requirements and in home design characteristics recognising the significant number of older people requiring day-to-day assistance as a result of a disability – no doubt in their own home. This acknowledges the City's 2018 update of the Disability Access and Inclusion Strategy does not address in-home requirements and therefore this project can contribute in this regard.

It may include interviewing a selection of local developers and real estate agents to identify key barriers and/or reasons for not delivering homes that meet universal housing design standards. In response identify where the City can assist in meeting this objective.

2. [Aged Friendly Strategy \(2016\)](#) identifies the following actions –

- Provide and/or facilitate the delivery of workshops, seminars and other face-to-face events on housing options;
- Facilitate the provision of information on housing options for seniors.

The following is an extract illustrating an issue identified within the 2016 strategy -

Appropriate housing options - "The consultation process identified that many older residents within the City had spent most of their lives in the area and wished to continue to live in Cockburn. The concept of ageing-in-place i.e. the capacity to continue to live in the place where people had raised a family and/or worked for a period of time was very important to many people. It was further recognised that relocating people to new regions who had a failing memory or early dementia often exacerbated the condition. This review process did not have the capacity to explore housing issues in any depth but it was recognised that the provision of a broad range of housing options was necessary to meet future need."

3. The City's [Revitalisation Strategies](#) (Spearwood, Hamilton Hill, Coolbellup).

The City over the past several years has undertaken revitalisation strategies which seek to identify infill opportunities in Cockburn's oldest suburbs. A key objective of the revitalisation strategy process is to promote housing diversity and in particular support our aging population. This objective recognises that over 95% of housing stock in Cockburn's most established suburbs is 3+ bedroom single detached dwellings and the 65+ demographic is rapidly expanding. The City has had some success with infill development however it is questionable whether the housing being delivered is meeting the needs of our aging population.

14.4 SCHEME AMENDMENT NO. 122 - ADDITIONAL USE NO. 19 - LOT 25 ACOURT ROAD, TREEBY

Author(s)	T Van der Linde
Attachments	1. Location Plan ↓ 2. Scheme Amendment Map ↓ 3. MRS Zoning Map ↓ 4. Concept Plan ↓ 5. Schedule of Submissions ↓
Location	Lot 25 Acourt Road, Treeby
Owner	Tillbrook Nominees Pty Ltd
Applicant	Urbis
Application Reference	109/120

RECOMMENDATION

That Council:

- (1) endorse the Schedule of Submissions prepared in respect of Amendment 122 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");
- (2) require the following modifications to the Proposed Scheme Amendment No. 122:
 1. Condition k) of the Additional Use table be amended to state the following, recognising the future use of Warton Road as a freight link:

"k) No right hand turn in to the site from Warton Road will be supported unless, at the development approval stage, a Traffic Impact Assessment can demonstrate to the satisfaction of the local government that such access can be accommodated in a safe manner and will not create congestion in the immediate road network, or impact on the road's designated freight function from being performed."
 2. Condition m) of the Additional Use table be amended to state the following:

"m) The Market use is to be limited to a maximum net lettable area of 3,000sqm floorspace and shall comprise of stalls by independent vendors that are limited to a maximum net lettable area of 500sqm floorspace."
 3. The Traffic Impact Assessment prepared by Transcore and dated December 2017 (Revision r01b) be modified to include further information as requested by the Department

of Transport in their submission included as submission 15 in the attached Schedule of Submissions.

4. The Bushfire Management Plan prepared by Bushfire Safety Consulting and dated March 14, 2017 (Version 1.0) be modified in accordance with the comments provided by Department of Fire and Emergency Services at submission 15 of the attached Schedule of Submissions.
 5. The Environmental Assessment Report prepared by Coterra Environmental and dated 1 August 2017 (ref: URBAN01, Revision 1) be updated to address the comments provided by the Department of Water and Environmental Regulation at submission 12 of the attached Schedule of Submissions;
- (3) subject to recommendation (2) above, adopt Scheme Amendment No. 122 for final approval for the purposes of:
1. Designating Additional Use No. 19 over portion of Lot 25 Acourt Road, Treeby as designated on the Scheme Amendment Map, in order to bring the Scheme in to conformity with the zoning under the Metropolitan Region Scheme.
 2. Amending Table 6 – Additional Uses to include the following provisions relating to the Additional Use No. 19 portion of Lot 25 Acourt Road, Treeby:

No.	Description of Land	Additional Use	Conditions
AU 19	Portion of Lot 25 Acourt Road, Treeby	Market – A Restaurant – A Service Station – A Convenience Store – A Veterinary Centre – A	<i>Development Approval for Lot 25 Acourt Road are subject to:</i> a) <i>Due consideration to groundwater risk minimisation.</i> b) <i>All development being connected to a reticulated sewer system.</i> c) <i>Stormwater is to be managed as described in the Department of Environment's Stormwater Management Manual for Western Australia or relevant equivalent.</i>

			<p>d) <i>With regard to any application for development approval likely to generate noise emissions that may impact surrounding development, the preparation and lodgement of a report by a suitably qualified acoustic consultant demonstrating how the proposed use has been acoustically assessed and designed for the purposes of minimising the effects of noise intrusion and/or noise emissions in accordance with the Environmental Protection (Noise) Regulations 1997.</i></p> <p>e) <i>With regard to any application for development approval, the preparation and lodgement of a report by a suitably qualified bushfire consultant demonstrating that the proposed development complies with the requirements of State Planning Policy 3.7 Planning in Bushfire Prone Areas.</i></p> <p>f) <i>Development is to comply with the requirements for 'Commercial and Industrial Uses' within LPS 3.</i></p> <p>g) <i>All service areas are to be concealed from public view.</i></p> <p>h) <i>Built form to be designed to be complementary to the character of the surrounding area.</i></p> <p>i) <i>A vegetation strip to be provided on the boundary to the lots to the north-west</i></p>
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			<p>and southwest, in order to maintain an appropriate rural interface with those Resource zoned lots.</p> <p>j) Any application for development approval must demonstrate the provision of a minimum front setback of 15m, in order to accommodate the provision of a 3m landscaping strip, 5.5m car parking area and a 6m access way. This area is to be protected by an appropriate public access easement for the full frontage of the subject land to Warton Road.</p> <p>k) No right hand turn in to the site from Warton Road will be supported unless, at the development approval stage, a Traffic Impact Assessment can demonstrate to the satisfaction of the local government that such access can be accommodated in a safe manner and will not create congestion in the immediate road network, or impact on the road's designated freight function from being performed.</p> <p>l) Proposed development being accompanied by a Fauna Relocation Plan.</p> <p>m) The Market use is to be limited to a maximum net lettable area of 3,000sqm floorspace and shall comprise of stalls by independent vendors that are limited to a maximum net lettable area of 500sqm floorspace.</p>
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			<p>n) <i>The Market use is to be limited to the operating hours of 8am to 3pm, and only from Thursday to Sunday with the exception of one (1) butcher tenancy and one (1) bakery tenancy which can operate between the hours of 6am to 8pm daily. For the purpose of this condition, the butcher and bakery uses are defined as:</i></p> <ul style="list-style-type: none"> • <i>Butcher: a shop in which meat, poultry, fish are prepared and sold along with related ancillary items to the public with a maximum floor area of 75m² accessible by the public.</i> • <i>Bakery: an establishment that produces and sells baked goods such as bread, cakes and pastries along with related ancillary items with a maximum floor area of 75m² accessible by the public.</i> <p><i>Notwithstanding, the butcher and bakery uses must be integrated with the overall Market operation.</i></p> <p>o) <i>The Restaurant use is not to be developed as a Fast Food Outlet and drive-through components are prohibited.</i></p>
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- (4) note the amendment referred to in resolution (3) above is a 'complex amendment' as it satisfies the following criteria of Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015* ("Regulations"):

an amendment that is not addressed by any local planning

strategy;

- (5) ensure the amendment documentation once modified, 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; and
- (6) advise those parties that made a submission of Council's decision accordingly.

Background

At the 9 November 2017 Ordinary Council Meeting ("OCM"), Council resolved to initiate Scheme Amendment No. 122 over a portion of Lot 25 Acourt Road, Treeby ("subject land") (see Attachment 1 – Location Plan). The matter was referred to the Environmental Protection Authority ("EPA") in accordance with Section 82 of the *Planning and Development Act 2005*. The EPA advised that the overall environmental impact of the amendment would not be severe enough to warrant formal assessment under the *Environmental Protection Act 1986*.

The recommended modifications to the Scheme Amendment documentation at initiation (updates to Acoustic Report and Traffic Impact Assessment) were undertaken and the amendment was subsequently advertised from 16 January 2018 until 19 March 2018, a period of 62 days in accordance with the minimum requirements of clause 38(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015* ("Regulations").

A total of seventeen submissions were received; nine from government agencies and service authorities and eight from landowners or on behalf of landowners. These submissions are set out within the Schedule of Submissions (Attachment 5). As per clause 41(3) of the Regulations, this matter is now presented for Council's consideration of submissions.

The proposed Scheme amendment seeks to introduce a new additional use to the Rural zoned portion of the land under the MRS. It is recommended that Council adopt this Scheme amendment, based upon:

- the need to bring the local scheme into conformity with the region scheme;
- the additional use introducing what are considered to be compatible uses recognising the interfacing urban and rural setting, at this eastern extent of the city;

- no changes being contemplated within the portion of subject property zoned 'Resource'.

Submission

N/A

ReportLocation

The proposed Scheme amendment request was lodged by Urbis on behalf of the landowner, Tillbrook Nominees Pty Ltd. The proposal seeks to create Additional Use 19 over the subject land to introduce a specific set of additional uses to be developed on site. Attachment 2 – Scheme Amendment Map illustrates the proposed changes to the Scheme Map.

The subject land comprises a 2.3ha portion of Lot 25 Acourt Road, Treeby located at the most eastern extent of the City on the corner of Warton Road, Nicholson Road and Acourt Road. The City of Canning local authority is located to the north, the City of Gosnells to the north-east and the City of Armadale to the east and south. The C. Y. O'Connor Village is located approximately 100m south of the subject land within the City of Armadale and incorporates several eateries, a medical centre, retail stores and various other community services. Land to the east within the City of Armadale consists of residential estates. Banksia Hill Detention Centre is located north-east within the City of Gosnells and land to the north within the City of Canning is reserved for 'Parks and Recreation'.

It is a unique land area, situated mostly outside of the Rural Water Protection zone of the Jandakot Water Mound. That is, it is not subject to the same constraints which 'Resource' zoned land within Banjup and Jandakot are, according to the region and local schemes.

The subject land is vacant of development. Vegetation at the subject land is generally degraded and consists of shrub regrowth following clearing of the site for agricultural purposes approximately 30 years ago.

Zoning

Lot 25 is mostly zoned 'Rural' under MRS, with only a minor sliver in the western portion within the 'Rural – Water Protection' zone of the MRS. This creates a requirement for the City's Scheme to be consistent with the 'Rural' zoning of the MRS over the majority of the land. The City's Scheme currently zones the land as 'Resource', despite it mostly not coinciding with the 'Rural – Water Protection' zone of the MRS. This

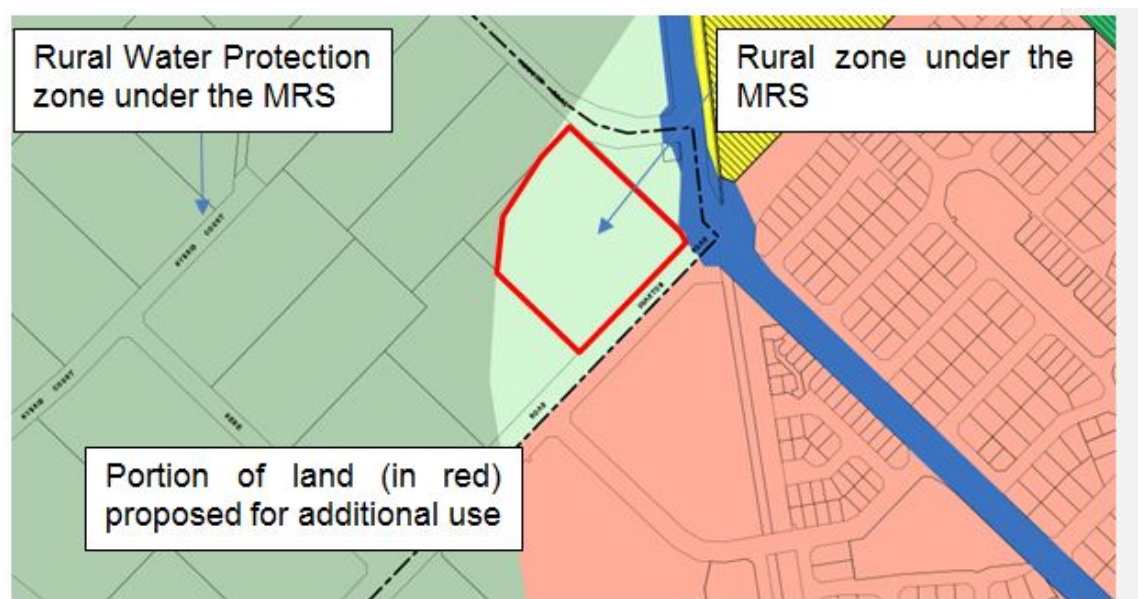
has created opportunity for the landowner to request the City to bring its Scheme into better conformity with the MRS, as per the requirements of the Planning and Development Act 2005 ("Act").

In taking this point further, the local scheme's zone objective for the 'Resource' zone is:

"To provide for the protection of the Perth Metropolitan underground water resource in accordance with the requirements of Statement of Planning Policy No. 6 published by the Western Australian Planning Commission on 12 June 1998."

This creates the issue that the current zoning of the land as Resource, being outside the Jandakot water mound, means that technically the Resource zone does not appropriately designate a local planning response to the Rural Zone under the MRS.

Statement of Planning Policy No. 6 is the Jandakot Groundwater Protection Policy which is now referred to as State Planning Policy 2.3 ("SPP 2.3"). Lot 25 is zoned 'Resource' under the Scheme due to only a small portion of the lot being located within the Jandakot Groundwater Protection Policy area ("Protection area"). However, the subject land is located wholly outside of this area and thus does not fall under the requirements of SPP 2.3. This is shown following:



The MRS zonings over Lot 25 reflect the exclusion of the subject land from the Protection area, with the portion of land located within the Protection area zoned 'Rural – Water Protection' and the remainder of the lot (the subject land) being zoned 'Rural'. The 'Rural – Water Protection' zone imposes more onerous requirements on the development of land and restricts land uses in accordance with SPP

2.3. Since the subject land is zoned 'Rural' under the MRS these same restrictions do not and should not apply to development of this land. The Rural zoning of the subject land under the MRS provides a context for uses which are compatible with a rural setting as being able to be considered.

Lots 24, 25 and 892 Acourt Road and Lot 13 Warton Road are the only lots zoned 'Resource' under the Scheme that are not entirely within the Protection area or zoned 'Rural – Water Protection' under the MRS. The City is required to bring the Scheme into conformity with the MRS, and thus development of the subject land should reflect the 'Rural' zoning of the MRS rather than the 'Rural – Water Protection' zoning that applies to all other land zoned 'Resource' under the Scheme. Thus, a wider range of land uses may be considered at the subject land in accordance with the 'Rural' zone under the MRS as opposed to land zoned 'Rural – Water Protection'.

Also, currently under the City's Scheme, the subject land is located within Additional Use 7 area which allows for the development of cattery and dog kennels, commonly referred to as the "kennel zone".

Proposed Additional Uses

The subject land is located within a small pocket of 'Rural' zoned land under the MRS with land to the west and north zoned 'Rural – Water Protection'. Land to the south and east is zoned 'Urban' and land to the north-east is zoned 'Public Purpose – Prison' (see Attachment 3 – MRS Zoning).

To the south of the subject land, within the City of Armadale, land zoned 'Urban' under the MRS directly interfaces with 'Rural – Water Protection' zoned land, that is, 'Urban' zoned land directly follows the boundary of the Protection area. However, where the 'Rural – Water Protection' zone boundary moves north across Warton Road into the City of Cockburn and traverses Lot 25, the 'Urban' zoning stops at Warton Road appearing to delineate Warton Road as the boundary for 'Urban' zoned land. This was likely done to 'round off' the urban area using logical road reserve boundaries and has resulted in a small, isolated pocket of 'Rural' zoned land, including the subject land, located between the Protection area and 'Urban' zoned land. Development of the subject land is thus required to manage the expectations of landowners within the 'Urban' zoned land to the south of Warton Road as well as the expectations of landowners to the west of the subject land located within the 'Rural – Water Protection' zone. These expectations need to be balanced and land uses at the subject land will need to appropriately transition from 'Rural – Water Protection' to 'Urban', while ensuring these uses are compatible with the 'Rural' zone.

The proposed Scheme amendment and additional uses appropriately address this balance. The Market and Veterinary Centre are low intensity rural uses, compatible with the existing rural development within the 'Resource' zone to the west of the subject land. The Veterinary Centre will be able to service the catteries and dog kennels in the area, as well as the wider residential community to the east.

The Market is intended to give local farmers the opportunity to sell their produce and thus support rural pursuits while servicing urban areas. In order to ensure the Market is developed as a low intensity and small scale use to protect the amenity of nearby rural pursuits, the floor space of the Market is to be limited to a maximum of 3,000m². Concerns were raised in the submissions that a single, large scale vendor could dominate the Market floorspace, and thus an additional condition is proposed in the above recommendation to limit each vendor to a maximum floorspace of 500m². Furthermore, operating times are to be limited from 8am to 3pm, Thursday to Sunday with the exception of the proposed butcher and bakery uses. The butcher and bakery are intended to operate seven days a week from 6am to 8pm as the primary market stores.

The applicant has indicated that the nature of the butchery use is to work in conjunction with their nearby tavern, which is located on the east side of Warton Road within the City of Armadale. The butcher component is to ensure that maximum utilisation of meat products occurs from the animal thus minimising wastage. In association with this, having a bakery which is also able to trade seven days per week, will enable more staple products to be served, requiring access across the entire week span. These components are now considered acceptable to operate seven days per week. To ensure the butcher and bakery remain at an appropriate scale and operate as intended they must be directly associated with the market use and only sell products specific to a butcher or bakery use. They are also each to be limited to an area of 75m² net lettable floor space. These requirements have been included and further detailed in the additional use conditions listed above.

The Concept Plan prepared in support of the Scheme amendment and included at Attachment 4, proposes the Veterinary Centre and Market on the south-western portion of the site as an appropriate interface with the 'Rural – Water Protection' zoned land to the west.

The Service Station, Convenience Store and Restaurant are uses that are appropriate within the 'Rural' zone and are commonly found in rural areas throughout the metropolitan region. These uses are particularly appropriate at the subject land due to the close proximity of urban development south of Warton Road. CY O'Connor Village to the south of the subject land is planned to expand further north, with Mixed Use development proposed directly opposite the subject land. The proposed

additional uses will act as a transition between the Mixed Use and rural uses while also contributing to a town centre environment. The Restaurant is not to be developed as a Fast Food Outlet or incorporate a drive-through component which would generate high volumes of traffic, noise and light and compromise the rural character and amenity of the locality. This requirement is included within the additional uses conditions listed above. These uses are proposed to be located on the north-eastern portion of the site, closest to existing urban development to minimise the impact of noise and light emissions on rural uses to the west. A vegetation strip will be required to be provided along the north-west and south-west boundaries of the subject land as a buffer between the rural land uses and proposed Additional Uses.

State Planning Policy 2.3 Jandakot Groundwater Protection Policy

The aim of SPP 2.3 is *“to protect the Jandakot Groundwater Protection area from development and land uses that may have a detrimental impact on the water resource”*. SPP 2.3 also states that land use planning is to be guided by priority areas and the principles of risk avoidance, risk minimisation and risk management.

Groundwater is a highly valued resource of the State, and the Protection area currently provides a significant volume of high quality water that needs to be protected into the future. It is understood groundwater protection is dependent on appropriate and integrated land use planning, water and health management processes. Thus, any land use that has the potential to impact the Protection area whether inside or outside the policy area should be investigated.

The subject land while not within the Protection area is located in close proximity to the Protection area and is thus required to demonstrate that proposed development will not increase risk of groundwater contamination. The proposed Scheme amendment includes a condition requiring that any future development at the subject land will be required to have due consideration to groundwater risk minimisation. This may include investigations demonstrating the proposed uses do not pose an unacceptable risk to groundwater quality. Any development application will also need to be supported by an appropriate water management plan, which will address groundwater management and contamination.

Noise

The subject land is in close proximity to Warton and Nicholson Roads, the kennel zone, and is also located within the Jandakot Airport Frame Area and thus may be impacted by noise from any or all of these sources. The proposed additional uses are also a source of noise that has the potential to impact surrounding landowners.

An Acoustic Assessment has been prepared and lodged with the City to support the proposed Scheme amendment and determine whether the impacts on the subject land, as well as emissions proceeding from the proposed additional uses, are acceptable under the planning and environmental legislative framework.

The Acoustic Assessment demonstrates that predicted noise emissions from the subject land are acceptable and can be managed to meet legislative requirements. Noise emissions impacting the subject land from Warton and Nicholson Roads and dog kennels were also assessed as acceptable.

Further acoustic reporting will be required to support any future development application as detailed in the proposed additional use conditions. A more accurate and detailed noise assessment will be possible once the exact position of proposed uses on site is known.

Traffic and Access

The proposed additional uses are expected to attract relatively high volumes of traffic to the subject land, and internal access ways, turning lanes and crossovers will need to be constructed to accommodate expected traffic volumes safely. The subject land currently has no formal access to the surrounding road network so any future development application at the site will need to be supported by appropriate upgrades to the road network and intersection treatments.

The Traffic Impact Assessment ("TIA") prepared to support the proposed Scheme amendment demonstrates that additional traffic generated by the proposed additional uses can be accommodated within the existing road network. Crossovers and intersections are proposed along Acourt Road and Warton Road to provide access to and from the subject land. Internal access ways can be designed to service each of the proposed uses, and sufficient parking can be provided on site. However, the City will not support right-in access to the subject land from Warton Road as proposed by the TIA due to volumes of traffic along Warton Road and the proximity of this access point to the Warton Road / Nicholson Road roundabout making this manoeuvre unsafe. If traffic is congested south of the Warton Road / Nicholson Road roundabout, vehicles turning right into the subject land will be required to cross two lanes of traffic, increasing the risk of collision if one lane of congested traffic obscures vision of moving vehicles in the other lane. A right-in turn from Warton Road will only be permitted if it can be demonstrated that this access can be accommodated safely and will not create further congestion. This requirement is included within the additional use conditions listed above.

These concerns are shared by the Department of Transport who, in their submission, have raised the importance of the efficient movement of freight along Warton Road which is to be reserved under the MRS as an 'Other Regional Road' and will become an important freight route in the future. Any development at the subject site may not compromise the efficiency of this freight route and future traffic studies supporting a development application will need to demonstrate this. The Traffic Impact Assessment prepared to support the Scheme amendment is also required to be updated to include further information as requested by the Department of Transport. These requirements have been included in the above recommendation.

Further investigations and requirements relating to parking and access will be undertaken at the development application stage when proposed scale and location of land uses on site is known.

A portion of Lot 13 to the south-west of the subject land is also partly located outside of the 'Rural – Water Protection' zone under the MRS and the City has been approached by the landowners of this lot expressing interest in developing this portion of the property. Due to the relatively high volumes of traffic along Warton Road, crossovers to Warton Road at both Lot 25 and Lot 13 are not preferred by the City. Thus, the proposed Scheme amendment includes a condition to provide a 15m setback to Warton Road to be protected by a public access easement which would allow future connection to Lot 13 through Lot 25. This will be further addressed at the development application stage.

In conclusion, the City has been requested by the applicant to bring its local scheme in to better conformity with the region scheme. The most optimal planning response to do this is through the introduction of an additional use, in order to provide the unique planning response needed to transition the expectations of urban residents, with the expectation of those residents within the Resource zone. The Scheme amendment has been advertised with no objections received from either government agencies or landowners. It is therefore recommended that Council adopt the Scheme amendment.

Bushfire Management

The Bushfire Management Plan ("BMP") does not adequately address the requirements of State Planning Policy 3.7 *Planning in Bushfire Prone Areas*. The comments provided in the submission by Department of Fire and Emergency Services ("DFES") require the BMP to be updated prior to approval of the Scheme Amendment. The required modifications by DFES are unlikely to impact the ability for the proposed uses to be developed at the site due to increased fire risk, and thus it is recommended the Scheme Amendment be adopted subject to modifications to the BMP.

Release of the Perth and Peel @3.5m strategic plan and subregional framework

The land in has also been included within a *Planning Investigation Area* under the Perth and Peel Strategic Plan released in March 2018. Reflecting this, the City's advancement of this Scheme amendment reflects that the land is somewhat different to the remaining rural area in that:

- the portion of the subject land is zoned Rural under the Metropolitan Region Scheme, which provides that planning should facilitate land use that is consistent with expectations of Rural amenity, whereas:
- land surrounding within the suburb of Treeby, is zoned Rural Water Protection designating its position above the Jandakot Water Mound.

The amendment is therefore considered to be consistent with the Perth and Peel Strategic Plan.

Strategic Plans/Policy Implications

Economic, Social & Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive

Increase local employment and career opportunities across a range of different employment areas

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

Budget/Financial Implications

The applicant has paid the fees associated with the Scheme amendment.

Legal Implications

Under Section 123 of the *Planning and Development Act 2005*, it is required that local schemes be consistent with region schemes. It specifically states:

- (1) *A local planning scheme is not to be approved by the Minister under this Act unless the provisions of the local planning scheme are in accordance with and consistent with each relevant region planning scheme.*

The applicant has made the request to bring the local scheme in to better conformity with the region scheme. Under Section 124(4) of the Act, it states that:

- (4) *In preparing the local planning scheme or amendment the local government is to have due regard to the purpose and planning objectives of the region planning scheme or amendment to the region planning scheme.*

The amendment proposed is considered to meet this requirement, and address the issue of conformity between the local and region schemes.

Community Consultation

As per Part 5 of the Planning and Development (Local Planning Schemes) Regulations, there several amendment types: basic, standard and complex. These are defined in Part 5, Division 1, Regulation 34.

A complex amendment (such as this) requires a minimum 60 days consultation in recognition that such proposals have a greater impact on the community. The amendment was advertised for a period of 62 days commencing on 16 January and closing on 19 March 2018.

A total of seventeen submissions were received; nine from government agencies and eight from landowners or on behalf of landowners. All landowner submissions stated support for the proposal with two landowner submissions suggesting slight modifications to the proposal. Response to these submissions is detailed in the Schedule of Submissions.

As discussed above, DFES stated modifications to the BMP were required before the proposal could be supported. DFES' comments have been addressed in the recommendation above.

Main Roads, Department of Transport and Department of Water and Environment Regulation provided comment on the proposal and suggested changes. Main Roads' comments are already addressed in the proposed Additional Use conditions, while the Department of Transport and Department of Water and Environment Regulation comments have been addressed in the recommendation above.

The submissions are set out within the Schedule of Submissions (Attachment 5). As per clause 41(3) of the Regulations, this matter is now presented for Council's consideration of submissions.

The amendment was not referred to the City of Armadale, on the basis that it was not considered to impact upon them. This was on the following basis:

- The land adjacent to Lot 25 Acourt Road within the City of Armadale already has a planning framework approved over the land, being the CY O'Connor Village Structure Plan, and the proposal in no way compromises the implementation of that Structure Plan, or impacts future access from the Village to Warton Road. The proposal at Lot 25 is for a Scheme Amendment to introduce a restricted number of Additional Uses at the site, subject to conditions, and does not propose modifications to Warton Road. It seeks to impose a more stringent set of access conditions than what currently exists in respect of both Cockburn's and Armadale's current planning frameworks.
- Any future development proposal for either site will need to be supported by respective traffic management studies and any modifications to Warton Road will need to be supported by the Department of Transport and Main Roads. Given the developer for both sites is the same, and that the City met with the DoPLH to discuss this proposal, there is no risk from the perspective of the City in respect of the future centre on the opposite side of Warton Road. The City's proposal is considered to strengthen the future prospects for the centre, not weaken it. Access as already mentioned is a fundamental issue of concern and is the reason for stringent conditions underpinning the additional use.

Risk Management Implications

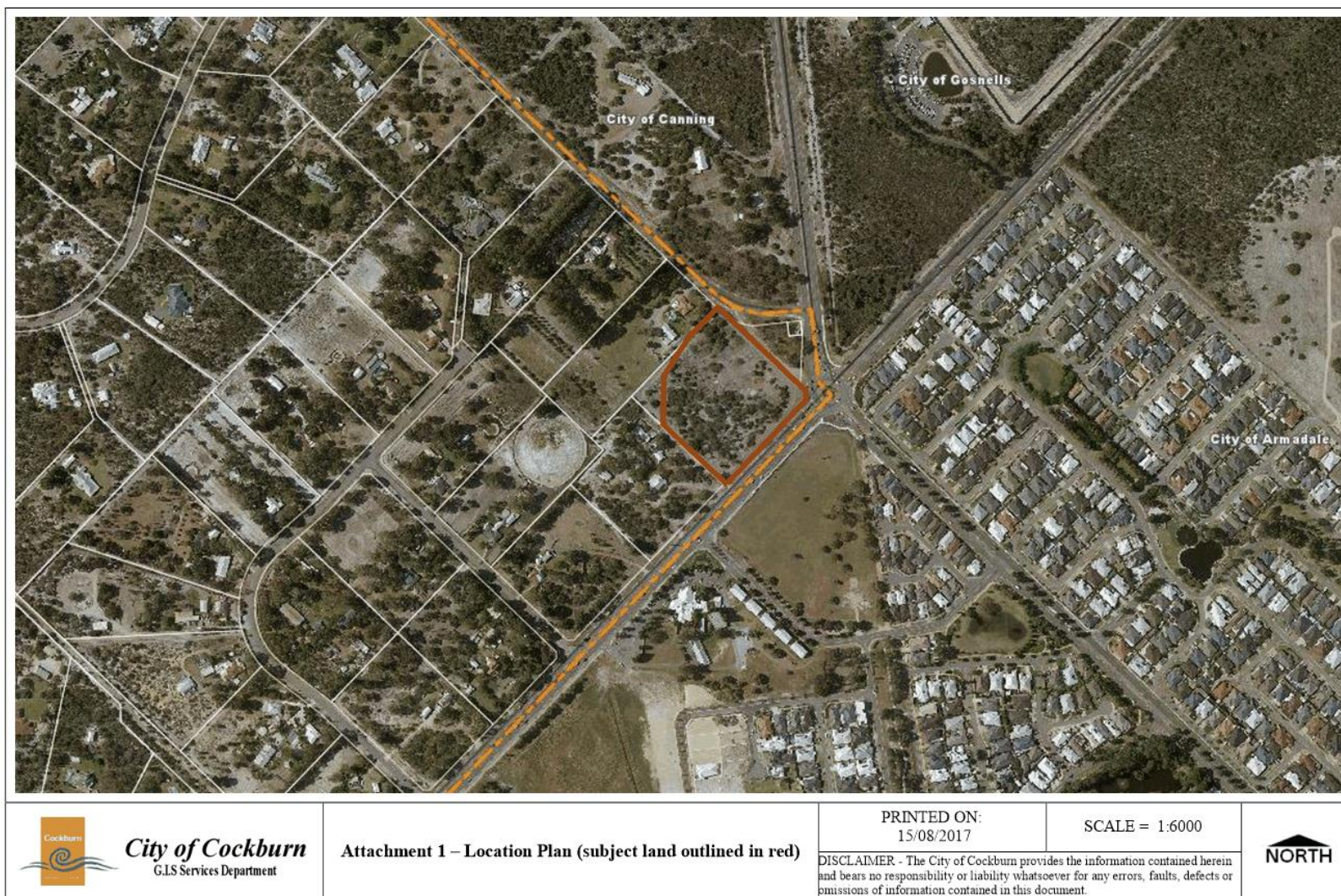
The proposed Scheme amendment presents an opportunity to develop the subject land with a range of land uses that would benefit the local and wider community. The proposed additional uses are appropriate within the 'Rural' zone and act as a transition between the rural land to the west and urban land to the east. The proposed additional use conditions and supporting technical reports demonstrate that development of the subject land will not have a detrimental impact on surrounding land uses and residents. The subject land is currently underutilised, being vacant of development. Given its strategic location and proximity to the neighbourhood centre on the south-east side of Warton Road, it is appropriately located for additional uses like that proposed to occur. If this proposed Scheme amendment is not adopted, there is a missed opportunity to consider the subject land for development of these uses and further investigate and receive feedback from the community on this proposal.

Advice to Proponent(s)/Submissioners

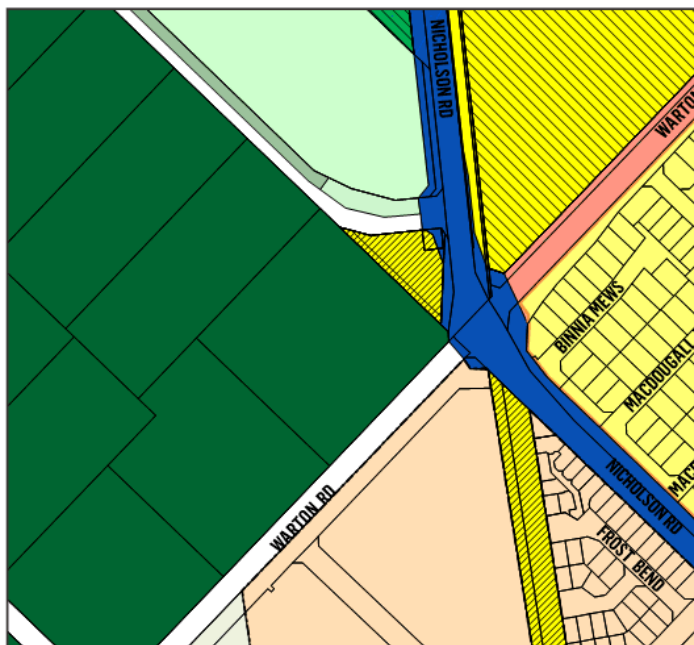
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 April 2018 Ordinary Council Meeting.

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

Nil.



CITY OF COCKBURN TOWN PLANNING SCHEME NO.3 AMENDMENT NO. 122



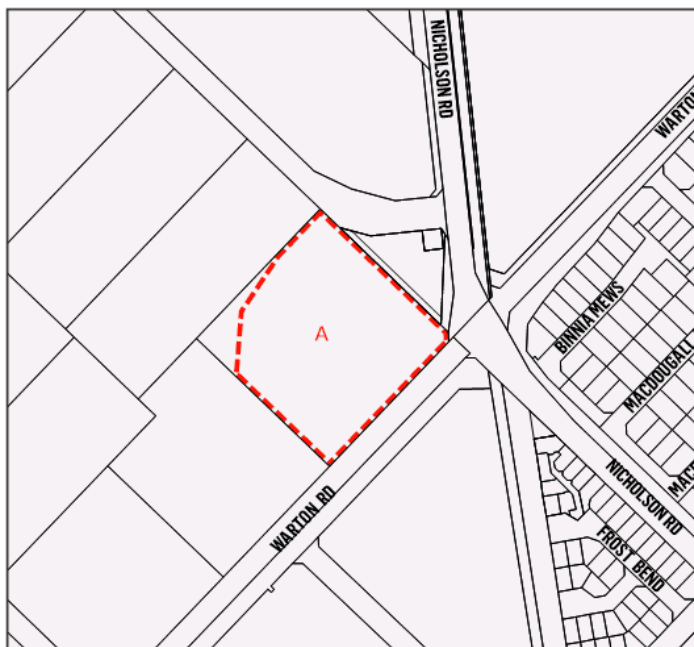
EXISTING ZONING

MRS - ZONES AND RESERVES

- Other regional road
- Parks and recreation
- Public purposes - prison
- Rural
- Rural - water protection
- Urban
- Bush forever

LPS - ZONES AND RESERVES

- General rural
- Local road
- Public purposes
- Residential
- Resource
- Urban development
- Additional Use



PROPOSED ZONING CHANGES



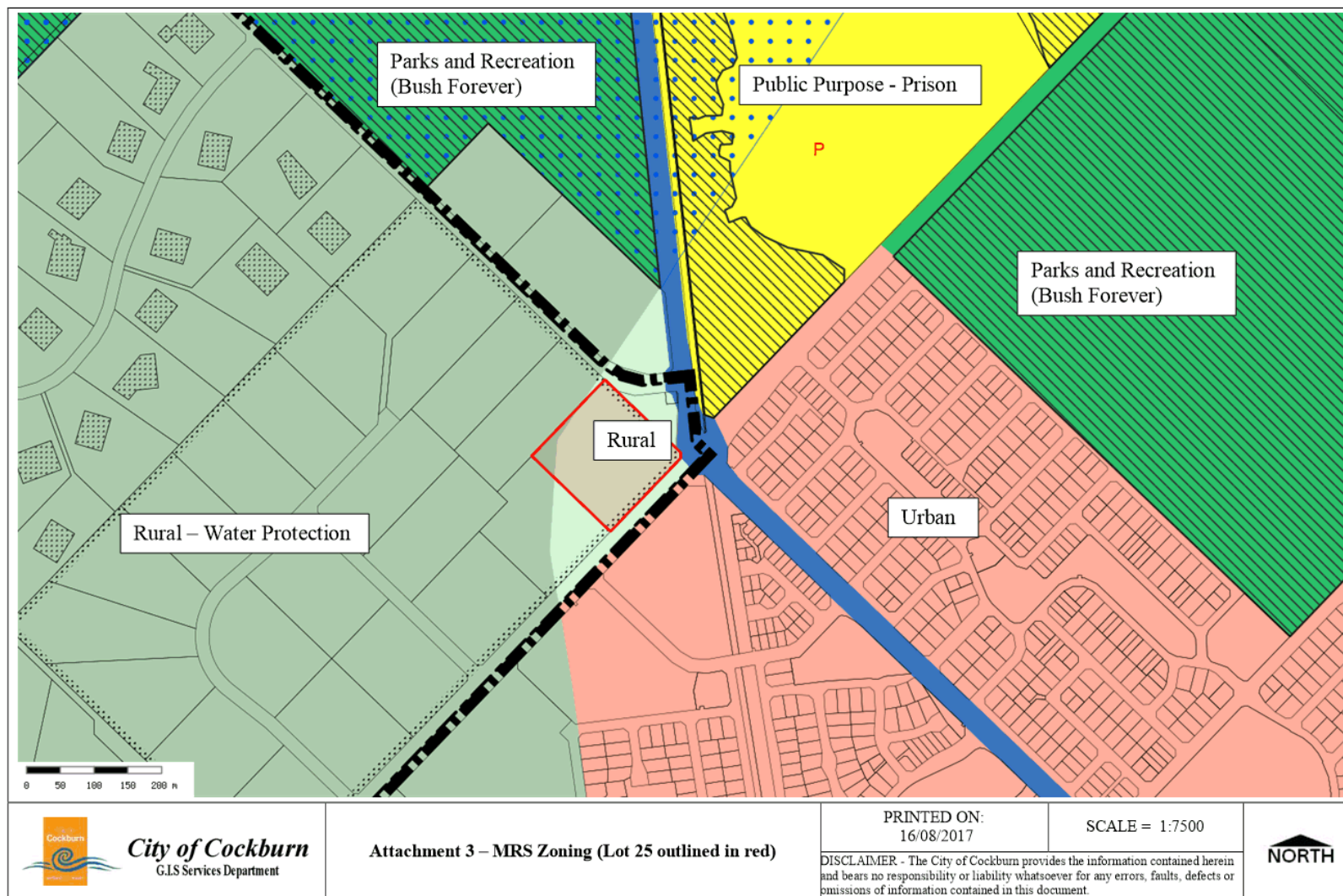
SCHEME AMENDMENT MAP LOT 25 ACOURT ROAD - BANJUP

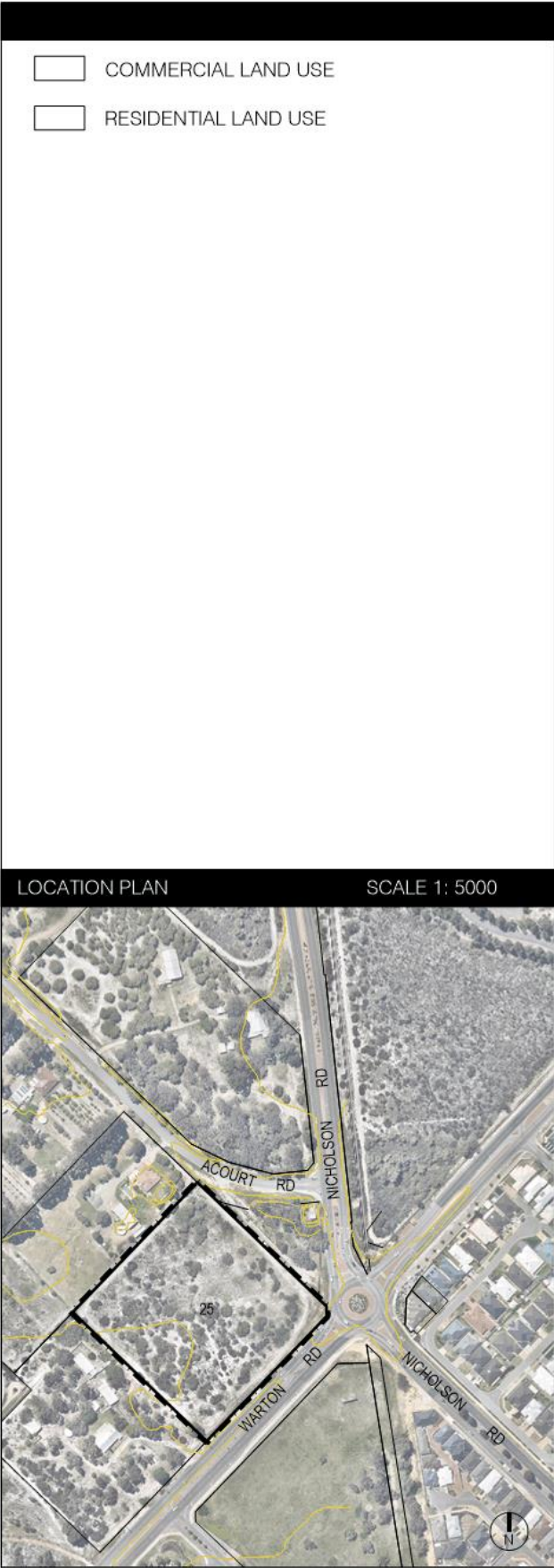
DATE: 01.02.2017

JOB NO: PA1279

DWG NO: FIG5

REV: A





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Concept Plan
Lot 25 Acourt Road, Banjup
City of Cockburn



Scale 1:1,000 @ A3
0 10 20 50m

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PROJECT No: PA1279
DRAWING No: 02
REV: e
DATE: 17.07.17

File No. 109/120

SCHEDULE OF SUBMISSIONS
PROPOSED AMENDMENT NO. 122 – LOT 25 ACOURT ROAD, TREEBY

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION												
1	Department of Fire and Emergency Services (DFES) GPO Box P1174 PERTH WA 6844	<p>DFES provide the following comments with regard to State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7) and the Guidelines for Planning in Bushfire Prone Areas (Guidelines).</p> <p>Assessment</p> <p>1. Policy Measure 6.3 a) (i) Results of a Bushfire Hazard Level (BHL) Assessment</p> <table><tr><th>Issue</th><th>Assessment</th><th>Action</th></tr><tr><td>Vegetation Classification</td><td>Vegetation classification – not demonstrated The vegetation classifications cannot be validated as the photos (figures) provided are not cross-referenced on the Vegetation Classification Map.</td><td>Modification required. Substantiated evidence and verification to support classification as per AS 3959 is required.</td></tr><tr><td>Vegetation Classification</td><td>Land to the south of Warton Road – not demonstrated It is unclear what enforceable mechanism is in place to ensure vegetation south of Warton Road is 'managed' in a 'low threat' state in perpetuity. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable.</td><td>Clarification/Modification required. Provide verification to qualify the vegetation management can be achieved. Alternatively, revise the vegetation classification to apply the worst-case scenario as per AS 3959</td></tr><tr><td>BHL Assessment</td><td>BHL – not demonstrated The BHL assessment does not reflect the vegetation</td><td>Modification required. The BHL should be modified</td></tr></table>	Issue	Assessment	Action	Vegetation Classification	Vegetation classification – not demonstrated The vegetation classifications cannot be validated as the photos (figures) provided are not cross-referenced on the Vegetation Classification Map.	Modification required. Substantiated evidence and verification to support classification as per AS 3959 is required.	Vegetation Classification	Land to the south of Warton Road – not demonstrated It is unclear what enforceable mechanism is in place to ensure vegetation south of Warton Road is 'managed' in a 'low threat' state in perpetuity. An enforceable mechanism is required to provide certainty that the proposed management measures can be achieved in perpetuity and that they are enforceable.	Clarification/Modification required. Provide verification to qualify the vegetation management can be achieved. Alternatively, revise the vegetation classification to apply the worst-case scenario as per AS 3959	BHL Assessment	BHL – not demonstrated The BHL assessment does not reflect the vegetation	Modification required. The BHL should be modified	Noted. The modifications to the BMP have been recommended in the Council Report. Future iterations of the BMP will be required at subsequent planning stages and the bushfire protection criteria will be carefully assessed at that stage.
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			<div>classification map. Areas of vegetation classified as 'Class D Scrub' have been assigned a 'moderate' rather than an 'extreme' BHL.</div> <div>in accordance with methodology set out in Appendix 2 of the Guidelines.</div>							
		2. Policy Measure 6.3 c) Non-compliance with the Bushfire Protection Criteria								
		<table><tr><th>Element</th><th>Assessment</th><th>Compliance</th></tr><tr><td>Location and Siting and Design</td><td><div>Land is most suitable for new development where hazard levels are low. The subject site adjoins areas with an extreme BHL, and the BAL Contour Plan indicates that BAL-40 and BAL-FZ will remain on the eastern and north west boundaries.</div><div>The BMP states that hazard separation will be provided through the use of public roads/laneways, carparking areas or managed open space.</div><div>It will be important to address this issue at subsequent stages of the planning process through appropriate siting and design.</div></td><td>Consideration prior to subsequent planning stages.</td></tr></table>	Element	Assessment	Compliance	Location and Siting and Design	<div>Land is most suitable for new development where hazard levels are low. The subject site adjoins areas with an extreme BHL, and the BAL Contour Plan indicates that BAL-40 and BAL-FZ will remain on the eastern and north west boundaries.</div> <div>The BMP states that hazard separation will be provided through the use of public roads/laneways, carparking areas or managed open space.</div> <div>It will be important to address this issue at subsequent stages of the planning process through appropriate siting and design.</div>	Consideration prior to subsequent planning stages.		
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		<u>Recommendation – not supported modifications required</u>								
		<p>DFES has assessed the BMP and identified a number of issues that need to be addressed prior to providing support for the proposal (refer to the tables above).</p> <p>In addition, DFES urges the City of Cockburn to ensure that further consideration is given to the bushfire protection criteria, specifically Element 1 – Location, and Element 2 – Siting and Design, at subsequent planning stages to reduce the vulnerability of the development from the impact of a bushfire, and to ensure continued compliance with SPP 3.7 and the Guidelines.</p> <p>We recommend that this application be deferred to allow the proponent to address the policy requirements of SPP 3.7 and the Guidelines.</p>								
2	Water Corporation 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></p> <p>Reticulated water and sewerage services will be available to the subject Lot by the construction of reticulation extensions at the developers cost. (See attached Plan) All water and wastewater main extensions, required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.</p>		<p>Noted. The applicant has been made aware of this requirement via this attachment to the Council Report.</p>						

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		<p>Protection of Water Sources Part of this subject Lot falls within an Underground Water Pollution Control Area, in accordance with State Planning Policy 2.7 (2003). Source protection areas are defined to ensure there is no degradation of the water source. Protection areas are managed in accordance with the principle of risk avoidance; therefore any level of land development is generally not permitted. The Department of Water is responsible for managing and protecting Western Australia's water resources. It is therefore recommended that this proposal is referred to the Department of Water for assessment in accordance to the Land Use Compatibility in Public Drinking Water Source Areas publication if it has not been already.</p> <p>General Comments 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. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works. Please provide the above comments to the land owner, developer and/or their representative. (Map included)</p>	<p>The proposal excludes the land located within the Underground Water Pollution Control Area as the Additional Use area is only proposed over a portion of the Lot. Notwithstanding, the proposal has been referred to the Department of Water for comment.</p> <p>Noted. The applicant has been made aware of this requirement via this attachment to the Council Report.</p>
3	Department for Planning, Lands and Heritage (State Heritage) PO Box 7479 Cloisters Square PO, WA 6850	<p>The following advice is provided in response to the referral of a scheme amendment as set out under Section 79 of the Planning and Development Act, 2005.</p> <p>The proposed Scheme Amendment has been considered for its potential impact on heritage places within the Scheme area. There is no objection to the proposal.</p>	Noted.
4	Landowner	SUPPORT	Noted.
5	Department of Biodiversity, Conservation and Attractions Locked Bag 104 Bentley Delivery Centre WA 6983	The Department of Biodiversity Conservation and Attractions has no comments on the Proposed Scheme Amendment.	Noted.
6	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>ATCO Gas has existing High Pressure (DN200ST 4.2HP 1900kPa) gas mains and infrastructure within the immediately adjacent Warton Road road reserve. Please see attached document for ATCO Gas requirements when third party works are planned within 15 metres of our High Pressure Gas Mains.</p> <p>ATCO Gas also has the PE High Pressure network available to supply industry with gas services however this is located within the southern side road reserve of Warton Road. This gas infrastructure will require a mains extension to support further development demands. ATCO Gas requests early consultation with developers and their representatives to discuss gas availability and possible options where common trenching with other service providers can be</p>	Noted. This information is available to the applicant via this attachment to the Council Report.

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		<p>beneficial.</p> <p>ATCO Gas does not have any objection to this proposal to designate the additional use 19 over a portion of Lot 25. ATCO Gas will not be lodging a submission to the City of Cockburn regarding this proposal.</p> <p>Please consider the following Advice Note:</p> <p>ATCO Gas Australia has High Pressure gas mains within 4.2metres of the area of amendment within Warton Road. ATCO Gas must be notified of any works within 15 metres of High Pressure gas infrastructure before those works begin. Construction, excavation and other activities may be restricted in this zone. No pavements (including crossovers) are to be constructed over the pipeline without consent from ATCO Gas Australia. Various pipeline safety tests may apply. The applicant is advised to contact ATCO on 9499 5272 in this regard. 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.</p>	
7	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>Main Roads has now had the opportunity to review the information provided and has no objection to the proposed Scheme Amendment.</p> <p>Advice Notes:</p> <ol style="list-style-type: none"> 1. A detailed Transport Impact Assessment should be submitted with any Local Structure Plan or Development Application for this site referred to Main Roads for consideration. This is to be prepared in accordance with the WAPC Transport Impact Assessment Guidelines 2016. 2. The applicant should be advised that all access to the site should be obtained from Local Roads Warton Road and Acourt Road. Upon further development of the site, Main Roads will not permit vehicular access from Lot 25 to and from Nicholson Road. This is to remain consistent with Development Control Policy 5.1 Regional Roads (Vehicular Access) section 3.3 regarding driveway access. <p>Should the Council disagree with or resolve not to include as part of its conditional approval any of the above conditions or advice, Main Roads requests an opportunity to meet and discuss this application collaboratively with the Council prior to making a final determination</p>	Noted and supported. The Additional Use conditions already require preparation of a Transport Impact Assessment at Development Application stage. The application does not propose access from Nicholson Road and the City would not support access directly from Nicholson Road.
8	Department for Planning, Lands and Heritage PO Box 3153 EAST PERTH WA 6892	<p>A review of the Register of Places and Objects as well as the AHD heritage database concludes that there are no known Aboriginal sites or heritage places within Lot 25 Acourt Road, Treeby. Therefore based on the information held by the AHD no approvals under the Aboriginal Heritage Act 1972 (AHA) are required.</p> <p>For any proposed future works AHD suggests the Proponent refer to the State's Aboriginal Heritage Due Diligence Guidelines (Guidelines). The Guidelines can be found on the DPLH website at the following link: http://www.daa.wa.gov.au/heritage/land-use/</p>	Noted.

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		The Guidelines allow proponents to undertake their own risk regarding any proposal's potential impact to Aboriginal heritage.	
9	Nick & Lisa Minutillo 19 Hebe Road BANJUP WA 6164	SUPPORT I also support the residential development of the surrounding area	Noted.
10	Landowner	SUPPORT	Noted.
11	P & T Synnerdahl 17 Morton Loop CANNING VALE WA 6155	SUPPORT	Noted.
12	Department of Water and Environment Regulation PO Box 332 MANDURAH WA 6210	<p>The Department of Water and Environmental Regulation (DWER) has reviewed the amendment and would like to provide the following advice.</p> <p>Public Drinking Water Source Areas (PDWSA's) The land subject to this amendment is partially located within the Jandakot Underground Water Pollution Catchment Area (UWPCA), which is a Priority 2 (P2) source protection area. P2 areas are defined and managed to maintain or improve the quality of the drinking water source with the objective of risk minimisation. P2 areas occur within PDWSAs where the land is zoned rural and the risks need to be minimised.</p> <p>The Jandakot UWPCA is managed in accordance with the Western Australian Planning Commission's (WAPC) Statement of Planning Policy No 2.3 Jandakot groundwater protection policy (SPP 2.3). SPP2.3 states that land use compatibility should be in accordance with DWER's Water Quality Protection Note (WQPN 25) Land use compatibility table for public drinking water source areas (DWER, 2016).</p> <p>The portion of the lot that is within the P2 area of the Jandakot UWPCA, shall be managed in accordance with SPP 2.3 and WQPN 25 including permitted land uses and best management practices.</p> <p>Stormwater Management Prior to the commencement of works, a Water Management Plan is to be prepared and approved in consultation with the City of Cockburn and DWER. The Water Management Plan should include, but not be limited to, management of:</p> <ul style="list-style-type: none"> Stormwater and drainage - as per Stormwater Management Manual for Western Australia (DWER,2004) and Water Quality Protection Note 52 – Stormwater Management at Industrial sites (DWER,2010) Wastewater management Hazardous Material Storage and Handling Solid Waste Management Spill Containment, and Risks and mitigation measures to Jandakot UWPCA <p>Best Practice Management</p>	<p>The proposal excludes the land located within the Underground Water Pollution Control Area as the Additional Use area is only proposed over a portion of the Lot. Thus, any development proposed within the UWPCA is outside the Additional Use area and would be required to comply with SPP 2.3 and WQPN 25. As part of this proposal, no development is proposed within the UWPCA.</p> <p>This information is provided to the applicant via this attachment to the Council report. Condition c) of the proposed Additional Use table requires stormwater to be managed in accordance with the Department of Water and Environmental Regulation's Stormwater Management Manual. At Development Application stage, this will trigger the need for a water management strategy which will be reviewed by the City and referred to DWER.</p>

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		<p>The following Water Quality Protection Notes (WQPN's) provide best practice management guidelines relevant to this development proposal with the intent to protect the state's water resources. These can be found on the DWER website located under publications search.</p> <p>WQPN 10 – Contaminant Spills- emergency response WQPN 25 – Land use compatibility in PDWSA's WQPN 36 – Protecting PDWSA's WQPN 48 – Water supplies for rural lots (non-potable use) WQPN 49 – Service Stations WQPN 51 – Industrial wastewater management and disposal WQPN 52 – Stormwater management at industrial sites WQPN 58 – Tanks for temporary elevated chemical storage WQPN 65 – Toxic and hazardous substances WQPN 68 – Mechanical equipment wash down WQPN 70 – Wastewater treatment and disposal – domestic systems WQPN 83 - Infrastructure corridors near sensitive water resources</p> <p>On-site Sewage Disposal As per the Draft Government Sewerage Policy (Government of Western Australia, 2016), the subject land is located within a sewage sensitive area. As this land is not connected to the reticulated sewerage infrastructure, future development of the proposed lot must adhere to the Policy including the requirement for a secondary treatment systems with nutrient removal as well as setback requirements. Also refer to WQPN 70 – Wastewater treatment and disposal – domestic systems (DWER, 2016).</p> <p>Groundwater Licencing The proposed amendment area is located in the Jandakot Groundwater Area as proclaimed under the Rights in Water and Irrigation Act 1914 and therefore any groundwater abstraction may be subject to licensing by the DWER. There is an existing groundwater bore and licence (GWL168976) within Lot 25 with an allocation of 10150kL per annum. The primary party registered on the GWL differs from the Land Tenure and Ownership as indicated in Section 2.2 of the Scheme Amendment No. 122 Report (Urbis November 2017). It also denotes an encumbrance notifying that there is no reticulated water supply to the site. The DWER encourages early consideration of water requirements and water source availability for development, as well as the consideration of alternative water sources and maximum efficiency of water use. For more information refer to the DWER website under urban water / Recycling and efficiency. The availability of water resources for licensing can be viewed on the DWER's Water Register at http://www.water.wa.gov.au/maps-and-data/maps/water-register.</p> <p>Environmental Assessment Report (EAR) In addition, the department would like to raise the following that were identified within the supporting EAR found in Appendix E (Coterra Environment, 2017).</p> <ul style="list-style-type: none"> Section 2.1.1- incorrectly identifies the proposal area is within the Environmental 	<p>This information is provided to the applicant via this attachment to the Council report.</p> <p>Condition b) of the proposed Additional Use table requires future development to be connected to reticulated sewer which is in close proximity to the site.</p> <p>Noted. The proposal excludes the land located within the Underground Water Pollution Control Area as the Additional Use area is only proposed over a portion of the Lot. The applicant will be required to demonstrate how water will be provided to any proposed development at the development application stage.</p> <p>Noted. These changes have been required as part of the recommendation of the Council Report.</p>

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		<p>Protection (Peel Inlet-Harvey Estuary) Policy 1992. As this site is located outside of the catchment, this section is therefore irrelevant for this EAR.</p> <ul style="list-style-type: none"> • Subsequently, Sections 2.2 and 2.3 are also not relevant as they pertain to the above mentioned Environmental Protection Policy. • Section 4.4.1.1 - the 'Perth Groundwater Atlas (DoW, 2017)' as referred to in this section is now called the Perth Groundwater Map and is actually intended to be used in determining garden bore suitability. It would be more suitable to utilise the groundwater data from a DWER monitoring bore (JM15) located on the western boundary of the property. The hydrograph is publically available from Water Information Resources accessed via the link below. http://kumina.water.wa.gov.au/waterinformation/WIR/Reports/Publish/61610345/gwl01.htm. <p>Groundwater level data collected by Coterra is fairly consistent with levels in this bore (JM15), however, suggest it is cross-referenced with the data they have collected rather than the Perth Groundwater Map.</p> <p>The statement that "groundwater flow is generally in a westerly direction" has been incorrectly identified. Lot 25 is located on the eastern side of the Jandakot Mound and regional groundwater monitoring data indicates that groundwater flows in an easterly direction.</p> <ul style="list-style-type: none"> • Section 4.4.1.3 incorrectly indicates that the Department of Environment and Regulation (DER) deems service stations as an "incompatible". The former Department of Water (now amalgamated as DWER) is in fact the authorising agency for PDWSAs and compatible land uses. <p>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.</p>	Noted.
13	Landowner	<p>SUPPORT This should be soon as the beginning of advanced development for this north eastern corner of Treeby/Cockburn. This is far overdue. So get on with it.</p>	Noted.
14	John & Dianne Carmody 47 Hybrid Court TREEBY WA 6164	<p>SUPPORT</p>	Noted.
15	Department of Transport 140 William Street PERTH WA 6000	<p>In response to your letter dated 15 January, 2018 regarding the above Scheme Amendment, the Department of Transport (DoT) has liaised with Main Roads WA (MRWA) and the Department for Planning, Lands and Heritage (DPLH), and provides the following comments.</p>	Noted. An amendment to condition k) of the Additional Use table is recommended to recognise the future use of Warton Road as a freight link and ensure future planning proposals do not compromise

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		<p>This Scheme Amendment is related to the proposed change of use on a portion of Lot 25 Acourt Road, Treeby. The proposal comprises a variety of high traffic-generating land uses including 'market', 'service station', 'restaurant' and 'convenience store'. The proposal area is currently designated as 'rural' under the <i>Metropolitan Region Scheme (MRS)</i>.</p> <p>The proposal is located adjacent to the intersection of Warton Road and Nicholson Road. Both of these roads are identified as District Distributor A roads in the <i>Main Roads Functional Hierarchy (MRFH)</i> and Primary Freight Roads in the <i>Perth Freight Network Plan for Transport @ 3.5 million</i>. Nicholson Road is designated as an Other Regional Road (ORR) under the MRS.</p> <p>This section of Warton Road from Armadale Road to Ranford Road is proposed to be reclassified as an ORR as part of the <i>South Metropolitan Peel Sub-Regional Planning Framework for 3.5 million</i>.</p> <p>The DoT acknowledges that a considerable amount of work was undertaken by the proponent in relation to the road and transport network for this proposal. However, there are a number of key transport issues that the Transport Portfolio would like to collaboratively review and resolve before the Amendment can be supported.</p> <p><u>Access</u></p> <p>A concept plan has been provided which indicates potential full-movements access via Acourt Road (with connection to a full-movements priority intersection at Nicholson Road), and right-in/left-in/left-out access via Warton Road (located approximately 90m from the Nicholson Road/Warton Road intersection). There also appears to be a provision for a right turning lane into another development on the opposite side of Warton Road, for which no information has been provided.</p> <p>A Transport Assessment was undertaken for the proposed Amendment area, which identifies no operational or safety issues associated with the proposed uses. This assessment does not appear to be consistent with the form and function of the adjacent Regional Road network.</p> <p>The proposed access configuration could pose a significant risk that could impede the efficient movement of freight along Warton Road and Nicholson Road, or through the nearby roundabout.</p> <p><u>Freight</u></p> <p>Warton Road and Nicholson Road both serve as strategic freight routes. Moreover, the Infrastructure Coordinating Committee (ICC) resolved in 2011 to approve the transfer of the Primary Freight designation from Nicholson Road (Armadale Road to Warton Road) to Warton Road (Armadale Road to Nicholson Road) under the condition that "Warton Road should not be compromised in future in terms of urban encroachment".</p>	<p>this. Amendments to the Traffic Impact Assessment are also required in accordance with this submission.</p>

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		<p>The proposal and attached traffic assessment appears to consider Warton Road as a local road but does not consider its status as a future regional or freight route.</p> <p>Recommendations</p> <p>The DoT considers that it is premature to amend the TPS prior to the amendment of the MRS. The DoT cannot support this scheme amendment until all issues raised have been resolved with the Transport Portfolio Agencies, the City of Armadale and the City of Cockburn.</p> <p>In view of the above, DoT therefore recommends that:</p> <ul style="list-style-type: none"> • The proposed access on Warton Road be reviewed due to potential safety and operational impacts on Warton Road. • Further consultation is required with all key stakeholders to reach agreed outcomes, including the potential location of this access, prior to Council approval of this Amendment to the TPS. • Additional information is required through the TIA in support of the proposed development, to assist the Transport Portfolio Agencies to understand the impact of the proposal in relation to the surrounding Regional Road network. This additional information should take into account: <ul style="list-style-type: none"> ◦ traffic generated by development within the the Treeby and Piara Waters precincts; ◦ the impact of the proposed access, taking into account the close proximity of the Warton Road roundabout; and ◦ the form and function of the future Other Regional Road reservation of Warton Road. <p>The DoT would like to be informed if any of the issues raised in this letter cannot be addressed. The DoT also recommends that further consultation with the City of Armadale and DPLH be undertaken to progress the MRS amendment of Warton Road to a Regional Road status (refer to attached letter, from DoP dated 5 October 2012).</p>	
16	Antonio Napolitano 624 Warton Road TREEBY WA 6164	<p>SUPPORT</p> <p>I support the proposal but would like to comment that upon reviewing the submission, studies and concept plan – there is a need to develop a holistic access/egress solution between my property and the subject site. I wish to alert the City that a scheme amendment for my site at 624 Warton road, Treeby is currently being prepared for submission to the City of Cockburn.</p>	<p>Noted. The Scheme Amendment has been prepared for Lot 25 Acourt Road and the applicant is proposing access to this lot that does not compromise access to 624 Warton Road (which has an existing crossover). However, recognising that a proposal for 624 Warton Road is imminent, the City has required the applicant of Lot 25 to include the following Additional Use condition:</p> <p><i>Any application for development approval must demonstrate the provision of a minimum front</i></p>

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			<p>setback of 15m, in order to accommodate the provision of a 3m landscaping strip, 5.5m car parking area and a 6m access way. This area is to be protected by an appropriate public access easement for the full frontage of the subject land to Warton Road.</p> <p>This is considered sufficient to allow access between Lot 25 and 624 Warton Road in the future.</p>
17	TPG + Place Match PO Box 7375 Cloisters Square PERTH WA 6850	<p>SUBMISSION - SCHEME AMENDMENT NO. 122 - LOT 25 ACOURT ROAD, TREEBY</p> <p>TPG + Place Match (TPG), on behalf of Perron Group as owners of Cockburn Gateway, is pleased to provide the following submission on proposed Scheme Amendment No. 122 - Lot 25 Acourt Road, Treeby (subject site), which is located approximately 5.6km north-east of Cockburn Gateway.</p> <p>We understand the City of Cockburn (the City) is currently advertising proposed Scheme Amendment No. 122, which seeks to introduce an Additional Use designation over a portion of Lot 25Acourt Road, Treeby, for the purpose of a 'Market, Restaurant, Service Station, Convenience Store, Veterinary Centre' (Additional Use No. 19). We note that development approval will be subject to several conditions included in Table 6 - Additional Uses for Additional Use No. 19, of particular concern is the potential implications associated with the current wording of Condition M, which states that, 'The Market use is to be limited to a maximum net lettable area of 3,000sqm floorspace'.</p> <p>This submission seeks to outline our understanding of the proposal in the context of the applicable planning framework, whilst also identifying our Client's concerns in relation to the proposed additional use of 'Market', specifically the size/scale of a future market on the subject site.</p> <p>PROPOSED LAND USE</p> <p>Under the Metropolitan Region Scheme (MRS), the majority of the subject site is zoned 'Rural' with a small portion of the site (western corner) included within the 'Rural-Water Protection' zone. We note that the MRS describes the 'Rural' zone as:</p> <p><i>'Land in which a range of agricultural, extractive and conservation uses are undertaken'.</i></p> <p>And, 'Rural-Water Protection' zone is described as:</p> <p><i>'Rural land over public groundwater areas, where land use is controlled to avoid contamination'.</i></p> <p>Under the City of Cockburn Town Planning Scheme NO.3 (TPS3), the subject site is zoned</p>	<p>The subject land falls wholly outside of the Rural – Water Protection zone of the MRS. The Additional Use is not proposed over this portion of Lot 25 and consequently none of the uses are proposed to be developed within the Rural – Water Protection area.</p> <p>The subject land is mostly zoned 'Rural' under the Metropolitan Region Scheme ("MRS"), with only a minor sliver in the western portion within the Rural Water Protection zone of the MRS. This creates a requirement for the City's Scheme to be consistent</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>'Resource' with an Additional Use NO.7 allowing for Cattery and Dog Kennels subject to planning approval. We note that the objective of the 'Resource' zone is:</p> <p><i>'To provide for the protection of the Perth Metropolitan underground water resource in accordance with the requirements of Statement of Planning Policy NO.6 published by the Western Australian Planning Commission on 12 June 1998'.</i></p> <p>Within the 'Resource' zone, development and use of land is to be in accordance with 'Table 1 - Zoning Table', Note 1, which refers to Statement of Planning Policy 2.3 - Jandakot Groundwater Protection Policy, amongst others.</p> <p>As the subject site is zoned for rural purposes under both the MRS and TPS3, we are of the opinion that the proposed additional uses of 'Restaurant', 'Service Station', 'Convenience Store' and 'Veterinary Centre' would be compatible with the objectives of the current zone, as these additional uses would be considered typical supporting land uses located within rural areas.</p> <p>Although the proposed additional use of 'Market' which is defined by TPS3 to mean, 'premises used for the display and sale of goods from stalls by independent vendors', may appear to be a suitable land use within the current rural zones, the description included in Table 6 - Additional Uses for Additional Use No. 19, as Condition M, <i>'The Market use is to be limited to a maximum net lettable area of 3,000sqm floorspace'</i> is of great concern.</p> <p>As is currently proposed, there do not appear to be any restrictions for a primary retailer to occupy the majority of the <i>'maximum net lettable area of 3,000sqm floorspace'</i> should some of the premise be used for stalls by independent vendors.</p> <p>We are aware of a DAP Application (DAP/18/01363) for a Change of Use Application to 'Markets' and 'Warehouse' currently being considered by the City of Swan, whereby the proponent describes a Spudshed Fresh Food Market together with six additional stalls as a 'Market'. Obviously the proposed operation of a Spudshed clearly aligns with a supermarket (shop) given its format and retail offering, however by introducing the six additional stalls (that are of an insignificant scale), the proponent is of the opinion that the proposal complies with the definition of 'Market'.</p> <p>To ensure that a 'Market' in its proper form (as defined within TPS3) be located on the subject site, we hereby request that the City modify Condition M so that it specifies a maximum NLA floorspace for the stalls within the market. We are of the opinion that a maximum NLA floorspace of 500sq m for the stalls within the market will provide flexibility for future tenants, whilst also complying with the 'Market' use requirements under TPS3.</p> <p>Consequently, we suggest that Condition M be re-worded as below:- Condition M - <i>'The Market use is to be limited to a maximum net lettable area of 3,000sqm floorspace and shall comprise of stalls by independent vendors that are limited to a</i></p>	<p>with the 'Rural' zoning of the MRS, over the majority of the land. The City's Scheme currently zones the land as 'Resource', despite it mostly not coinciding with the Rural Water Protection zone of the MRS. This has created opportunity for the landowner to request the City to bring its Scheme in to better conformity with the MRS, as per the requirements of the Planning and Development Act 2005 ("Act"). The purpose of the Resource zone and compliance with SPP 2.3 is to protect land within the Rural – Water Protection zone of the MRS. Land outside of this zone should not be subject to the same constraints.</p> <p>Noted. The concerns raised below are shared by the City of Cockburn and for this reason, modification to condition m) of the proposed Additional Use is recommended in order to limit the floorspace of independent vendors within the market.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p><i>maximum net lettable area of 500sqm floorspace'.</i></p> <p>Should Condition M not be modified so that it prevents the possibility of a large scale retail operator occupying the majority of 3,000sqm NLA floorspace proposed (similar to the DAP Application mentioned above), we would object to the inclusion of the additional use 'Market'.</p> <p>Currently the amount of NLA floorspace proposed for the 'Market' together with the wording of this condition may not restrict development which is more aligned as a 'Shop' use on the subject site. We understand a 'Shop' use within this location would contravene the principles of orderly and proper planning, given it would be ad hoc in nature, located within a rural resource protection area and having not previously been considered as part of the planning for the broader City of Cockburn and State level activity centre hierarchy for retail.</p> <p>SUMMARY</p> <p>This submission has been prepared by TPG + Place Match, on behalf of Perron Group as owners of Cockburn Gateway, requesting that the City modify Condition M of Table 6 - Additional Uses for Additional Use No. 19, so that it limits in size the stalls by independent vendors to ensure that a 'Market' in its proper form (as defined within TPS3) be located on the subject site.</p> <p>As detailed above, our client holds specific concern of the potential implications associated with the current wording of Condition M. A 'Market' of the size/scale currently proposed may be contrary to the principles of orderly and proper planning due to the unsuitability of intrinsically retail development in this location and the associated impacts on the hierarchy of activity centres.</p>	

14.5 PROPOSED LOCAL DEVELOPMENT PLAN; LOCATION: LOT 701 LOT 702 AND LOT 703 JANDAKOT ROAD, JANDAKOT; OWNER: SCHAFFER CORPORATION LTD; APPLICANT: CITY OF COCKBURN (D BOTHWELL)

Author(s) D Bothwell

Attachments

1. Location Plan - Lots 701, 702 & 703 Jandakot Road, Jandakot [↓](#)
2. Local Development Plan for TPS No. 3 Additional Use 1 over Lots 701, 702 and 703 Jandakot Road, Jandakot [↓](#)
3. Schaffer Land Jandakot Landscape and Visual Amenity Assessment [↓](#)

RECOMMENDATION

That Council:

- (1) approve the subject Local Development Plan for Lots 701, 702 and 703 Jandakot Road, Jandakot in accordance with Clause 52 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and
- (2) notify those who made a submission of Council's decision.

Background

The subject land is located on the corner of Jandakot Road, Berrigan Drive and Pilatus Street in Jandakot and comprises three separate lots - Lot 701, 702 and 703 Jandakot Road.

Lot 701 is approximately 6.2097ha in area and is occupied by the existing "Urbanstone" factory which produces masonry products. Lot 702 is approximately 3.2442ha, located on the corner of Jandakot Road and Berrigan Drive and a large portion is occupied by a nursery. Lot 703 is a much larger area of land at 44.9639ha with a portion of this lot previously cleared and mined for mineral sands which has since been revegetated. The northern portion of Lot 703 area (12.97ha) is made up of Bush Forever Site 388 and is a heavily vegetated.

Additional Use No. 1 (AU 1) of Town Planning Scheme No.3 (TPS 3) which includes Lots 701, 702 and 2.5ha of Lot 703 and allowed for the use of the land for "Nursery", "Masonry Production", "Warehouse only where ancillary to masonry production".

At its Ordinary meeting held on 13 December 2012, Council resolved to adopt Scheme Amendment 91 which extended the then AU 1 area and introduced the additional uses of "Nursery", "Showroom" and

“Warehouse”, where “Warehouse” and “Showroom” are ancillary to masonry production. This amendment was gazetted in June 2013.

Then, at its ordinary meeting held on 8 June 2017, Council resolved to approve for final adoption of proposed scheme amendment No.112 of TPS 3 to extend the AU 1 area covering Lots 702, 701 and portion of Lot 703 to include the whole of Lots 702, 703 and 701 excluding Bush Forever Site 388. On 23 November 2017, the Western Australian Planning Commission approved Amendment No. 112 to TPS 3 in accordance with section 87(2)(a) of the *Planning and Development Act 2005*. One of the provisions of the revised AU 1 area is for all future development to have due regard to a Local Development Plan (LDP) prepared for the area.

This LDP is being presented to Council for consideration due to objections being received during advertising.

Submission

N/A

Report

Proposal

The proposed LDP which has been prepared by the City, addresses the following matters as required by the AU 1 provisions of TPS 3:

- The standards to be applied for physical development in order to ensure the protection of the below ground drinking water source;
- Building design, and vehicle access and egress arrangements to minimise the amenity impact to surrounding properties;
- Noise mitigation measures pursuant to the details of an acoustic report where required;
- Interface controls and/or measures with regard to Bush Forever Area 388, including, but not limited to; a hard road edge within the AU1 are abutting the Bush Forever area and/or bushland identified for protection; Bushfire mitigation measures being provided outside the Bush Forever area within the AU1 area; an appropriate wetland buffer, if considered relevant by the assessing authority, and; drainage to be contained within the AU1 area;
- Identify revegetation areas to be used as a buffer between adjoining environmental and rural living land uses; and

- Identify land on Lot 703 required for the upgrade of Jandakot Road, which may form part of the Additional Use No. 1 area.

Neighbour Consultation

The application has been the subject of public consultation and was advertised in the following ways:

- Letters sent to landowners surrounding the LDP area consistent with those landowners who were sent letters for the advertising of Scheme Amendment 112; and
- The development application plans and accompanying information were placed on the City's Comment on Cockburn website.

A total of six submissions were received during the public consultation period. Three of the submissions were in support of the proposed LDP and three of the submissions were opposed to the LDP. The objections raised can be summarised as follows:

- Concerns that the LDP map was incorrect in relation to Bush Forever Site 388;
- Concerns about the impact of industrial type lighting from the site;
- Concerns about the wording of the LDP in relation to dust management; and
- Concerns that clause 11 of the LDP should include information about bushfire mitigation.

The submission of support from the owner of the land the subject of the LDP suggested that:

- The wording of the LDP does not accurately reflect land requirements for Jandakot Road widening; and
- The buffer around the site be reduced and provided a visual amenity assessment to support this position.

The City's comments in relation to the submissions received are discussed in greater detail further in the report.

Consultation with other Agencies or Consultants

Consultation with other agencies or consultants has not been necessary.

Planning Framework

Zoning and Use

The subject land is zoned 'Rural – Water Protection' under the Metropolitan Scheme (MRS) and 'Resource' under Town Planning Scheme No.3 (TPS 3). The objective of this zone in TPS 3 is:

'to provide for the protection of the Perth Metropolitan underground water resource in accordance with the requirements of State Planning Policy No. 6 published by the Western Australian Planning Commission on 12 June 1998'.

It should be noted that that above State Planning Policy has been superseded by State Planning Policy 2.3 'Jandakot Groundwater Protection Policy' (SPP 2.3).

As outlined in the *Background* Section of this report, the lots are subject of the *Additional Use 1* provisions under the City's TPS 3.

LDP Provisions

As mentioned in the *Proposal* section of this report, the attached LDP addresses the relevant matters required by the AU 1 provisions of TPS 3. Any future planning application for new development will need to demonstrate compliance with the AU 1 and LDP provisions. The LDP has been broken down into the following sub-headings:

- Statutory Effect of the LDP;
- Protection of Groundwater;
- Vehicle Access and Egress Arrangements;
- Jandakot Road and Land Requirements;
- Adjacent Rural Residential Properties Amenity Protection;
- Jandakot Airport Considerations;
- Bushfire Forever Area 388 Protection;
- Subdivision Considerations; and
- Aircraft Noise Considerations.

Considerations

LDP Mapping

As noted in one of the submissions, the depiction the Bush Forever site on the LDP map contains a minor error. The LDP map has therefore been amended accordingly with the most recent amended version of the LDP (attached) which is the subject of this approval, now accurately depicting the buffer zone within the bush forever site.

Lighting

References to minimising lighting and visual impacts within the LDP area are contained in provision 16 of the LDP. The need to stipulate the specific Australian Standards however, is not considered necessary as those standards can become out of date/superseded. It is important therefore that the issue of minimising the impact of outdoor lighting is identified in this instance not a specific Australian Standard which may or may not represent the full extent of the issue.

Dust Management

A further comment raised in the submissions period was that the wording in conditions 17 and 18 should not allow for dust management plans and complaints handling procedures to be optional. However, dust management plans and complaints handling procedures are not necessarily required for all possible future development approvals. For example if minor works are proposed a dust management plan and/or complaints handling procedures may not be required. On this basis, at the planning application stage, the City will determine if the size, scale and details of proposal warrant the need for a dust management plan or a complaints handling procedure. The LDP therefore has been worded in such a way to state; “where considered necessary” and “where relevant” in order to be fair and reasonable. Any planning approval would then contain an appropriate dust management condition.

Bushfire Mitigation

The subject land is mostly bushfire prone and almost all of the land is contained within the State Government’s bushfire mapped area. In this instance, any future planning application is required to be assessed against State Planning Policy No. 3.7 (Bushfire Planning). It is to be noted that a Bushfire Management Plan was approved as part of Scheme Amendment 112. There is therefore no reason for bushfire mitigation to be included in the LDP.

Other Fire & Safety Risks

It is also noted that fire risk in relation to chemicals is controlled by the Department of Mines, Industry Regulation and Safety, not as part of the planning process. If required depending on the exact nature of a proposal, the City will refer any future planning application to the Department of Mines, Industry Regulation and Safety as part of the development assessment process.

Worksafe practices and hazardous chemicals and the operation of any industrial (or industrial related) sites in WA are not considerations under planning legislation as they are covered under separate legislation. It therefore it is not considered necessary for this to be addressed in the LDP. It should however, also be noted that the Scheme Amendment 112 considered the acceptability of the substances to be stored on the site.

Jandakot Road Widening

One of the comments which came from the owner of the subject land who were consulted as part of the advertising process was that the provisions relating to Jandakot Road and Land requirements should be updated to reflect more precisely the wording contained in AU 1 of TPS 3 as follows:

- The amount of land to be ceded from the Additional Use No. 1 are is to form a single carriage way as depicted on this approved LDP; and
- The applicant is required to construct the ceded land as one additional carriage way to Jandakot Road.

The original version of the LDP did not contain the above mentioned wording and it is agreed that this wording most accurately reflects the requirements for Jandakot Road as contained in the AU 1 provisions. As such, the most recent version of the LDP (attached) has been updated to reflect the above wording under Clauses 13 a) and b) of the subject LDP.

Vegetation Buffer

The LDP contains a 100m wide rural vegetation amenity buffer. A report titled: *"Schaffer Land Jandakot Landscape and Visual Amenity Assessment An Appraisal of Visual Amenity at Lots 701, 702 & 703 Jandakot Road Prepared By EPCAD Pty Ltd Landscape Architects and Environmental Planners"* (Attachment 3) was submitted by the landowner to justify a reduction to the 100m buffer. The report however is not supported by the City. The report focuses on "visual amenity" only. The 100m wide buffer is intended to address a range of conflicting land uses. Visual amenity is just one of these conflicting land use issues. Noise, gaseous, dust, odour and risk are also issues which

need to be considered in the buffer. It is to be noted that the above mentioned report (attached) does not address:

- *Department of Planning Land and Heritage/ Western Australian Planning Commissions' State Planning Policy 2.5 – Rural Planning December 2016;*
- *Environmental Protection Authority Guidance for the Assessment of Environmental Factors (in accordance with the Environmental Protection Act 1986) Separation Distances between Industrial and Sensitive Land Uses No. 3 – June 2005 (Guidance Document); and*
- *Department of Planning Lands and Heritage/ Western Australian Planning Commissions' Draft State Planning Policy 4.1 Industrial Interface – November 2017 and current version May 2017 (SPP 4.1).*

The separation distance of 100m for the rural amenity buffer allows appropriate separation between industrial related uses and sensitive land uses. On the above basis, the suggestion to reduce the buffer is not supported. The wording under Clause 14 – *Adjacent Rural Residential Properties Amenity Protection* of the LDP which discusses the rural amenity buffer has been expanded upon as a result of the landowners report. The most recent version of the attached LDP now clarifies that the rural amenity buffer is for the purpose of not just visual impacts but also noise, gaseous, dust, odour and risk.

Consistency with the Perth and Peel @3.5m strategic plan

Under the recently released Perth and Peel @3.5m strategic plan, the land is identified as 'industrial investigation.' Consistent with this the City advanced Scheme amendment 91 to extend an additional use designation over the subject land in order to facilitate a limited range of industrial uses which reflected the local issues such as the need to address the Jandakot Water Mound, the adjoining Resource zoned properties and the presence of the Bush Forever site over the rear portion of the land.

Conclusion

The LDP is consistent with the requirements of AU 1 of TPS 3 and is considered to protect the amenity of the surrounding landowners in terms of potential noise, gaseous, dust, risk and visual impacts. The 100m wide rural vegetation amenity buffer area is consistent with SPP 4.1 and the EPA Guidance Document relating to the separation of industrial and sensitive land uses. The LDP also includes provisions to protect the Jandakot Groundwater Mound and requires a range of other important environmental factors in the event that a development application is submitted on land within AU 1. It is therefore

recommended that Council approve the LDP for the land within AU 1 - Lots 701, 702 and 702 Jandakot Road, Jandakot.

Strategic Plans/Policy Implications

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

Nil

Legal Implication

Nil

Community Consultation

See Neighbour Consultation of the report above.

Risk Management Implications

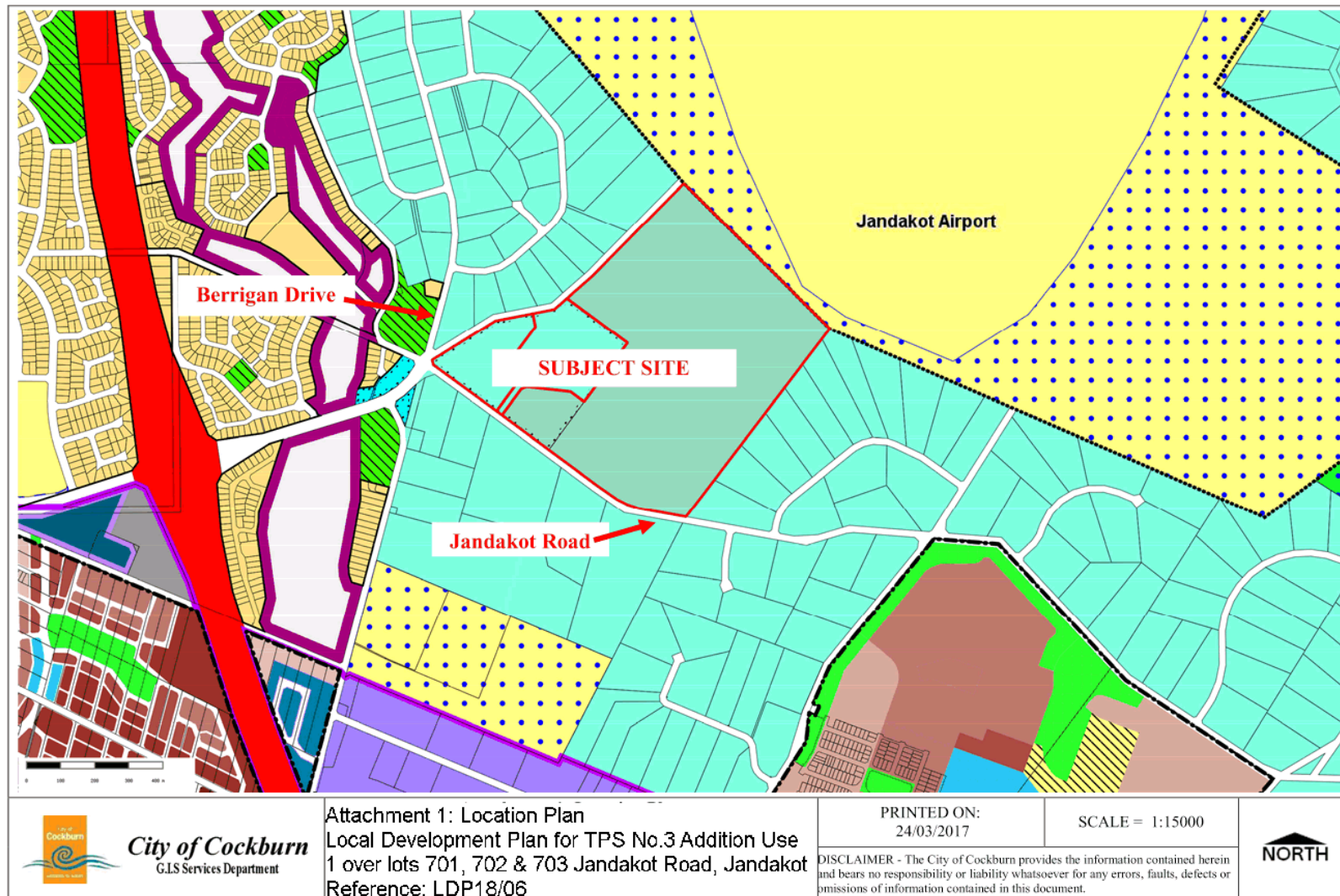
Given that the City prepared the LDP and is therefore the applicant, there is no risk that the matter will be subject to a review in the State Administrative Tribunal. If the LDP is not approved, it would not represent orderly and proper planning in that the AU 1 provisions of TPS 3 require an LDP to be prepared for the subject land which could represent a minor risk to the reputation of the City.

Advice to Proponent(s)/Submitters

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 April 2018 Ordinary Council Meeting.

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

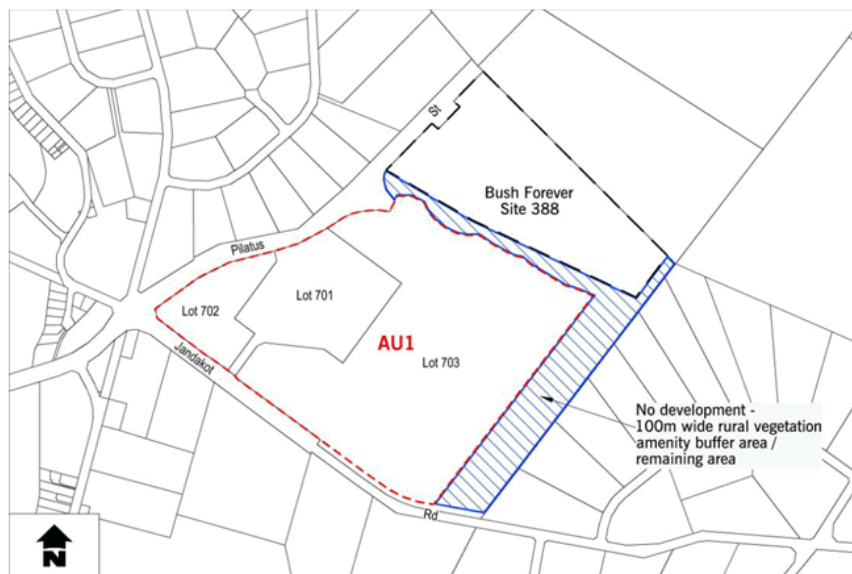
Nil



LOCAL DEVELOPMENT PLAN ('LDP') FOR TPS NO. 3 ADDITIONAL USE 1 ('AU1') OVER LOTS 701, 702 AND 703 JANDAKOT ROAD, JANDAKOT

STATUTORY EFFECT OF THIS LOCAL DEVELOPMENT PLAN:

1. This LDP has been prepared and adopted pursuant to the outcome of Scheme Amendment No. 112 which resolved to delete the columns headed "Additional Use" and "Conditions" from AU1 and replacing those columns with new provisions as well as expanding the AU1 (land) area. State Planning Policies; SPP 2.3, SPP 2.5, SPP 4.1 and SPP 5.3; and *"Environmental Protection Authority Guidance for the Assessment of Environmental Factors (in accordance with the Environmental Protection Act 1986) Separation Distances between Industrial and Sensitive Land Uses No. 3 – June 2005"* were of particular relevance to Amendment No. 112. On this basis this LDP supports those points under the State planning framework and provides complimentary guidance which should therefore be followed as part of any development applications for the AU1 area.
2. Contrary to Clause 56 (1) of Schedule 2 Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; there is no statutory discretion for the purposes of reducing the 100m rural "amenity" buffer (noise, gaseous, dust, odour, risk and visual) as described under AU1 Condition 1(e) of Town Planning Scheme No. 3 ('TPS 3'); and where this LDP is consistent or elaborates on Conditions 1 to 8 of AU1 of TPS3.
3. Contrary to Clause 57 (1) of Schedule 2 Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015* this LDP is given statutory effect in perpetuity so long as AU1 applies to TPS 3. The duration of approval is therefore extended beyond the details entrenched within Clause 57(1) of Schedule 2 Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Notwithstanding, the City of Cockburn may amend or revoke this LDP so long as those amendments are consistent with proper and orderly planning, considers the protection of the adjacent rural property owners amenity and has due regard to the State Planning Framework and Councils adoption of Scheme Amendment No. 112.
4. Any development application in relation to AU1 is to be determined consistent with the matters outlined in this document.



LOCAL DEVELOPMENT PLAN ('LDP') FOR TPS NO. 3 ADDITIONAL USE 1 ('AU1') OVER LOTS 701, 702 AND 703 JANDAKOT ROAD, JANDAKOT

PROTECTION OF GROUNDWATER:

5. Any Development Application on land within AU1 is to be assessed, and determined so that the protection of the below ground public drinking water source is forefront of every planning decision.
6. No bulk storage of green- waste, compost or 'Toxic and Hazardous Substances' ('THS') are permitted above 25 litres in total volume, excluding fuel within vehicle fuel tanks. THS includes pesticides, herbicides, fuel (storage), explosives, flammable liquids, cleaners, alcohols, fertilisers (other than on lot 702 under current development approvals), medical or veterinary chemicals, pool chemicals and corrosive substances; inclusive of the substances listed in the Poisons Act 1964 (Appendix B). These substances may only be stored in volumes above 25 litres if contained within domestic sized packages ready for end-use in domestic situations.
7. No below ground storage is permitted.
8. Development of any Warehouse, Showroom, or Storage land use must be connected to reticulated sewer.
9. Development Approval on land within AU1 is to have a 'Site Chemical Risk Assessment Report' prepared, implemented and regularly updated, Including annual reporting to the Local Government and the Department of Mines and Petroleum where considered appropriate.
10. Stormwater from roofs and clean paved areas should be directed away from potentially contaminated areas where THS (below 25 litres in total volume) are stored or handled. Stormwater from carpark areas is to be managed as recommended in the Stormwater Management Manual for Western Australia (reference 8d) or relevant equivalent.

VEHICLE ACCESS AND EGRESS ARRANGEMENTS:

11. Vehicle access is to be provided in accordance with "Figure 3 Stage 1 Access Strategy" and "Figure 5 Full Development Access Strategy" of the Scheme Amendment No. 112 Traffic Report – June 2017.

JANDAKOT ROAD AND LAND REQUIREMENTS:

12. Land within AU1 may be required for the upgrade of Jandakot Road.
13. As part of any future application for subdivision and/or development, land identified for the upgrade of Jandakot Road is to be ceded free of cost and constructed by the Applicant as follows:

LOCAL DEVELOPMENT PLAN ('LDP') FOR TPS NO. 3 ADDITIONAL USE 1 ('AU1') OVER LOTS 701, 702 AND 703 JANDAKOT ROAD, JANDAKOT

- a. The amount of land to be ceded from the Additional Use No. 1 area is to form a single carriage way as depicted on this approved Local Development Plan; and
- b. The Applicant is required to construct the ceded land as one additional carriage way to Jandakot Road.

ADJACENT RURAL RESIDENTIAL PROPERTIES AMENITY PROTECTION:

14. The area identified in the LDP map as a **"No development - 100m wide rural vegetation amenity buffer area/ remaining area"** is not to be developed or cleared for the purposes of any 'vehicle access way', 'Nursery', 'Masonry Production', 'Warehouse', 'Showroom' or 'Storage'. This land is to be retained as typically rural land described as being limited to native vegetation in perpetuity.

This land is considered to be a 'rural amenity buffer' (noise, gaseous, dust, odour, risk and visual) to protect, by way of separation and visual screening, the rural amenity of the adjacent 'Resource' zoned lots. Accordingly, its embellishment (planting and maintenance of native flora) should be proportionally reflective of the scale of the proposed development outside the buffer within the AU1 area. This may be determined where appropriate on a case by case basis with regards to any development application within the AU1 area.

The rural amenity buffer as described within this LDP is given statutory effect as an extension of TPS No. 3 AU1 Clause 1(e). Therefore Clause 56 (1) and 57(1) of Schedule 2 Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015* does not bind or provide any statutory discretion for the purposes of the rural amenity buffer. This buffer is therefore to be maintained in perpetuity as a no development or subdivision area for the benefit of the adjacent rural residential 'Resource' zoned lots.

15. Noise mitigation measures pursuant to the details of an acoustic report as follows;
 - a. With regard to any application for 'Warehouse', 'Showroom' or 'Storage', the preparation and lodgement of a report prepared by a suitably qualified acoustic consultant detailing the potential noise impact on noise sensitive land uses. The report shall demonstrate how the proposed development has been acoustically assessed and designed for the purposes of minimising the effects of noise intrusion and/or noise emissions. The report must demonstrate the measures required to address noise to the City of Cockburn's satisfaction and be implemented and maintained as part of the development of the land.
 - b. The requirements for an acoustic report are at the discretion of the City of Cockburn.
16. Building design, internal vehicle access ways and location shall minimise the visual impact of the development from surrounding residents inclusive of

LOCAL DEVELOPMENT PLAN ('LDP') FOR TPS NO. 3 ADDITIONAL USE 1 ('AU1') OVER LOTS 701, 702 AND 703 JANDAKOT ROAD, JANDAKOT

appropriate buffers (noise, gaseous, dust, odour, risk and visual), noise bunds and vegetation (light and visual) screening. Building materials and colours must be clad or coloured to complement the surroundings, and/or adjoining developments in which it is located, and shall use non-reflective materials and colours. Regard shall be had to the screening of product storage.

17. A Development Application on land within AU1 is to include Lodgement of a Dust Management Plan for approval by the Local Government and ongoing compliance by the property owner/(s) where considered necessary.
18. Where relevant, the operator must prepare a "Complaints Handling Procedure" to ensure that there is a process for administering any complaints including the recording, investigation and response to any concern regarding the operation.

JANDAKOT AIRPORT CONSIDERATIONS:

19. Development of any 'Nursery', 'Masonry Production', 'Warehouse', 'Showroom' or 'Storage' must;
 - a. Consider and determine (where appropriate) the control of obstructive outdoor lighting with regards to potential impact on civil aviation.
 - b. Consider and determine (where appropriate) the control of 'obstacle limitation surfaces' with regards to potential impact on civil aviation.
20. Consultation is recommended with Jandakot Airport Holdings. Due regard is to be given to the Jandakot Airport Masterplan.

BUSH FOREVER AREA 388 PROTECTION:

21. Interface controls and/ or measures with regard to Bush Forever Area 388, including, but not limited to; a hard road edge within the AU1 area abutting the Bush Forever area and/or bushland identified for protection; Bushfire mitigation measures being provided outside the Bush Forever area within the AU1 area; an appropriate wetland buffer, if considered relevant by the assessing authority, and; drainage to be contained within the AU1 area.
22. As part of the first application for subdivision and/or development, the Applicant shall cede land within the Bush Forever Site free of cost to the Crown.

SUBDIVISION CONSIDERATIONS:

23. Notwithstanding any subdivision provisions in the Scheme, the minimum lot size for subdivision is 2 hectares.
 - a. Subdivision and development application lot size requirements and leasehold lot size requirements are as per the above which is derived from *State Planning Policy 2.3 (Jandakot Groundwater Protection)* minimum lot size requirements and included under Condition 8 of AU1.

**LOCAL DEVELOPMENT PLAN ('LDP') FOR TPS NO. 3 ADDITIONAL USE 1
(‘AU1’) OVER LOTS 701, 702 AND 703 JANDAKOT ROAD, JANDAKOT**

24. The contemplation of subdivision is to be as per *State Planning Policy 2.3 (Jandakot Groundwater Protection)*.

AIRCRAFT NOISE CONSIDERATIONS:

25. The subject site is likely to be affected by aircraft noise as the 20, 25 and 30 Australian Noise Exposure Forecast ('ANEF') contours falls within the AU1 area. Acceptable land use and building types should be compliant with regard to State Planning Policy 5.3 (Land Use Planning in the Vicinity of Jandakot Airport) and the Building site acceptability table from AS2021.

Schaffer Land Jandakot Landscape and Visual Amenity Assessment

An Appraisal of Visual Amenity at Lots 701, 702 & 703
Jandakot Road



Prepared By: EPCAD Pty Ltd Landscape Architects and Environmental Planners

Prepared For: Schaffer Corporation

EPCAD
30 Jan 2018
Revision A





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Job Number	B1001
Document Title	Schaffer Land Jandakot Landscape and Visual Amenity Assessment
File Name	Viz report 080218 Final
Author	EPCAD Pty Ltd
Client	Schaffer Corporation

Issue	Issued to	Date	Reviewed	Approved
01 Illustrations only	Schaffer MF,JC	26.01.18	HM	HM
02 initial draft	Schaffer MF,JC	05.02.18	HM	HM
03 draft	Schaffer MF,JC	07.02.18	HM	HM
04	Schaffer MF,JC	08.02.18	HM	HM



1 Executive Summary

The Local Development Plan over the subject land includes a 100m (4 hectare) buffer to protect adjacent rural properties. This report analyses the visual amenity and recommends an appropriate buffer in accordance with general guidance provided by "Visual Landscape Planning in Western Australia, 2007" WAPC.

The land is generally level and is lower than the adjacent rural lots. There is a steep earth worked embankment to the southeast boundary and a band of mature Banksia woodland separating the subject land from the rural lots. Further, the adjoining land southeast of the embankment falls away from the common boundary.

The four dwellings on the lots are located at a distance from the boundary and the intervening areas support mature banksia woodland and scrub. The viewing experience of the subject site from the properties is only obtained from the boundaries on foot where the view is of the edge vegetation.

Topography and existing vegetation around the perimeter of the lots and the subject land combine to prevent views to potential development from the residences or associated garden areas.

A 100m buffer will pose a bush fire risk and a visual screen can be effected in 20m. The topography aids visual screening creating a visual shadow over much of the subject land when viewed from adjacent property.

An appropriate visual screening can be achieved with a 20m wide band of retained and supplemented vegetation.

- ***Topography and mature vegetation are effective existing interface conditions***
- ***No views exist from adjacent residences and gardens past 20m into the subject land***
- ***Maintaining existing visual amenity can be achieved by a 20m buffer***



2 Introduction

EPCAD have been commissioned to undertake a study of the visual effects of industrial and commercial development at the corner of Jandakot Road and Pilatus Street / Berrigan Drive, on the adjacent semi-rural subdivisions located south east. This study has been undertaken under the instruction of Schaffer Corporation.

The site is located within City of Cockburn.

A Local Development Plan identifies the need for an area of land to be secured for a "rural amenity buffer". Clause 14 states;

The area identified in the LDP map as a **"No development - 100m wide rural vegetation amenity buffer area"** is not to be developed or cleared for the purposes of any 'vehicle access way', 'Nursery', 'Masonry Production', 'Warehouse', 'Showroom' or 'Storage'. This land is to be retained as typically rural land described as being limited to native vegetation in perpetuity.

This land is considered to be a 'rural amenity buffer' to protect, by way of separation and visual screening, the rural amenity of the adjacent 'Resource' zoned lots. Accordingly, its embellishment (planting and maintenance of native flora) should be proportionally reflective of the scale of the proposed development outside the buffer within the AUI area. This may be determined where appropriate on a case by case basis with regards to any development application within the AUI area.

As the buffer land is required to protect, by way of separation and visual screening, this report sets out to determine an appropriate buffer by analysing the visual accessibility of the subject land and recommend visual management proposals.



3 Visual Landscape Evaluation

3.1 Scope and Context

Guidance for undertaking a Visual Landscape Evaluation is provided by the state planning authority, Department of Planning & Western Australian Planning Commission within Visual Landscape Planning in Western Australia; 2007 (VLPWA). This study has been undertaken in accordance with the principles set out in the VLPWA using two methods;

Site Survey by an experienced Landscape Architect specialising in visual analysis

Desktop study of cartographic, survey data and photographic data within computer programs.

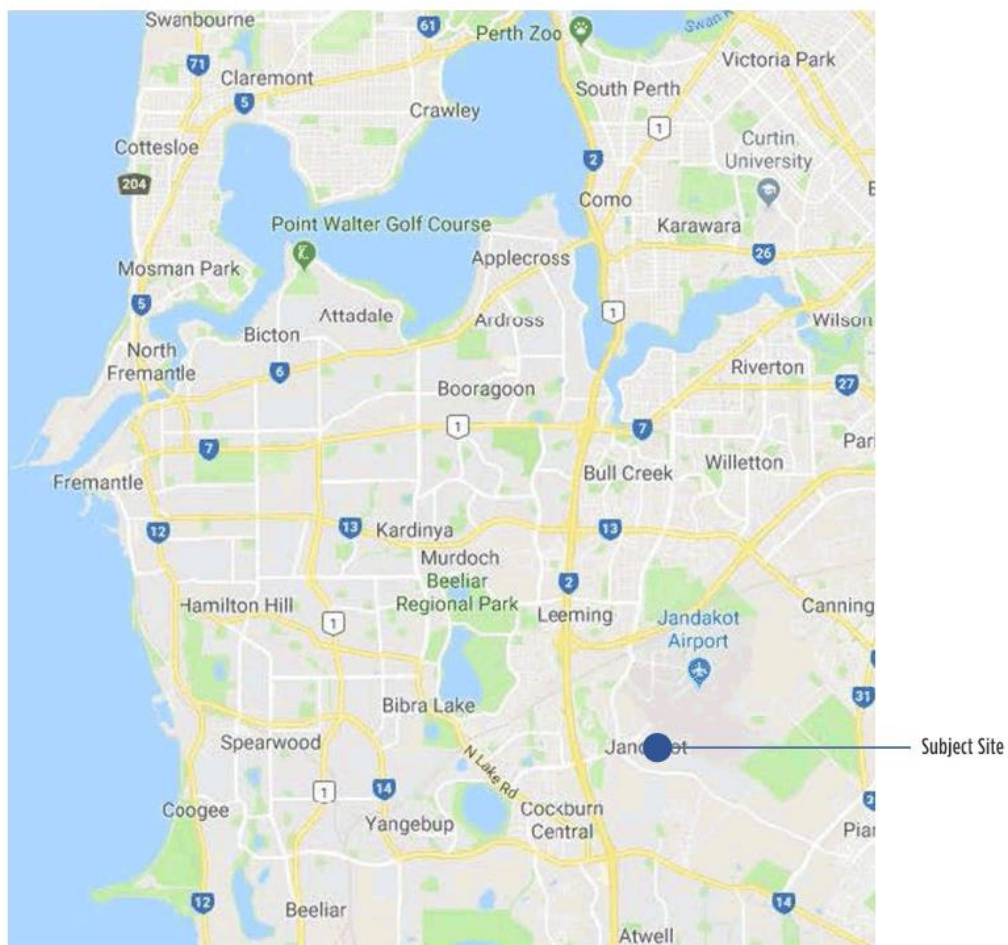
Refer Appendix 1 CV Relevant Experience

This study is to ascertain the local visual assets and characteristics of the area and to evaluate the likely effects of development within the context of the overall landscape, its character and values and more specifically the effects on visual amenity of adjacent residences and to provide recommendations to address interface issues identified.

3.2 Site Description

3.2.1 Context

The Site is located approximately 20 kilometres south of Perth CBD. The site is bounded to the east by an area of bushland that is categorised as Bush Forever. Immediately east of this lies Jandakot airport and the commercial and industrial development known as Jandakot City.





3.2.2 Topography

The subject land has been earth worked to form a large flat expanse that is set substantially lower than the adjacent land to the north, southwest and southeast boundaries. The majority of the land is perceived as flat at around 28m AHD. Variation across the area of 26.00m AHD to 28.5m AHD with a local high point of 29.00m AHD within the existing industrial area. There is a high point on the south east boundary of 42.75m AHD.

The south eastern boundary has a major level change with a steep 1 in 4 slope rising from 28.25m AHD to a high knoll of approximately 44m AHD. This steep bank creates a level of change of between 2.75m and 15.75m.

The adjacent land to the south east, falls steadily away from the site boundary levels dropping in excess of 2m to Boeing Road.

The adjacent land to the south of Jandakot Road although seemingly also level, falls gently to the south from Jandakot Road.

The bush forever site appears flat although is slightly undulating from 31m AHD in the west to 28m AHD in the south east.

Ref: Key Plan and Oblique View F and Oblique View G

3.2.3 Vegetation

The site has been the subject of the extractive industry and has been extensively earth worked and is now largely covered with sparse regrowth vegetation. The regrowth consists endemic species with some introduced native species appropriate to the dry sands of the location with a general height of 3 to 5.5m. Occasional specimens are taller however the composition of lower shrub species and younger growth presents a bulk of vegetation not exceeding 5.5m.

The south eastern boundary and south western boundary has remnant vegetation that is mature and more substantive forming strong visual elements within the locale.

Species identified while undertaking the assessment include;

Agonis flexuosa
Banksia attenuate
Banksia sessilis
Corymbia calophylla (poor specimens)
Eucalyptus tottiana
Xanthorrhoea preissii

3.2.4 Built Form

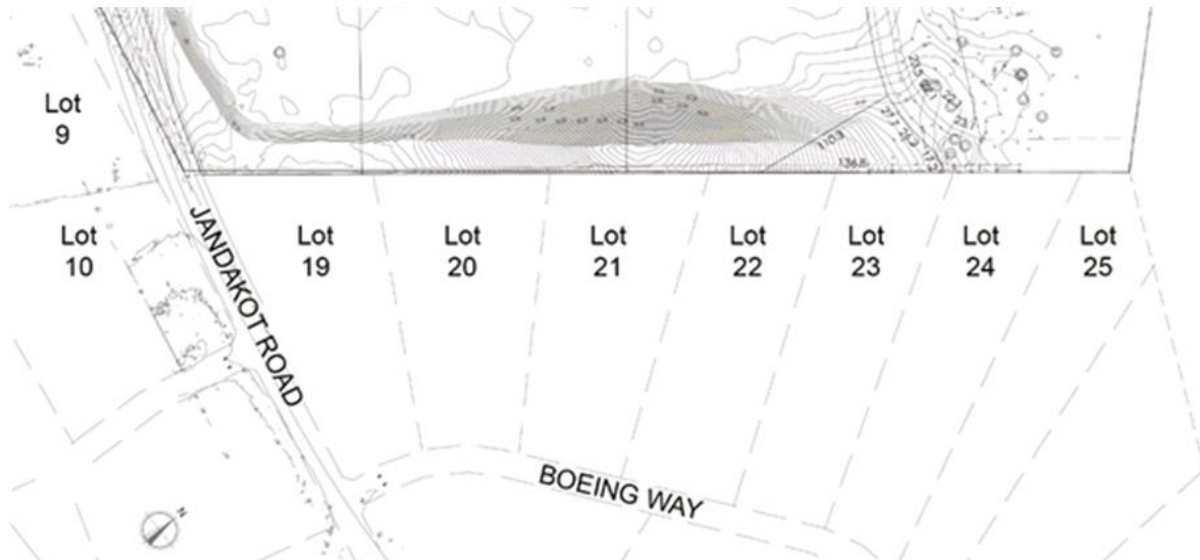
A large industrial premises is located on Lot 701. This development consists a number of warehouse type structures, office accommodation, processing silo tower and extensive surface storage and layout space. It presently is the dominating visual element of the area.

A smaller operation with similar layout and storage space and warehouse is located on Lot 702 in the western corner of the subject land.



3.2.5 Adjacent Property South East

Properties adjacent to the subject site consist mainly of dense vegetated Lots, or Lots that have been partially cleared for gardens and business uses (Lots 19 – 24 Boeing Way). Rural residential lots within the district have a diverse character with varied building styles and amounts of medium to tall vegetation. Most buildings are located toward the eastern part of the lots. Dwellings are not prominent in the landscape as the mature vegetation screens them from Boeing Way and when viewed from the firebreak along the south east boundary of the subject land. Presently there are 4 residences on adjacent lots 19, 21, 22 and 23.



The local landscape character is rural, typical of many peri urban locations with large buildings for storage, business and 'hobby farm' uses, set within remnant mature vegetation. The land is divided into properties and paddocks by low post and wire or post and rail stock fences.





3.3 District Landscape Area

3.3.1 District Landscape Character

- 0 Low flat to slightly rolling topography, local steep slopes from earth works;
- 0 A matrix of large lots with dispersed mature trees and shrubs;
- 0 Occasional punctuating low buildings.
- 0 Commercial and industrial land use with extensive yards

3.3.2 Viewing Experience and Values: How is the Landscape Viewed

The viewing experience of the subject site from adjacent properties, is obtained from the boundaries on foot.

There is no viewing experience of the subject site from the residences or associated garden areas due to topography and vegetation.



4 Visual Assessment

4.1.1 The Proposed Development

This assessment has been undertaken on the basis that the proposed development being constructed on the subject land at levels around those presently existing. The proposed scale and nature of buildings being warehouse type and there being no high mast lighting but normal street level illumination at night.

4.1.2 The Visual Interface

The south east boundary of the subject land is elevated above surrounding land forming a low ridge. The proposed development area is set significantly lower than this boundary. [Ref: Key Plan and Existing Cross Sections.](#)

Views from the southeast into the site are therefore significantly restricted or not obtainable. The topography creates a visual shadow limiting the zone of visual influence. This is further reinforced by the existing vegetation that impedes views through it. [Ref: Section B Visual Shadow.](#)

Views from the southeast have been assessed from the boundary fence. From the boundary along the whole length from Lot 19 to lot 23, views to the subject land are through the existing mature vegetation and are significantly impeded by the compounded effect of trees and shrubs.

The topography and level differences between the subject land and the neighbouring properties restrict and prevent views across the subject land. Lot 23 however has an interface which is more level. This lot however orientates towards the bush forever site and not directly towards potential future development.

The visual amenity enjoyed presently by properties along Boeing Way when looking toward the subject land, is that of a band of native vegetation that is approximately twenty metres wide prior to the landform falling away.

The previously earthworked slope has young emerging vegetation that is not observed from the boundary as it is at lower levels.

The existing mature vegetation forms a significant barrier to clear sight and has the capacity for additional planting to reinforce its density.

- ***The common boundary is elevated above surrounding land forming a low ridge.***
- ***Views from the southeast into the site are significantly restricted or not obtainable.***
- ***The existing vegetation forms a significant barrier to clear sight and can be planted to reinforce its density.***

4.1.3 Visual Objectives

It is understood from the LDP that the objective for the landscape in this location is to maintain it as "typically rural" and to provide visual screening. Based on this, there is a need to ensure that sufficient vegetation is retained to maintain a visual screen and supplement this if required.

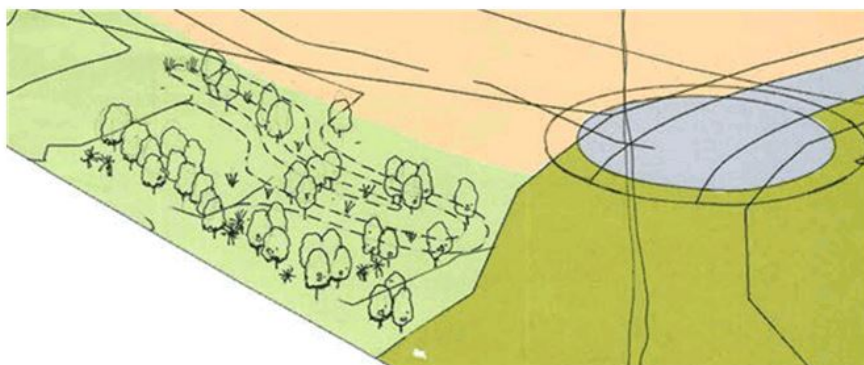
The topography of the site also has a role to play and as the existing mature vegetation and the landform effectively limit visual access across the subject land, a buffer of vegetation in excess of 20m is considered unnecessary to achieve the visual objectives.





Cross Section C illustrates how visual screening can be achieved within 20 metres and that the detailed design of a further 40m will still meet visual screening objectives if developed.

A buffer of 20m at the interface with Lot 23 should include modest landform and planting. It is understood that this area is also likely to accommodate drainage and the landscape should include dense plantings of Melaleuca to maintain a visual barrier.



5 Comment on LDP Visual Provisions

The LDP states that the reason for a buffer is to secure the amenity of adjacent lots, "a 'rural amenity buffer' to protect, by way of separation and visual screening, the rural amenity". The present visual amenity afforded these properties is that created by the edge vegetation of the subject land. Any additional vegetation does not contribute to screening.

The suggestion that 100 metres is required as a buffer for visual screening is not sound. As well as being unnecessary it creates a mass of vegetation that in total is a bushfire hazard. Fuel load management of the existing perimeter vegetation to maintain screening can be achieved.

It was noted on site and when reviewing aerial photography that lots to the north, adjacent the development areas of Jandakot airport have no screening. The existing residences benefiting from the substantial vegetation on the rural lots.



6 Conclusions

The subject site is seen from many locations, but these views are mainly from local and main roads.

The development on this site with warehouse scale buildings will not be visible from dwellings along Boeing Way due to level changes and intervening mature vegetation.

Development of the subject site at the levels that exist, will not be visible generally when viewed from property boundaries to the southeast.

The existing vegetation along the south eastern boundary can be planted to reinforce the already substantive screening.

Given the existing screening of mature vegetation and the topography, an appropriate buffer to ensure continued visual isolation along the south eastern boundary would be 20m of vegetation. [Ref: Zone Plan.](#)

There is a need to continue appropriate fire management of vegetation and a fire break will be maintained along this boundary and screening vegetation managed to maintain visual objectives while addressing fire management.

- ***The subject site is mainly viewed from vehicles on local and main roads.***
- ***The development on this site with warehouse scale buildings will not be visible from dwellings along Boeing Way.***
- ***Development of the subject site, will not be generally visible when viewed from property boundaries.***
- ***Vegetation along the boundary can be planted to reinforce the already substantive screening.***
- ***An appropriate boundary buffer for continued visual isolation would be 20m of vegetation.***
- ***The visual rural amenity of adjacent property can be maintained with a landscape buffer of 20m.***



Illustrations



Zone Plan

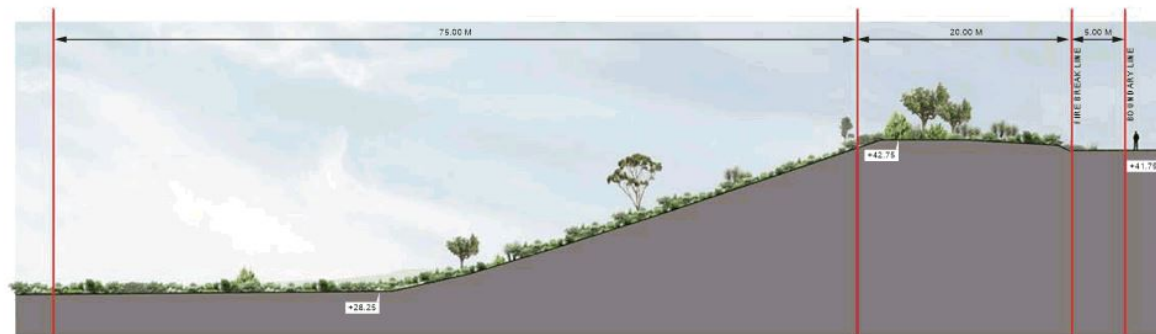


JANDAKOT SCHAFFER LAND

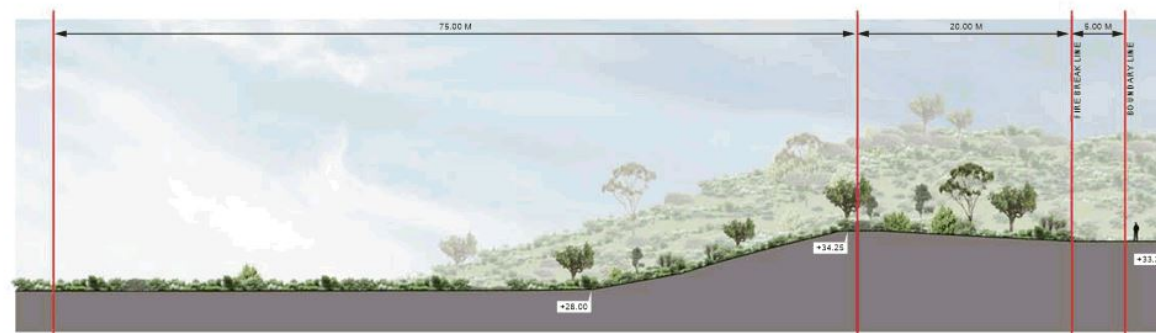
Zone Plan



Section C



Section B



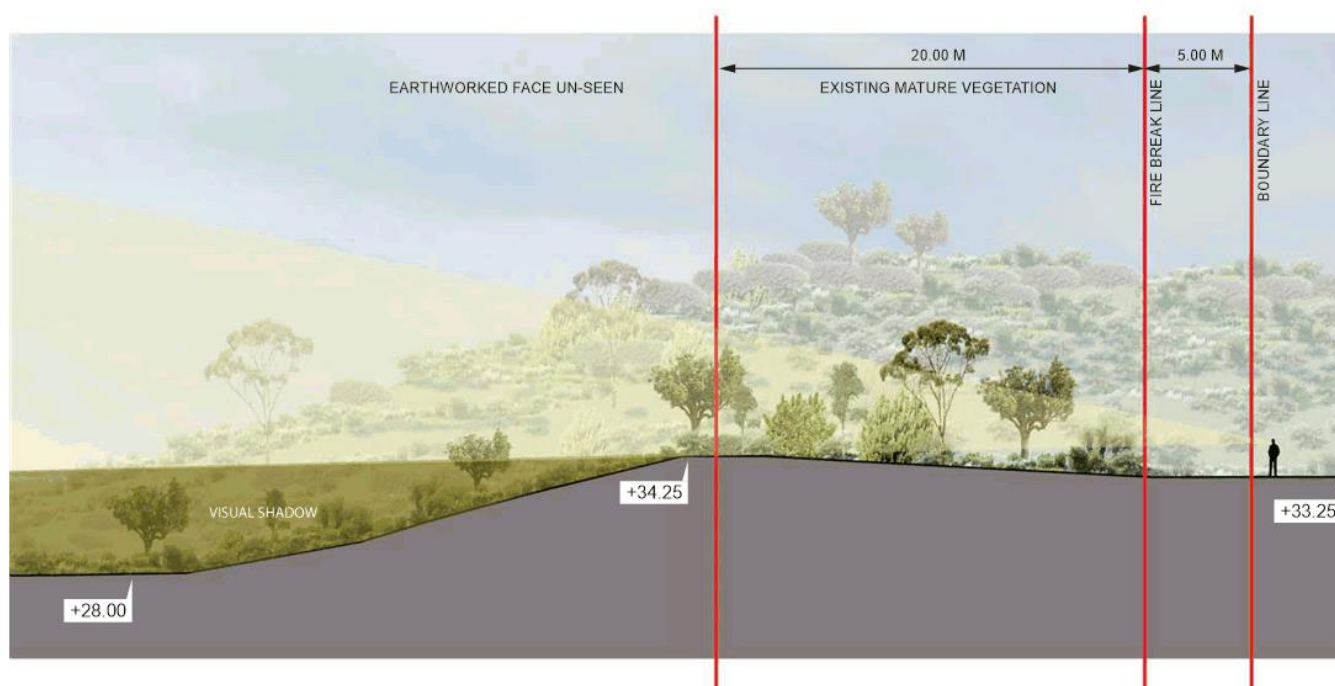
Section A



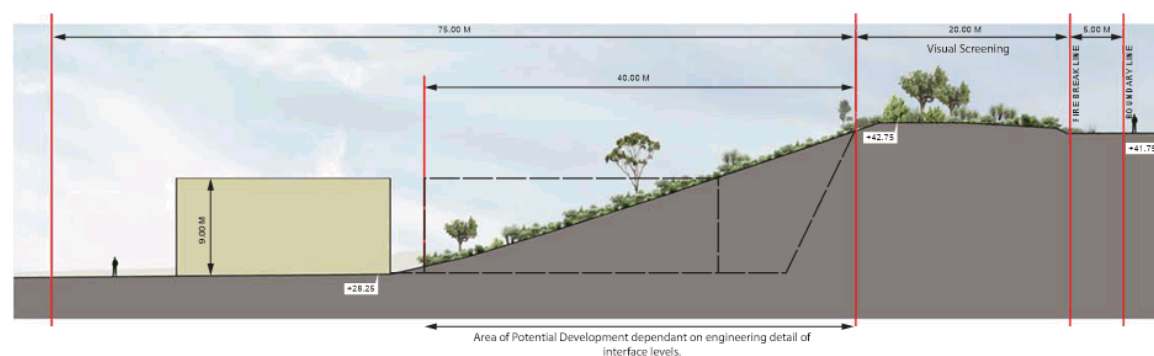
Section E



Section B - Visual Shadow



Cross Section C



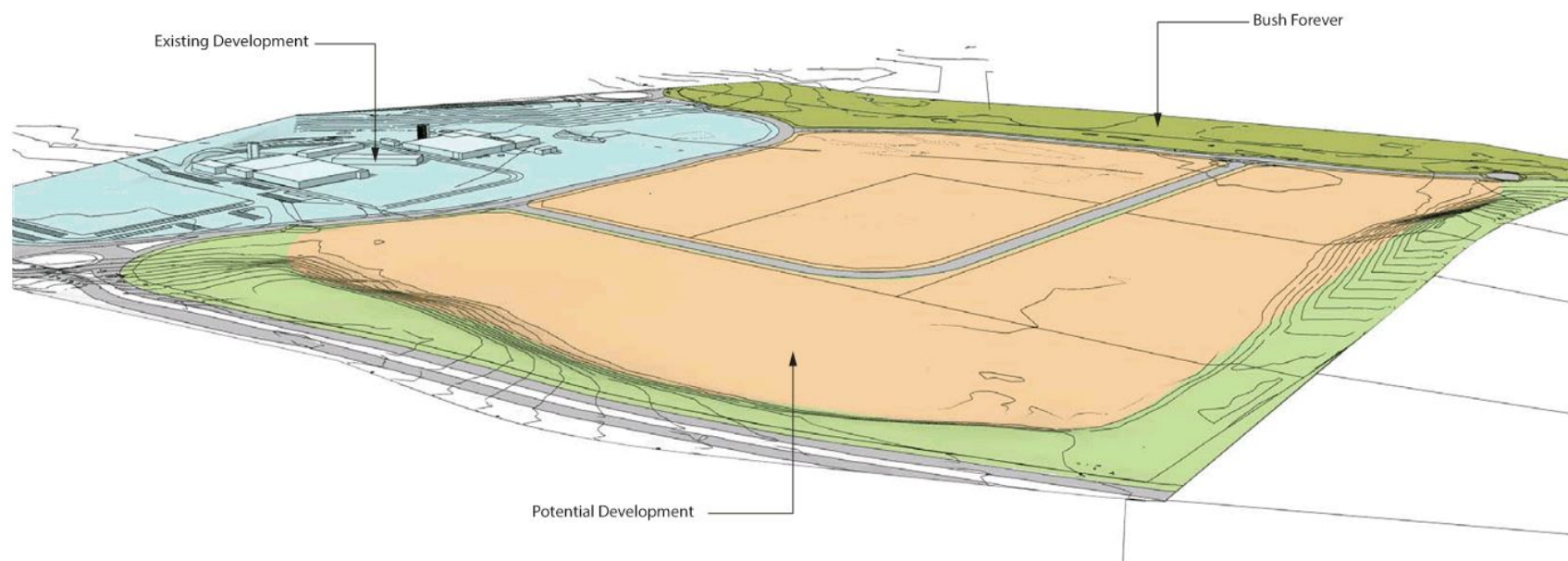
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Cross Section C

Scale: NTS
 Date: 18 January 2018
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Oblique View F



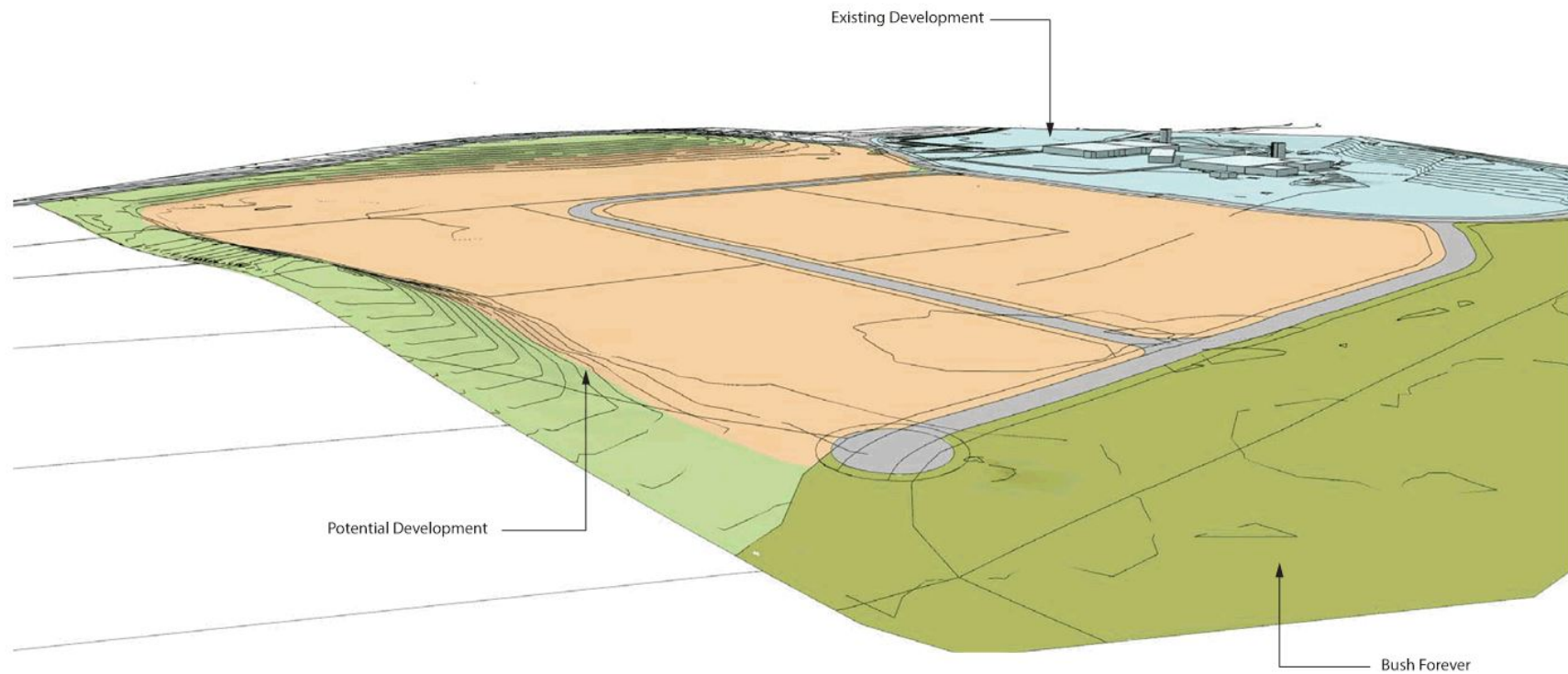
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Oblique View F

Scale: NTS
Date: 18 January 2018
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Oblique View G



JANDAKOT SCHAFER LAND

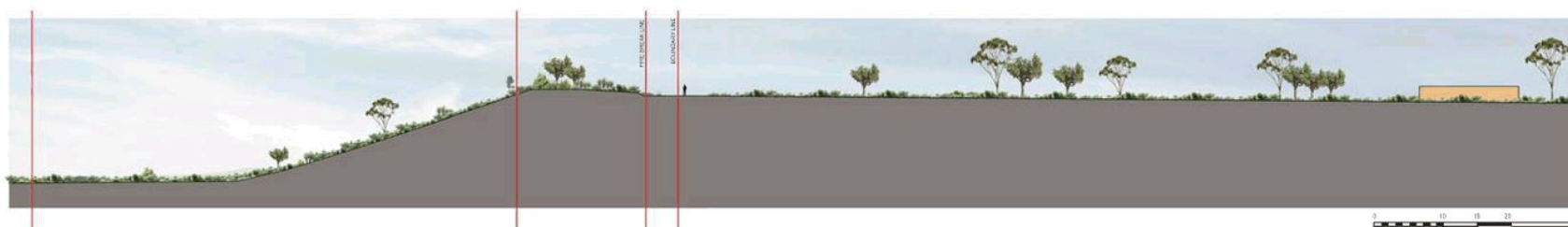
Oblique View G



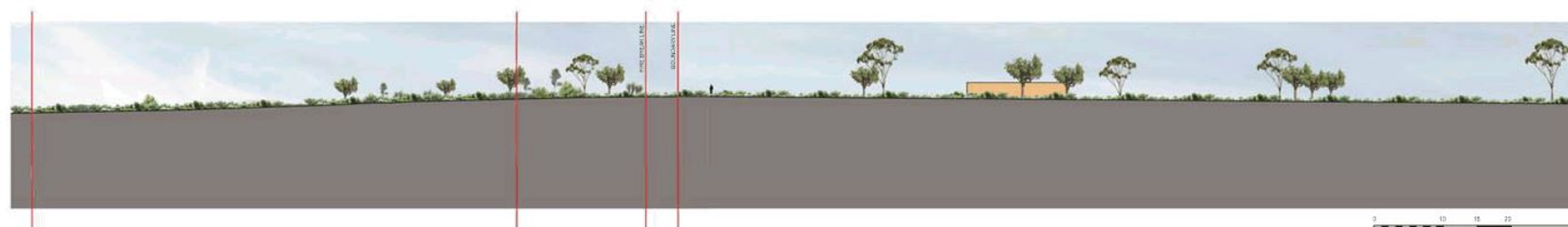
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Sections with adjacent lot



Section C - 2



Section E - 2

JANDAKOT SCHAFFER LAND

Sections with adjacent lot

Scale: NTS

Drawn: 18 January 2018

Check: 18 January 2018

Approved: 18 January 2018

Author: 18 January 2018

Checker: 18 January 2018

Approver: 18 January 2018

Client: 18 January 2018

Project: 18 January 2018

Version: 1.0

File: 18 January 2018





Appendix 1

CV Experience



Appendix 1 CV Experience

6 Conclusions

Howard Mitchell MEnvSc MLI. AILA. DipLA Director

Howard, is an environmental planner, landscape architect and urban designer. He has extensive experience in environmental integration and urban design and has specialisms in visual assessment and environmentally responsive drainage management. Howard was one of the urban design team members responsible for the development of Europe's largest new city, Milton Keynes, and has been the master plan team leader of several new settlements in the UK and Australia.

He has been involved in a number of large and controversial developments including major infrastructure planning and development initiatives in Europe, South East Asia and Australia. The scale and nature of much of his work has led to experience in the production of environmental impact assessments and giving evidence at Public Inquiries, Court and Tribunals.

As an expert witness, he has provided visual impact analysis on a range of projects from "high bay warehousing" and large retail developments to resorts and residential developments. Evidence has been prepared based upon extensive Zones of Visual Influence (ZVI) studies utilising computer modelling and site verification.

Evidence prepared for the Euro 5 Distribution Centre, Mars Pedigree High Bay Warehouse centre and a number of wind farms, established standards on the assessment of structures, reflected colour and perceived visual effects in the broader environment. EPCADs UK office provided training workshops to the planning bar and planning lawyers on visual impact. His recent work has included the visual and landscape assessment and environmental integration of a number of high profile projects ranging from coastal resorts to urban expansion and the roll out of NBN and telecommunications infrastructure in Western Australia.

Mitch has retained a commitment to education and continued professional development, lecturing and running professional workshops and seminars on new settlement/urban design, environmental planning and environmental legislation in the United Kingdom, America and Australia. He was a member of the Masters External Advisory Panel (EAP) providing advice to the International Water Centre (IWC), Masters of Integrated Water Management courses and also the Water Sensitive Cities program, a joint initiative by Australia's four leading universities and presently is a board member of the Peel Harvey Catchment Council.

Relevant Recent Visual Impact and Landscape Assessment Studies and Expert Witness Advice

Salter Point Visual development impact on existing residences, Western Australia: modelling and advice leading to SAT mediated resolution.

Claremont Heritage Development, Western Australia: Full impact assessment, modelling and evidence.

Albany expansion and Scheme amendment, effects on National Park and sites of significance: Full landscape and visual assessment, modelling.

Orange Grove Large Building impacts on rural properties, Western Australia: Full impact assessment, modelling and evidence.

Geraldton northern expansion and Scheme amendment, Western Australia: Full landscape and visual assessment, modelling.

NBN Installations Albany Western Australia: Full impact assessment, modelling and evidence.

NBN Installations City of Swan Western Australia: Full impact assessment, modelling and evidence.

NBN Installations City of Swan Western Australia: Full impact assessment, modelling and evidence.

Optus Telecommunication Mast: Western Australia: Full impact assessment, modelling and evidence.

Sorrento Activity Centre ODP Western Australia: Full landscape and visual assessment, modelling.

14.6 PROPOSED AMENDMENT 128 - TOWN PLANNING SCHEME NO. 3 - ADDITIONAL EXCLUSIONS TO DEVELOPMENT CONTRIBUTION LIABILITY TRIGGERS

Author(s)	C Catherwood
Attachments	N/A
Location	N/A
Owner	N/A
Applicant	N/A
Application Reference	109/128

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 amend the City of Cockburn Town Planning Scheme No. 3 (“Scheme”) for the following purposes:

To provide for additional exclusions to the development contribution liability clause, it is proposed to rearrange and include additional wording to the current clause 5.3.13.3 as follows (additional wording shown in bold text):

Notwithstanding clause 5.3.13.2, an owner’s liability to pay the owner’s cost contribution does not arise if the owner:

- a) Commences development of the first single house or outbuildings associated with that first single house on an existing lot which has not been subdivided or strata subdivided since the coming into effect of the development contribution plan;*
- b) Commences demolition;*
- c) Commences an extension to an existing non-conforming use;*
- d) Commences a temporary or time limited approval;*
- e) Commences or obtains a development approval for a change of use where there is no physical alterations to the outside of the existing buildings;*
- f) Commences or obtains a development approval for a change of use where there is no connection (nexus) to the infrastructure items contained within the development contribution plan;*
- g) Commences or obtains approval for construction of subdivisional works, including retaining walls;*
- h) Commences development of a land sales office and associated signage and parking;*
- i) Commences stockpiling or storage of earthwork materials;*
- j) Lodges Deposited Plans for the consolidation of land parcels (amalgamation);*

- k) Lodges Deposited Plans to cede road widening requirements where that road is a DCP contribution item; or*
 - l) Commences any other minor or incidental development or subdivision which does not have a connection (nexus) to the infrastructure included in the development contribution plan.*
- (2) Note the amendment referred to in resolution (1) above is a 'standard amendment' as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:
 - an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;*
 - any other amendment that is not a complex or basic amendment.*
- (3) Upon preparation of amending documents in support of resolution (1) above, determine that the amendment is consistent with Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the amendment be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, be advertised for a period of 42 days in accordance with the Regulations.

Background

The purpose of this amendment is to insert additional wording to ensure greater alignment between the intent of the State Planning Policy 3.6 Development contributions for infrastructure ("SPP3.6") and existing City of Cockburn Town Planning Scheme No. 3 ("TPS3") wording, in particular which types of development will trigger the need for contributions to be made.

Development contribution provisions have been contained in TPS3 for a number of years. The current provisions primarily reflect the wording from SPP3.6 with some additions which clarify and deal with the specific issues related to the City of Cockburn.

It has become apparent that on occasion Cockburn landowners undertake types of development which inadvertently trigger the development contribution liabilities before they were intended. There

are a number of principles set out in SPP3.6 which underpin the imposition of development contributions and the SPP was clearly written with primarily greenfield development in mind.

The City of Cockburn is a large municipality with areas of greenfield development, but also the complexities of infill developments and brownfield redevelopments. With fourteen development contribution plans covering a range of areas including infill and greenfield development areas and industrial areas, the standard scheme provisions have been found to be lacking.

Submission

N/A

Report

The current liability clause in TPS3 (based on SPP3.6) reads:

“5.3.13.2

An owner’s liability to pay the owner’s cost contribution to the local government arises on the earlier of -

- a) the Western Australian Planning Commission endorsing its approval on the deposited plan or survey strata plan of the subdivision of the owner’s land within the development contribution area;*
- b) the commencement of any development on the owner’s land within the development contribution area;*
- c) the approval of any strata plan by the local government or Western Australian Planning Commission on the owner’s land within the development contribution area; or*
- d) the approval of a change or extension of use by the local government on the owner’s land within the development contribution area.*

The liability arises only once upon the earliest of the above listed events”.

This is followed by a clause which provides an exemption as follows:

“5.3.13.3

Notwithstanding clause 5.3.13.2, an owner’s liability to pay the owner’s cost contribution does not arise if the owner commences development of the first single house or outbuildings associated with that first single house on an existing lot which .has not been subdivided or strata

subdivided since the coming into effect of the development contribution plan”.

There is potential for this clause to include additional exemptions, similar to the manner applied in the City of Swan’s local planning scheme. There are ‘draft model provisions’ in the current SPP3.6 and none of the advertised revisions to SPP3.6 (or the associated scheme provisions) have sought to alter the liability clause wording. This is perhaps indicative these suit the majority of local government areas and developer expectations reasonably well. Likewise, it could be most local governments do not apply DCPs in areas where there is already a level of development or an area may be transitioning from other uses in the same manner as Cockburn. In any case, to introduce additional exemptions would be less punitive on developers and not be considered as a concern.

Providing for additional exemptions to suit the circumstances which would arise in the context of the City of Cockburn’s DCPs would be more closely aligned to the principles set out in SPP3.6. It would reflect the reputation the City of Cockburn has in implementing its DCPs in a fair, consistent and transparent manner.

The following rearrangement and addition to clause 5.3.13.3 is proposed (additional wording shown in bold text):

Notwithstanding clause 5.3.13.2, an owner’s liability to pay the owner’s cost contribution does not arise if the owner:

- a) Commences development of the first single house or outbuildings associated with that first single house on an existing lot which has not been subdivided or strata subdivided since the coming into effect of the development contribution plan;*
- b) Commences demolition;*
- c) Commences an extension to an existing non-conforming use;*
- d) Commences a temporary or time limited approval;*
- e) Commences or obtains a development approval for a change of use where there is no physical alterations to the outside of the existing buildings;*
- f) Commences or obtains a development approval for a change of use where there is no connection (nexus) to the infrastructure items contained within the development contribution plan;*
- g) Commences or obtains approval for construction of subdivisional works, including retaining walls;*
- h) Commences development of a land sales office and associated signage and parking;*
- i) Commences stockpiling or storage of earthwork materials;*
- j) Lodges Deposited Plans for the consolidation of land parcels (amalgamation);*

- k) *Lodges Deposited Plans to cede road widening requirements where that road is a DCP contribution item; or*
- l) *Commences any other minor or incidental development or subdivision which does not have a connection (nexus) to the infrastructure included in the development contribution plan.*

Amendment Type

As per Part 5 of the Planning and Development (Local Planning Schemes) Regulations, there several amendment types: basic, standard and complex.

These are defined in Part 5, Division 1, Regulation 34.

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

This proposed amendment is considered to be a standard amendment, which Regulation 34 describes as:

“standard amendment means any of the following amendments to a local planning scheme —

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

This proposed amendment satisfies two of the above criteria. In particular, it is:

“an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area” and

“not a complex or basic amendment”.

Complex amendments include those which *“identify or amend a development contribution area or to prepare or amend a development contribution plan”.*

In this case there is no proposal to amend a contribution area boundary or any of the DCP specific provisions contained in Table 10 – Development Contribution Areas. This is simply an addition to the operative provisions which will have a positive impact on DCP participants to ensure development contribution requirements are not inadvertently triggered too early in the development cycle.

It is a less punitive requirement than the scheme provides for, is consistent with the types of exemptions another local government (City of Swan) has introduced. As a sensible and logical addition to the provisions set out in SPP3.6 it is entirely prudent to consider this as a standard amendment which will mean a lesser advertising period as well as not requiring the matter to be put through the Statutory Planning Committee (“SPC”) of the WA Planning Commission.

This amendment should be supported.

Strategic Plans/Policy Implications

City Growth

Ensure growing high density living is balanced with the provision of open space and social spaces.

Moving Around

Improve connectivity of transport infrastructure.

Community, Lifestyle & Security

Provide for community facilities and infrastructure in a planned and sustainable manner.

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management.

Budget/Financial Implications

There is not considered to be a budget/financial implication on the City in the context of SPP3.6. The situations covered by this proposed amendment are relatively infrequent occurrences and in most cases the exemption is not that a developer does not pay at all. It is a change to when they technically trigger the DCP liability.

By way of example, if a developer obtains subdivision approval, the intent of the SPP is that the DCP liability is paid at the point when subdivision clearance for the lots is to be issued. However, in preparing for this, a developer undertakes civil works constructing roads, parks and in some cases retaining walls. These works are considered to be development whether they are exempt or not from the need for development approval (or building permits in the case of retaining walls).

As “commencement of any development” would be the first trigger under the current scheme provision, technically a developer undertaking such works has set off the need to meet the DCP liability. This could be months before they seek subdivision clearance for their deposited plans which was the intended trigger point for those circumstances.

Legal Implications

Planning and Development Act 2005

Community Consultation

As per Part 5 of the Planning and Development (Local Planning Schemes) Regulations, there several amendment types: basic, standard and complex. These are defined in Part 5, Division 1, Regulation 34.

A standard amendment (such as this) requires 42 days consultation. A basic amendment requires no consultation and a complex amendment is 60 days consultation in recognition that such proposals which have a greater impact on the community are given a longer period of consideration.

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.

This amendment seeks to formally implement an approach which is of less risk to the City by ensuring consistency with the intent of SPP3.6. This amendment will make it clear to both City staff and developers when the intended trigger points for payment of DCP liability occurs and what types of developments were never meant to trigger these liabilities. It formalises what might otherwise be left to the assumption of the development community, the discretion of senior management and/or the practice of individuals administering the DCPs.

Providing this clarity will ensure continuing DCP compliance, which is subject to audit each year. As well as the continuing recognition in the planning industry as a model local government for DCP administration.

Advice to Proponent(s)/Submitters

N/A

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

Nil

14.7 UPDATES TO SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN STAGE 3

Author(s)	A Trosic
Attachments	N/A
Location	Hammond Park
Owner	Various
Applicant	N/A
Application Reference	N/A

RECOMMENDATION

That Council:

- (1) seeks advice of the Western Australian Planning Commission in relation to the recently completed section 16 EPA advice, which finds (inter alia) that new residential subdivision/ development in Mandogalup, and surrounding land in Hammond Park and Wattleup, is now supported subject to notifications on titles advising future residents of potential amenity impacts associated with dust;
- (2) in seeking this advice, reiterate to the WAPC why the area in Hammond Park and Wattleup south of Wattleup Road should be permitted for residential development, reflecting:
 1. The long term strategic planning framework;
 2. The logical strategic edge to use the future Rowley Road as the separation of where sensitive and non-sensitive development is acceptable;
 3. The importance of managing the different amenity impacts associated with residential and non-residential (light industrial development), and why attempting to suggest this can be integrated in Hammond Park and Wattleup instead of a residential community is a planning concern.

Background

In 2010 as part of the ongoing Kwinana Industrial Area buffer review process the Western Australian Planning Commission ("WAPC") resolved to designate a policy change on urban zoned land within the City of Cockburn. This was specifically the Southern Suburbs District Structure Plan area south of Wattleup Road. This is the area shown in the green hatching as follows:



This hatched green area was identified as a 0.5km residential development and sensitive uses restriction area. The City of Cockburn did not support this proposal, and was not provided the opportunity to provide comment on any proposal before it was decided.

The City of Cockburn's position has been that the prevailing strategic planning framework for this area has identified residential development as being preferred, and therefore any policy change to this needs to be rigorous and supported by very clear scientific analysis to demonstrate why the committed and long term strategic planning process should change. It is also noteworthy to point out that the strategic planning process had informed changes to the statutory planning process, including amendments and structure plans, that should be expected to have a degree of permanence in regard to their designations.

The purpose of this report is to update Council on two important matters that have recently been advised by the WAPC. The first being the release of Section 16 advice under the *Environmental Protection Act 1985*, and the second being the Perth and Peel @3.5m strategic plan and associated sub-regional frameworks

Submission

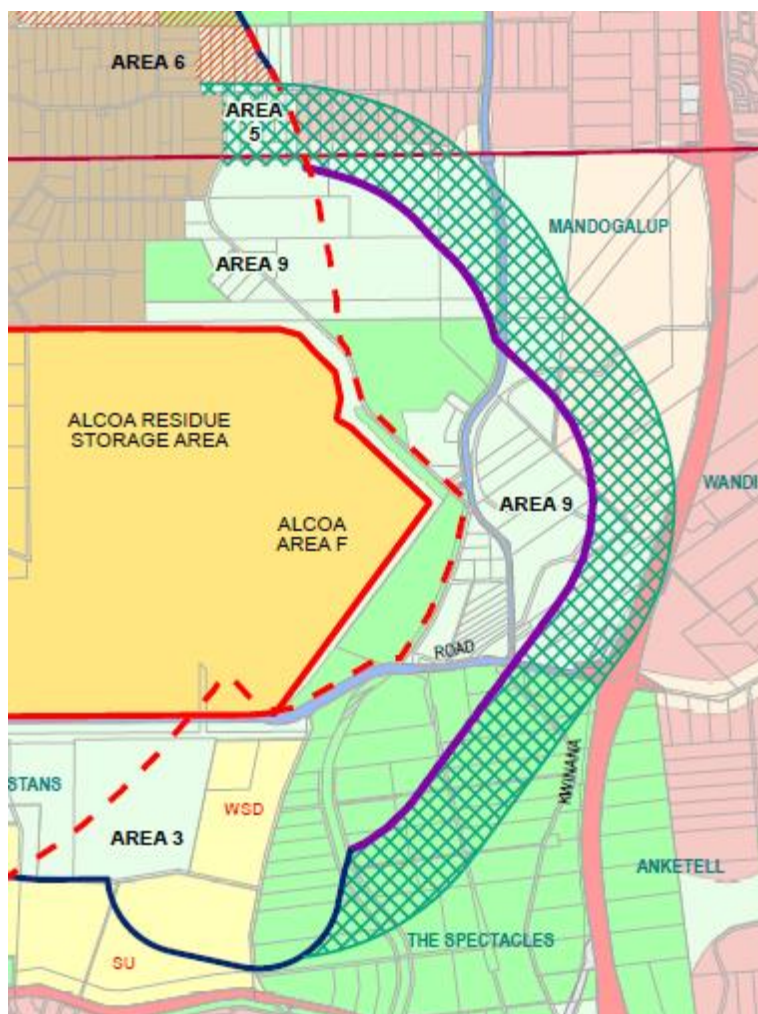
Nil.

Report

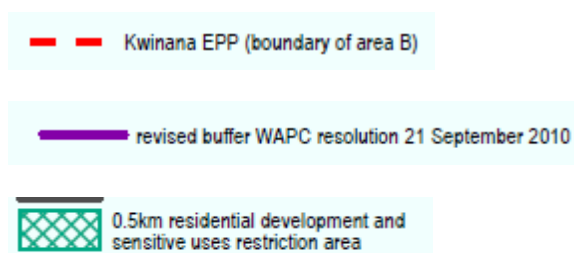
The purpose of the policy designation to a 0.5km residential development and sensitive uses restriction area was to recognise some uncertainties related to the level and frequency of impacts from the nearby Alcoa Residue Disposal Area and broader Kwinana Industrial Area.

The WAPC has previously stated that the extended portion of the policy designation would be reviewed "at a later date" to ensure that its extent and location reflected prevailing conditions. This impacted both the

Cities of Kwinana and Cockburn, as shown by the extended graphic below. The green hatching representing the extended policy designation of an exclusion area:



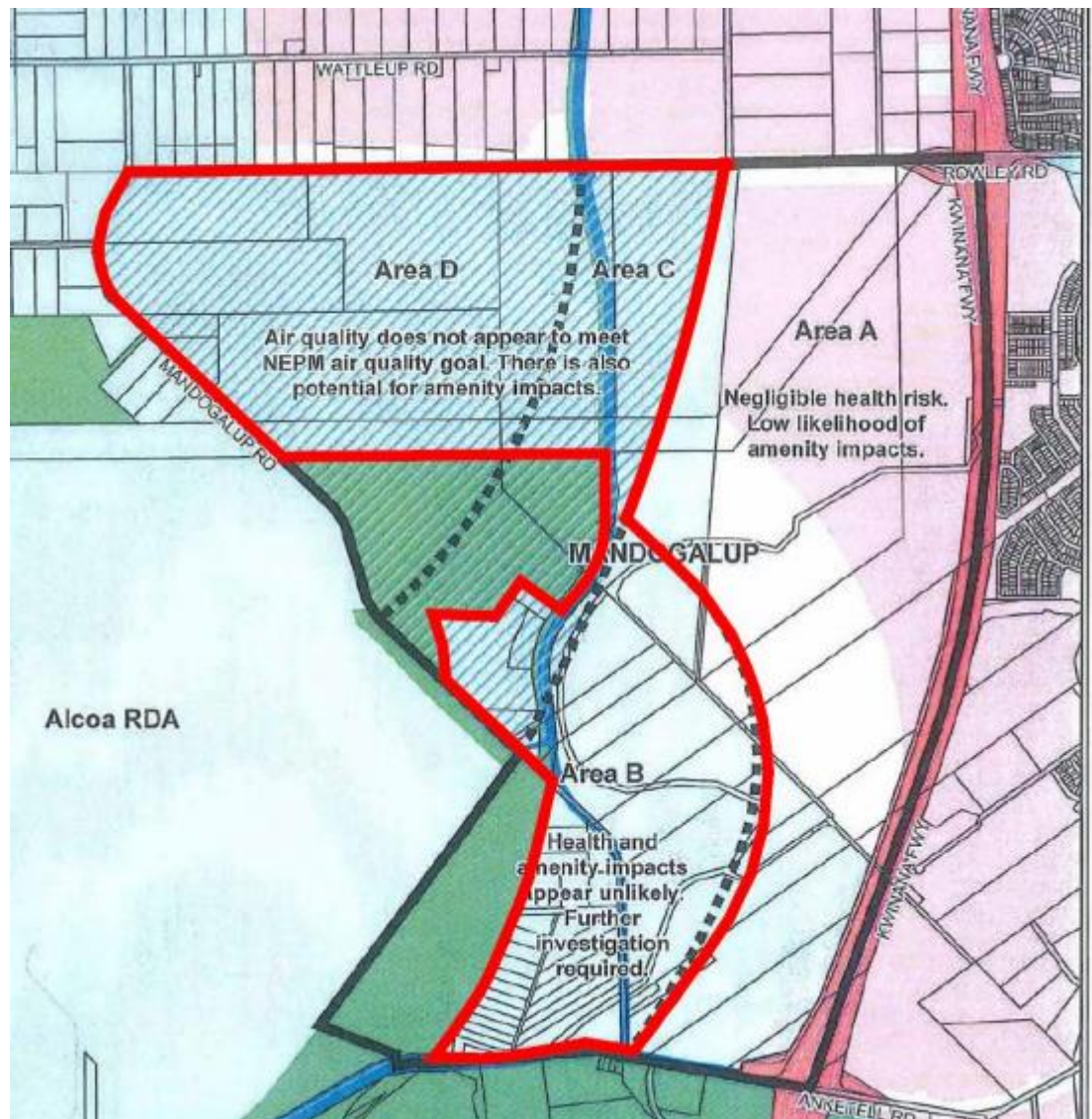
This shows for contextual purposes the following three lines:



In light of the policy designation being subject to a review, section 16 advice was requested by the responsible Minister to examine potential health and amenity impacts of dust in determining the size of a buffer for urban development in the Mandogalup area. This advice was requested by the previous government to assist in the consideration of establishing legislation to control urban (residential) and other sensitive

land uses in the vicinity of the Kwinana Industrial Area (particularly in close proximity to Alcoa's Kwinana Residue Disposal Area (RDA)).

This advice was finalised in 2017, and formally released to the public on 9 February 2018. Whereas the advice was specific to the suburb of Mandogalup, the Department of Planning, Lands and Heritage provided further clarity in respect of the Hammond Park and Wattleup localities, by way of a Q & A document. This provided the following map:



Accompanying this map were the following policy statements:

I. Land Owners in Area A

It is not proposed to put an improvement plan over Area A. Land owners within Area A on land zoned Urban will be able to progress development opportunities in line with any approved structure plans. In areas not yet subject to structure plan approvals, consideration in the preparation of any plan will need to have due regard to the lands interface with the proposed improvement plan area.

Land owners with land zoned Rural may continue to operate rural activities on the land. If land owners wish to seek a change in zoning for the land, this will require the preparation of a re-zoning submission to both the Metropolitan Region Scheme and the Local Town Planning Scheme, for consideration by the local government and the WAPC.

II. Land Owners in Areas B, C and D

An improvement plan and improvement scheme is proposed to be placed over these areas. Existing rural living activities remain unaffected, however the improvement plan may allow for a possible up-zoning of land to "Industrial" in the future. Future development will be subject to further investigation by the WAPC. If an improvement plan is adopted for the area, the WAPC becomes the responsible authority for land use planning.

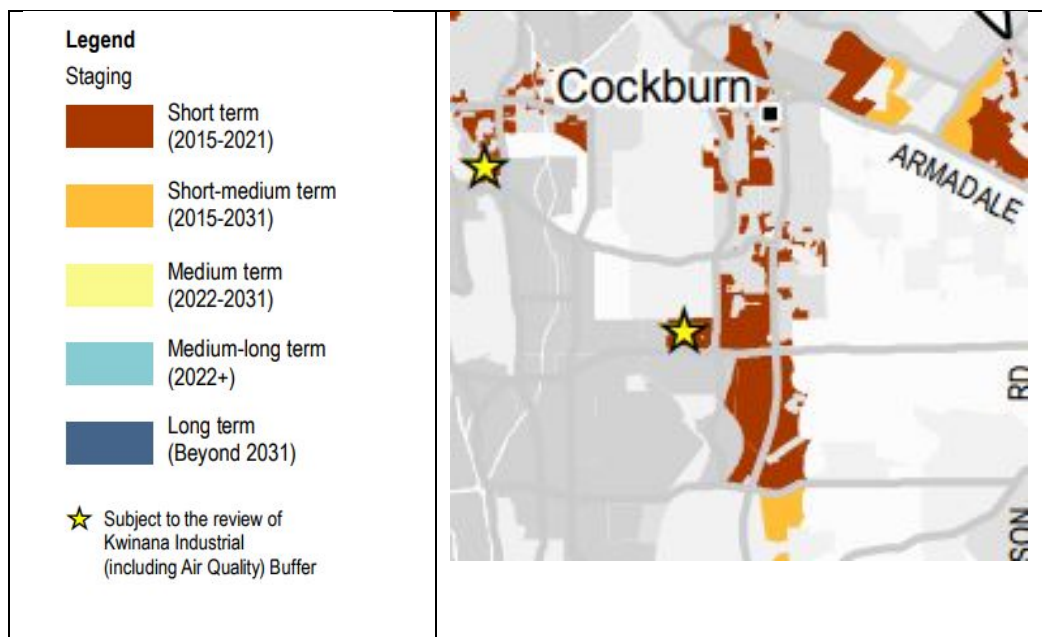
III. Residential development in surrounding areas

New residential subdivision/ development in Mandogalup, and surrounding land in Hammond Park and Wattleup, will be subject to notifications on titles advising future residents of potential amenity impacts associated with dust.

As per III. above, the policy statement appears to designate the surrounding areas, with specific mention of Hammond Park and Wattleup, as being enabled for residential subdivision/development subject to, inter alia, notification on titles advising of potential amenity impacts. Importantly, no question of health impact has been found in this regard.

This advice was then followed by the release of the long awaiting Perth and Peel @3.5m and associated subregional frameworks. This has cast some further light on the issues, but in doing so raised some further questions as to what role the section 16 advice plays in helping to determine land use acceptability for residential development in this area.

Specifically the subregional framework provides as follows:



The bottom star coincides with the area in question – the extended policy designation of a non residential area within the strategically planned residential area of Hammond Park and Wattleup.

The section 16 advice, while providing clarity for the Mandogalup area being able to be considered for short term urban, does not appear to be given consideration of similarly providing the same clarity for the Hammond Park and Wattleup areas.

This is a concern to the City, especially noting the advice that the Department released which is again reiterated below:

III. Residential development in surrounding areas

New residential subdivision/ development in Mandogalup, and surrounding land in Hammond Park and Wattleup, will be subject to notifications on titles advising future residents of potential amenity impacts associated with dust.

As the City's long term planning has been to create and integrated and connected community across these areas of Hammond Park and Wattleup, and to also give affect of the State led strategic planning framework that has informed such designations, it is important that clarity be sought now to enable the City's planning to be updated to reflect what the State finally determine.

This is recommended by the Council resolution.

Strategic Plans/Policy ImplicationsEconomic, Social & Environmental Responsibility

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

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.

Budget/Financial Implications

Nil.

Legal Implications

This report reflects the most recent section 16 EPA advice, and the release of the Perth and Peel strategic plan and the associated subregional frameworks.

Community Consultation

The City of Cockburn referred (and informed) local residents within the subject land on 16 February 2018 of the Ministers Media Release. In addition the City seeks to inform the local residents within the subject land of the outcome of this report from Council.

Risk Management Implications

It is recommended Council seeks clarification on the long term land use over the subject land from the DoPLH. This is important to enable a final position to be determined and used to commit this to the planning process.

Advice to Proponent(s)/Submitters

N/A

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

Nil.

15. FINANCE & CORPORATE SERVICES DIVISION ISSUES**15.1 LIST OF PAYMENTS MADE FROM MUNICIPAL AND TRUST FUND - FEBRUARY 2018**

Author(s)	N Mauricio
Attachments	1. Payments Listing - February 2018 ↓ 2. Payments Summary - February 2018 ↓

RECOMMENDATION

That Council receive the List of Payments made from the Municipal and Trust Funds for February 2018, as attached to the Agenda.

Background

Council has delegated its power to make payments from the Municipal or Trust fund to the CEO and other sub-delegates under LGAFCS4.

Regulation 13(1) of the Local Government (Financial Management) Regulations 1996 requires a list of accounts paid under this delegation to be prepared and presented to Council each month.

Submission

N/A

Report

The lists of accounts paid for February 2018 totalling \$10,612,559.68 is attached to the Agenda for consideration. The list contains details of all payments made by the City in relation to goods and services purchased by the City, as well summarised totals for credit card payments and salaries and wages paid.

Strategic Plans/Policy ImplicationsLeading & 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

All payments made have been provided for within the City's annual budget as adopted and amended by Council.

Legal Implications

This item ensures compliance with S 6.10(d) of the Local Government Act 1995 and Regulations 12 & 13 of the Local Government (Financial Management) Regulations 1996.

Community Consultation

N/A

Risk Management Implications

Council is receiving the list of payments already made by the City in meeting its contractual requirements. This is a statutory requirement and allows Council to review and question any payment made.

Advice to Proponent(s)/Submissioners

N/A

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

Nil

FEBRUARY PAYMENTS LISTING

MUNICIPAL & TRUST FUND

Payment Ref.	Account No.	Account/Payee	Date	Value
EF108572	10335	CLASSIC HIRE EQUIPMENT HIRING SERVICES	6/02/2018	130.68
EF108573	24978	AMBIUS PLANTS SUPPLIES	6/02/2018	1,943.68
EF108574	26696	CHAMONIX TERBLANCHE MONTHLY COUNCILLOR ALLOWANCE	6/02/2018	2,530.37
EF108575	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	6/02/2018	538.45
EF108576	27339	FOUNDRY CONSULTING PTY LTD CONSULTANCY - ENVIROMENTAL	6/02/2018	5,412.00
EF108577	10244	BUILDING & CONST INDUSTRY TRAINING FUND LEVY PAYMENT	10/02/2018	41,596.46
EF108578	10484	DEPT OF MINERALS & ENERGY INDUSTRY REGULATION AND SAFETY	10/02/2018	40,318.33
EF108579	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	12/02/2018	1,262.55
EF108580	10154	AUSTRALIAN TAXATION OFFICE PAYROLL DEDUCTIONS	12/02/2018	418,605.94
EF108581	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	12/02/2018	3,992.72
EF108582	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	12/02/2018	310.65
EF108583	10888	LJ CATERERS CATERING SERVICES	12/02/2018	8,156.11
EF108584	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU PAYROLL DEDUCTIONS	12/02/2018	170.15
EF108585	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	12/02/2018	524.00
EF108586	11860	45S CLUB PAYROLL DEDUCTIONS	12/02/2018	18.00
EF108587	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	12/02/2018	15,795.70
EF108588	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	12/02/2018	1,191.41
EF108589	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	12/02/2018	608.14
EF108590	99997	NICKI LEDGER REIMBURSEMENT OF TOY TRUCKS - NICKI LEDG	12/02/2018	229.78
EF108591	99997	FRANCO TROLIO SAFETY GLASSES RE-IMBURSEMENT	12/02/2018	300.00
EF108592	99997	PAUL HOGAN EXPENSE REIMBURSEMENT FOR PAUL HOGAN	12/02/2018	147.81
EF108593	99997	LARA GUIDERA FAMILY DAY CARE EDUCATOR REIMBURSEMENT	12/02/2018	749.39
EF108594	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	13/02/2018	1,060.30
EF108595	26517	CLICKSUPER PAYROLL DEDUCTIONS	14/02/2018	495,231.91
EF108596	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	20/02/2018	2,184.20
EF108597	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	26/02/2018	1,235.10
EF108598	10154	AUSTRALIAN TAXATION OFFICE PAYROLL DEDUCTIONS	26/02/2018	413,209.00
EF108599	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	26/02/2018	4,015.65
EF108600	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	26/02/2018	310.65
EF108601	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU PAYROLL DEDUCTIONS	26/02/2018	164.00
EF108602	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	26/02/2018	532.00
EF108603	11860	45S CLUB PAYROLL DEDUCTIONS	26/02/2018	18.00
EF108604	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	26/02/2018	15,943.03
EF108605	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	26/02/2018	1,191.40
EF108606	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	26/02/2018	608.14
EF108607	26987	CTI RISK MANAGEMENT SECURITY - CASH COLLECTION	27/02/2018	2,962.50
EF108608	10747	IINET LIMITED INTERNET SERVICES	28/02/2018	450.39
EF108609	11758	WATER CORP UTILITY ACCOUNT ONLY - PLEASE REFER TO 11760 WHEN RAISING PO WATER USAGE / SUNDRY CHARGES	28/02/2018	20,036.37
EF108610	11760	WATER CORPORATION SEWER EASEMENT	28/02/2018	3,206.16
EF108611	10009	AAA PRODUCTION SERVICES	28/02/2018	78,275.74

EF108612	10010	AUDIO EQUIPMENT HIRE - SUMMER CONCERT AAC ID SOLUTIONS	28/02/2018	3,421.34
EF108613	10031	SECURITY & PROMOTIONAL PRODUCTS ADVANCED SPATIAL TECHNOLOGIES PTY LTD	28/02/2018	1,336.50
EF108614	10032	SOFTWARE MAINTENANCE & SUPPORT ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD	28/02/2018	840.95
EF108615	10035	CONTROLLERS AND SIGNS ADVENTURE WORLD WA PTY LTD	28/02/2018	700.00
EF108616	10058	ENTERTAINMENT SERVICES ALSCO PTY LTD	28/02/2018	4,836.40
EF108617	10071	HYGIENE SERVICES/SUPPLIES AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD	28/02/2018	5,077.59
EF108618	10091	LICENCE - PERFORMING RIGHTS ASLAB PTY LTD	28/02/2018	17,512.30
EF108619	10097	ASPHALTING SERVICES/SUPPLIES BLACKWOODS ATKINS	28/02/2018	168.44
EF108620	10110	ENGINEERING SUPPLIES AUSRECORD	28/02/2018	28.38
EF108621	10118	STATIONERY SUPPLIES AUSTRALIA POST	28/02/2018	11,772.36
EF108622	10160	POSTAGE CHARGES DORMA AUSTRALIA PTY LTD	28/02/2018	21,997.76
EF108623	10170	AUTOMATIC DOOR SERVICES MACRI PARTNERS	28/02/2018	9,158.60
EF108624	10201	AUDITING SERVICES BIG W DISCOUNT STORES	28/02/2018	79.00
EF108625	10207	VARIOUS SUPPLIES BOC GASES	28/02/2018	730.84
EF108626	10212	GAS SUPPLIES BOSS BOLLARDS	28/02/2018	55.00
EF108627	10221	SECURITY PRODUCTS BP AUSTRALIA LIMITED	28/02/2018	25,824.21
EF108628	10226	DIESEL/PETROL SUPPLIES BRIDGESTONE AUSTRALIA LTD	28/02/2018	29,094.26
EF108629	10239	TYRE SERVICES BUDGET RENT A CAR - PERTH	28/02/2018	1,280.00
EF108630	10246	MOTOR VEHICLE HIRE BUNNINGS BUILDING SUPPLIES PTY LTD	28/02/2018	5,025.89
EF108631	10255	HARDWARE SUPPLIES CABCHARGE AUSTRALIA PTY LTD	28/02/2018	193.41
EF108632	10279	CABCHARGES CASTROL AUSTRALIA PTY LTD	28/02/2018	2,887.42
EF108633	10287	GREASE/LUBRICANTS CENTRELINE MARKINGS	28/02/2018	935.00
EF108634	10292	LINEMARKING SERVICES CHADSON ENGINEERING PTY LTD	28/02/2018	118.25
EF108635	10307	MEDICAL SUPPLIES CHILDRENS BOOK COUNCIL WA	28/02/2018	60.00
EF108636	10328	CHILDRENS BOOKS CITY OF MELVILLE	28/02/2018	3,030.41
EF108637	10333	SECURITY SERVICES CJD EQUIPMENT PTY LTD	28/02/2018	5,778.61
EF108638	10346	HARDWARE SUPPLIES COATES HIRE OPERATIONS PTY LTD	28/02/2018	233.42
EF108639	10359	EQUIPMENT HIRING SERVICES COCKBURN PAINTING SERVICE	28/02/2018	7,375.50
EF108640	10368	PAINTING SUPPLIES/SERVICES COCKBURN WETLANDS EDUCATION CENTRE	28/02/2018	1,100.00
EF108641	10375	COMMUNITY GRANT VEOLIA ENVIRONMENTAL SERVICES	28/02/2018	9,782.50
EF108642	10384	WASTE SERVICES PROGILITY PTY LTD	28/02/2018	7,034.96
EF108643	10459	COMMUNICATION SERVICES DAVID GRAY & CO	28/02/2018	231.99
EF108644	10483	MOBILE GARBAGE BINS LANDGATE	28/02/2018	14,314.13
EF108645	10526	MAPPING/LAND TITLE SEARCHES E & MJ ROSHER PTY LTD	28/02/2018	36,958.70
EF108646	10528	MOWER EQUIPMENT EASIFLEET MANAGEMENT	28/02/2018	568.90
EF108647	10535	VEHICLE LEASE WORKPOWER INCORPORATED	28/02/2018	27,251.39
EF108648	10580	EMPLOYMENT SERVICES - PLANTING FC COURIERS	28/02/2018	3,205.16
EF108649	10590	COURIER SERVICES DEPARTMENT OF FIRE AND EMERGENCY SERVICES	28/02/2018	19,565.59
EF108650	10597	ESL LEVY & RELATED COSTS FLEXI STAFF PTY LTD	28/02/2018	38,723.64
EF108651	10608	EMPLOYMENT SERVICES FORESHORE REHABILITATION & LANDSCAPING	28/02/2018	605.00
EF108652	10611	FENCING/LANDSCAPING SERVICES FORPARK AUSTRALIA	28/02/2018	46,253.90
EF108653	10636	PLAYGROUND EQUIPMENT FUJI XEROX AUSTRALIA PTY LTD	28/02/2018	5,970.29
EF108654	10655	PHOTOCOPY CHARGES GHD PTY LTD	28/02/2018	12,054.90

EF108655	10679	CONSULTANCY SERVICES GRASSTREES AUSTRALIA	28/02/2018	2,294.60
EF108656	10726	PLANTS & PLANTING SERVICES HOLTON CONNOR ARCHITECTS & PLANNERS	28/02/2018	1,309.00
EF108657	10732	ARCHITECTURAL SERVICES HORIZONS WEST BUS & COACHLINES	28/02/2018	385.00
EF108658	10767	TRANSPORTATION SERVICES INST OF PUBLIC WORKS ENG AUST - NSW	28/02/2018	4,650.00
EF108659	10814	TRAINING SERVICES JR & A HERSEY PTY LTD	28/02/2018	1,429.44
EF108660	10824	SAFETY CLOTHING SUPPLIES KCI INDUSTRIES PTY LTD	28/02/2018	623.65
EF108661	10879	REPAIRS/MAINTENANCE SERVICES LES MILLS AEROBICS	28/02/2018	1,642.86
EF108662	10888	INSTRUCTION/TRAINING SERVICES LJ CATERERS	28/02/2018	4,404.50
EF108663	10912	CATERING SERVICES M2 TECHNOLOGY PTY LTD	28/02/2018	396.00
EF108664	10913	MESSAGING SERVICES BUCHER MUNICIPAL PTY LTD	28/02/2018	19,227.18
EF108665	10917	PURCHASE OF NEW PLANT / REPAIR SERVICES MAGIC NISSAN	28/02/2018	512.00
EF108666	10918	PURCHASE OF VEHICLES, PARTS & REPAIRS MAIN ROADS WA	28/02/2018	2,705.41
EF108667	10923	REPAIRS/MAINTENANCE SERVICES MAJOR MOTORS PTY LTD	28/02/2018	766.60
EF108668	10931	REPAIRS/MAINTENANCE SERVICES MARLBROH BINGO ENTERPRISES	28/02/2018	267.10
EF108669	10944	BINGO EQUIPMENT MCLEODS	28/02/2018	17,510.81
EF108670	10991	LEGAL SERVICES BEACON EQUIPMENT	28/02/2018	3,820.05
EF108671	11004	MOWING EQUIPMENT MURDOCH UNIVERSITY OFFICE OF FINANCE, PLANNING & REPORTING	28/02/2018	264.00
EF108672	11022	ANALYSING SERVICES NATIVE ARC	28/02/2018	300.00
EF108673	11028	GRANTS & DONATIONS NEVERFAIL SPRINGWATER LTD	28/02/2018	713.14
EF108674	11036	BOTTLED WATER SUPPLIES NORTHLAKE ELECTRICAL	28/02/2018	107,206.42
EF108675	11077	ELECTRICAL SERVICES P & G BODY BUILDERS PTY LTD	28/02/2018	145.75
EF108676	11152	PLANT BODY BUILDING SERVICES FULTON HOGAN INDUSTRIES PTY LTD	28/02/2018	3,678.40
EF108677	11177	ROAD MAINTENANCE PITNEY BOWES AUSTRALIA PTY LTD	28/02/2018	677.60
EF108678	11182	GIS SOFTWARE PREMIUM BRAKE & CLUTCH SERVICE	28/02/2018	560.34
EF108679	11205	BRAKE SERVICES QUALITY TRAFFIC MANAGEMENT PTY LTD	28/02/2018	76,491.34
EF108680	11208	TRAFFIC CONTROL SERVICES QUICK CORPORATE AUSTRALIA PTY LTD	28/02/2018	5,018.75
EF108681	11248	STATIONERY/CONSUMABLES RICOH AUSTRALIA	28/02/2018	28,335.96
EF108682	11304	OFFICE EQUIPMENT SANAX MEDICAL & FIRST AID SUPPLIES	28/02/2018	1,213.54
EF108683	11307	MEDICAL SUPPLIES SATELLITE SECURITY SERVICES PTY LTD	28/02/2018	1,146.00
EF108684	11308	SECURITY SERVICES BOSS INDUSTRIAL FORMALLY SBA SUPPLIES	28/02/2018	4,522.48
EF108685	11331	HARDWARE SUPPLIES SHAWMAC PTY LTD	28/02/2018	4,345.00
EF108686	11332	CONSULTANCY SERVICES - CIVIL SHEET METAL FABRICATORS SPEARWOOD	28/02/2018	233.20
EF108687	11337	METAL FABRICATION SHERIDANS FOR BADGES	28/02/2018	252.07
EF108688	11361	NAME BADGES & ENGRAVING SIGMA CHEMICALS PTY LTD	28/02/2018	11,340.72
EF108689	11387	CHEMICAL SUPPLIES BIBRA LAKE SOILS	28/02/2018	200.00
EF108690	11425	SOIL & LIMESTONE SUPPLIES SOUTHERN METROPOLITAN REGIONAL COUNCIL	28/02/2018	565,132.03
EF108691	11459	WASTE DISPOSAL GATE FEES SPEARWOOD VETERINARY HOSPITAL	28/02/2018	165.00
EF108692	11483	VETERINARY SERVICES ST JOHN AMBULANCE AUST WA OPERATIONS	28/02/2018	2,380.73
EF108693	11496	FIRST AID COURSES STANLEE WA LTD	28/02/2018	96.00
EF108694	11504	CATERING EQUIPMENT/SUPPLIES STATE LIBRARY OF QUEENSLAND	28/02/2018	226.60
EF108695	11533	LIBRARY SERVICES SUPERBOWL MELVILLE	28/02/2018	214.80
EF108696	11546	ENTERTAINMENT SERVICES T FAULKNER & CO	28/02/2018	13,057.00
EF108697	11557	INSTALLATIONS/SUPPLY OF HAND RAILS TECHNOLOGY ONE LTD	28/02/2018	7,679.65

EF108698	11619	IT CONSULTANCY SERVICES TITAN FORD	28/02/2018	17,077.05
EF108699	11625	PURCHASE OF VEHICLES & SERVICING TOTAL EDEN PTY LTD	28/02/2018	11,900.19
EF108700	11642	RETICULATION SUPPLIES TRAILER PARTS PTY LTD	28/02/2018	962.17
EF108701	11651	TRAILER PARTS TREE WATERING SERVICES	28/02/2018	40,624.00
EF108702	11657	TREE WATERING SERVICES TRUCKLINE PARTS CENTRES	28/02/2018	123.48
EF108703	11667	AUTOMOTIVE SPARE PARTS TURFMASTER FACILITY MANAGEMENT	28/02/2018	12,793.00
EF108704	11699	TURF & MOWING SERVICES VERNON DESIGN GROUP	28/02/2018	2,766.50
EF108705	11701	ARCHITECTURAL SERVICES VIBRA INDUSTRIA	28/02/2018	1,204.50
EF108706	11708	FILTER SUPPLIES VITAL PACKAGING PTY LTD	28/02/2018	4,598.00
EF108707	11722	PACKAGING SUPPLIES WA HINO SALES & SERVICE	28/02/2018	2,326.56
EF108708	11787	PURCHASE OF NEW TRUCKS / MAINTENANCE DEPT OF TRANSPORT	28/02/2018	234.50
EF108709	11789	VEHICLE SEARCH FEES WALGA	28/02/2018	1,920.00
EF108710	11793	ADVERTISING/TRAINING SERVICES WESTERN IRRIGATION PTY LTD	28/02/2018	51,614.61
EF108711	11795	IRRIGATION SERVICES/SUPPLIES WESTERN POWER	28/02/2018	122,229.00
EF108712	11806	STREET LIGHTING INSTALLATION & SERVICE WESTRAC PTY LTD	28/02/2018	4,683.48
EF108713	11828	REPAIRS/MTNCE - EARTHMOVING EQUIPMENT WORLDWIDE ONLINE PRINTING - O'CONNOR	28/02/2018	479.50
EF108714	11835	PRINTING SERVICES WURTH AUSTRALIA PTY LTD	28/02/2018	1,055.18
EF108715	11841	HARDWARE SUPPLIES YANGEBUP FAMILY CENTRE INC	28/02/2018	760.00
EF108716	11854	VENUE HIRE / GRANTS & DONATIONS ZIPFORM	28/02/2018	4,643.22
EF108717	11873	PRINTING SERVICES WATTLEUP TRACTORS	28/02/2018	2,470.90
EF108718	12014	HARDWARE SUPPLIES TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS	28/02/2018	8,581.86
EF108719	12173	EXCAVATING/EARTHMOVING EQUIPMENT CHALLENGE CHEMICALS AUSTRALIA	28/02/2018	169.68
EF108720	12207	CHEMICAL SUPPLIES CIVICA PTY LTD	28/02/2018	1,490.98
EF108721	12219	SOFTWARE SUPPORT/LICENCE FEES PARKS AND LEISURE AUSTRALIA	28/02/2018	1,012.00
EF108722	12249	SUBSCRIPTION RENEWAL FAMILY DAY CARE WA	28/02/2018	440.00
EF108723	12458	MEMBERSHIP RENEWAL KITE KINETICS	28/02/2018	550.00
EF108724	12542	ENTERTAINMENT SERVICES SEALIN GARLETT	28/02/2018	400.00
EF108725	12589	CEREMONIAL SERVICES AUSTRALIAN INSTITUTE OF MANAGEMENT	28/02/2018	972.00
EF108726	12621	TRAINING SERVICES SETON AUSTRALIA	28/02/2018	417.90
EF108727	12811	SIGN SUPPLIES SPORTS CIRCUIT LINEMARKING	28/02/2018	1,419.00
EF108728	13056	SPORTS LINE MARKING SERVICES CLEANDUSTRIAL SERVICES PTY LTD	28/02/2018	150,412.88
EF108729	13325	CLEANING SERVICES MARTINS ENVIRONMENTAL SERVICES	28/02/2018	671.00
EF108730	13462	WEED SPRAYING SERVICES ATI-MIRAGE PTY LTD	28/02/2018	1,113.75
EF108731	13563	TRAINING SERVICES GREEN SKILLS INC	28/02/2018	10,627.77
EF108732	13671	EMPLOYMENT SERVICES WINC AUSTRALIA PTY LTD	28/02/2018	40,316.89
EF108733	13825	OFFICE/STATIONERY SUPPLIES JACKSON MCDONALD	28/02/2018	593.66
EF108734	13873	LEGAL SERVICES COCKBURN SES	28/02/2018	3,000.00
EF108735	14258	TRAFFIC MANAGEMENT SERVICES WARP GROUP PTY LTD	28/02/2018	10,091.74
EF108736	14311	ROAD CONSTRUCTION MATERIALS BBC ENTERTAINMENT	28/02/2018	1,980.00
EF108737	14593	ENTERTAINMENT SERVICES AUSTREND INTERNATIONAL PTY LTD	28/02/2018	3,456.20
EF108738	14598	ALUMINIUM SUPPLIES ALF REBOLA THE GOOD GUYS	28/02/2018	1,896.00
EF108739	14777	ELECTRICAL GOODS LGIS INSURANCE BROKING	28/02/2018	5,708.43
EF108740	15224	INSURANCE PREMIUMS GILBARCO	28/02/2018	2,349.69

EF108741	15271	EQUIPMENT REPAIRS PLE COMPUTERS PTY LTD PLE CORPORATE IT	28/02/2018	201.00
EF108742	15393	COMPUTER HARDWARE STRATAGREEN	28/02/2018	151.01
EF108743	15550	HARDWARE SUPPLIES APACE AID	28/02/2018	2,310.00
EF108744	15588	PLANTS & LANDSCAPING SERVICES NATURAL AREA HOLDINGS PTY LTD	28/02/2018	18,441.51
EF108745	15678	WEED SPRAYING A2Z PEST CONTROL THE TRUSTEE FOR CALDOW TRADING TRUST	28/02/2018	2,434.00
EF108746	15746	PEST CONTROL WESTERN AUSTRALIA POLICE SERVICE	28/02/2018	89.40
EF108747	15868	POLICE CLEARANCES CARDNO (WA) PTY LTD	28/02/2018	8,186.20
EF108748	15914	CONSULTANCY SERVICES - ENGINEERING T-QUIP	28/02/2018	916.00
EF108749	16064	MOWING EQUIPMENT CMS ENGINEERING PTY LTD	28/02/2018	18,643.13
EF108750	16107	AIRCONDITIONING SERVICES WREN OIL	28/02/2018	33.00
EF108751	16108	WASTE DISPOSAL SERVICES ALTIFORM PTY LTD	28/02/2018	6,138.00
EF108752	16396	OUTDOOR FURNITURE MAYDAY EARTHMOVING	28/02/2018	3,272.50
EF108753	16648	ROAD CONSTRUCTION MACHINE HIRE YOUTH AFFAIRS COUNCIL OF WA INC	28/02/2018	4,235.00
EF108754	16653	YOUTH AFFAIRS COMPLETE PORTABLES PTY LTD	28/02/2018	8,870.18
EF108755	16894	SUPPLY & HIRE OF MODULAR BUILDINGS TREBLEX INDUSTRIAL PTY LTD	28/02/2018	646.80
EF108756	16997	CHEMICALS - AUTOMOTIVE AUS SECURE	28/02/2018	740.00
EF108757	17097	SECURITY SERVICES/PRODUCTS VALUE TISSUE	28/02/2018	338.31
EF108758	17471	PAPER PRODUCTS PIRTEK (FREMANTLE) PTY LTD	28/02/2018	2,963.42
EF108759	17550	HOSES & FITTINGS THE IRRIGATION ASSOCIATION OF AUST	28/02/2018	495.00
EF108760	17555	SUBSCRIPTION MAIA FINANCIAL PTY LTD	28/02/2018	3,935.07
EF108761	17608	EQUIPMENT LEASE PAYMENTS NU-TRAC RURAL CONTRACTING	28/02/2018	9,622.00
EF108762	17827	BEACH CLEANING/FIREBREAK CONSTRUCTION NILSEN (WA) PTY LTD	28/02/2018	41,959.49
EF108763	17927	ELECTRICAL SERVICES SHARYN EGAN	28/02/2018	1,100.00
EF108764	18203	ARTISTIC SERVICES NATSYNC ENVIRONMENTAL	28/02/2018	385.00
EF108765	18272	PEST CONTROL AUSTRACLEAR LIMITED	28/02/2018	314.64
EF108766	18508	INVESTMENT SERVICES JOHN TURNER	28/02/2018	13,180.00
EF108767	18533	BRICK LAYING SERVICES FRIENDS OF THE COMMUNITY INC.	28/02/2018	8,969.00
EF108768	18625	DONATION PEDERSENS HIRE & STRUCTURES PTY LTD	28/02/2018	5,912.50
EF108769	18734	FUNCTION EQUIPMENT HIRE P & R EDWARDS	28/02/2018	675.00
EF108770	18799	ENTERTAINMENT SERVICES DOWN TO EARTH TRAINING & ASSESSING	28/02/2018	710.00
EF108771	18962	TRAINING SERVICES SEALANES (1985) P/L	28/02/2018	2,691.40
EF108772	19107	CATERING SUPPLIES FOREVER SHINING	28/02/2018	550.00
EF108773	19288	MONUMENT ROTARY CLUB OF COCKBURN INC	28/02/2018	5,800.00
EF108774	19502	DONATION WORLEYPARSONS SERVICES PTY LTD	28/02/2018	33,583.71
EF108775	19533	ENGINEERING CONSULTANCY SERVICES WOOLWORTHS LTD	28/02/2018	2,723.27
EF108776	19541	GROCERIES TURF CARE WA PTY LTD	28/02/2018	5,544.00
EF108777	19856	TURF SERVICES WESTERN TREE RECYCLERS	28/02/2018	38,584.23
EF108778	19916	SHREDDING SERVICES THE FUNK FACTORY KP ALLEN & JB MURPHY	28/02/2018	5,500.00
EF108779	20000	ENTERTAINMENT SERVICES AUST WEST AUTO ELECTRICAL P/L	28/02/2018	20,439.67
EF108780	20146	AUTO ELECTRICAL SERVICES DATA#3 LIMITED	28/02/2018	29,216.67
EF108781	20247	CONTRACT IT PERSONNEL & SOFTWARE CHRISTIE PARKSAFE	28/02/2018	687.50
EF108782	20321	PARKS & RECREATIONAL PRODUCTS RIVERJET P/L	28/02/2018	21,994.50
EF108783	20399	EDUCTING-CLEANING SERVICES CODE GROUP	28/02/2018	1,595.00

EF108784	20546	BUILDING SURVEYING SERVICES PACIFIC BIOLOGICS PTY LTD	28/02/2018	2,698.88
EF108785	20547	INSECTICIDES/PESTICIDES-MOSQUITO CONTROL GARRARDS PTY LTD	28/02/2018	59.84
EF108786	20549	INSECTICIDES / PESTICIDES A1 CARPET, TILE & GROUT CLEANING	28/02/2018	1,650.00
EF108787	21120	CLEANING SERVICES - TILES/CARPET SHOREWATER MARINE PTY LTD	28/02/2018	2,108.43
EF108788	21294	MARINE CONSTRUCTION SERVICES CAT HAVEN	28/02/2018	3,140.00
EF108789	21371	ANIMAL SERVICES LD TOTAL SANPOINT PTY LTD	28/02/2018	71,848.94
EF108790	21463	LANDSCAPING WORKS/SERVICES CAPITAL FINANCE AUSTRALIA LTD	28/02/2018	2,620.20
EF108791	21529	FINANCIAL SERVICES - LEASE FINANCES BRAND SUCCESS	28/02/2018	924.00
EF108792	21556	PROMOTIONAL PRODUCTS VITAL INTERPRETING PERSONNEL	28/02/2018	760.10
EF108793	21594	CONSULTANCY - EDUCATION GREENSENSE PTY LTD	28/02/2018	4,400.00
EF108794	21665	CONSULTANCY - CLIMATE MMJ REAL ESTATE (WA) PTY LTD	28/02/2018	37,135.59
EF108795	21666	PROPERTY MANAGEMENT SERVICES ENVIROLAB SERVICES (WA) PTY LTD	28/02/2018	61.60
EF108796	21697	ANALYTICAL SERVICES ICT EXPRESS PTY LTD	28/02/2018	3,707.00
EF108797	21744	CONSULTANCY SERVICES - IT JB HI FI - COMMERCIAL	28/02/2018	1,916.00
EF108798	21747	ELECTRONIC EQUIPMENT UNICARE HEALTH	28/02/2018	3,704.90
EF108799	21778	WHEELCHAIR HIRE HILTON SQUASH AND FITNESS	28/02/2018	800.00
EF108800	21790	SPORTING SERVICES BELGRAVIA LEISURE PTY LTD	28/02/2018	255.00
EF108801	21915	FACILITY MANAGEMENT SERVICES ECOWATER SERVICES PTY LTD	28/02/2018	213.30
EF108802	21946	MAINTENANCE SERVICES - WASTE SYSTEMS RYAN'S QUALITY MEATS	28/02/2018	1,493.48
EF108803	22106	MEAT SUPPLIES INTELLIFE GROUP	28/02/2018	12,217.92
EF108804	22119	SERVICES - DAIP BINDI BINDI DREAMING MARISSA VERMA	28/02/2018	770.00
EF108805	22192	CONSULT - ABORIGINAL EDUCATION/ENT VANESSA PAGET B	28/02/2018	495.00
EF108806	22404	EDUCATION/ENTERTAINMENT CLEVERPATCH PTY LTD	28/02/2018	1,059.33
EF108807	22553	ARTS/CRAFT SUPPLIES BROWNES FOOD OPERATIONS	28/02/2018	868.01
EF108808	22569	CATERING SUPPLIES SONIC HEALTH PLUS PTY LTD	28/02/2018	3,839.00
EF108809	22589	MEDICAL SERVICES JB HI FI - COCKBURN	28/02/2018	638.00
EF108810	22624	ELECTRICAL EQUIPMENT AUSSIE EARTHWORKS PTY LTD	28/02/2018	23,760.00
EF108811	22639	EARTHWORKS SHATISH CHAUHAN	28/02/2018	1,250.00
EF108812	22658	TRAINING SERVICES - YOGA SERCUL	28/02/2018	357.50
EF108813	22680	URBAN LANDCARE SERVICES LEONARD THORN	28/02/2018	400.00
EF108814	22681	CULTURAL PRESENTATION SERVICES ABBAY BLINDS PTY LTD	28/02/2018	2,740.10
EF108815	22682	BLINDS BEAVER TREE SERVICES PTY LTD	28/02/2018	42,288.05
EF108816	22752	TREE PRUNING SERVICES ELGAS LIMITED	28/02/2018	366.22
EF108817	22806	GAS SUPPLIES PUMA ENERGY (AUSTRALIA) FUELS PTY LTD	28/02/2018	78,455.71
EF108818	22854	FUEL SUPPLIES LGISWA	28/02/2018	6,338.20
EF108819	22859	INSURANCE PREMIUMS TOP OF THE LADDER GUTTER CLEANING	28/02/2018	11,311.38
EF108820	22903	GUTTER CLEANING SERVICES UNIQUE INTERNATIONAL RECOVERIES LLC	28/02/2018	588.80
EF108821	22913	DEBT COLLECTORS AUSTRALIAN OFFICE LEADING BRANDS.COM.AU	28/02/2018	426.98
EF108822	23288	ENVELOPES ARIANE ROEMMELE	28/02/2018	1,650.00
EF108823	23348	AMUSEMENT - CHILDREN'S ACTIVITIES ZUMBA WITH HONEY	28/02/2018	1,056.00
EF108824	23351	FITNESS CLASSES COCKBURN GP SUPER CLINIC LIMITED T/A COCKBURN INTEGRATED HEALTH	28/02/2018	19,750.50
EF108825	23411	LEASING FEES COCKBURN REMOVALS	28/02/2018	8,635.00
EF108826	23457	REMOVAL SERVICES TOTALLY WORK WEAR FREMANTLE	28/02/2018	2,447.92

EF108827	23549	CLOTHING - UNIFORMS WEST OZ WILDLIFE	28/02/2018	1,270.50
EF108828	23550	AMUSEMENT PARK ENTRY FEES HENRICKS CONSULTING PTY LTD	28/02/2018	3,265.90
EF108829	23579	CONSULTANCY SERVICES - HUMAN RESOURCES DAIMLER TRUCKS PERTH	28/02/2018	471.09
EF108830	23685	PURCHASE OF NEW TRUCK ASTRO SYNTHETIC TURF PTY LTD	28/02/2018	770.00
EF108831	23817	SITE INSPECTIONS ARUP PTY LTD	28/02/2018	10,183.91
EF108832	23842	CONSULTANCY-ENG,PLANNING,DESIGN ELECTRICAL DISTRIBUTORS OF WA PTY LTD	28/02/2018	332.75
EF108833	23849	ELECTRICAL COMPONENTS JCB CONSTRUCTION EQUIPMENT AUSTRALIA	28/02/2018	589.85
EF108834	23858	PLANT/MACHINERY PURCHASE & MAINTENANCE SPECIALISED SECURITY SHREDDING	28/02/2018	10.12
EF108835	23971	DOCUMENT DESTRUCTION SERVICES FIND WISE LOCATION SERVICES	28/02/2018	6,393.20
EF108836	23974	LOCATING SERVICES - UNDERGROUND CONCEPT AUDIO VISUAL (NSW) TRUST	28/02/2018	2,464.00
EF108837	24183	AUDIO VISUAL PRODUCTION SERVICES WELLARD GLASS	28/02/2018	3,601.40
EF108838	24198	GLASS REPAIR SERVICES RICOCHET CIRCUS	28/02/2018	800.00
EF108839	24275	ENTERTAINMENT SERVICES TRUCK CENTRE WA PTY LTD	28/02/2018	2,068.43
EF108840	24298	PURCHASE OF NEW TRUCK TANKS FOR HIRE	28/02/2018	1,314.50
EF108841	24506	EQUIPMENT HIRE AMARANTI'S PERSONAL TRAINING	28/02/2018	375.00
EF108842	24595	PERSONAL TRAINING SERVICES CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD	28/02/2018	1,705.00
EF108843	24599	PHOTOGRAPHY SERVICES POOLWERX SPEARWOOD	28/02/2018	1,852.55
EF108844	24610	ANALYTICAL SERVICES ALL FLAGS SIGNS & BANNERS	28/02/2018	25,839.00
EF108845	24655	SIGNS, FLAGS, BANNERS AUTOMASTERS SPEARWOOD	28/02/2018	6,102.80
EF108846	24736	VEHICLE SERVICING ZENIEN	28/02/2018	2,752.48
EF108847	24748	CCTV CAMERA LICENCES PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L	28/02/2018	15,627.82
EF108848	24862	ELECTRICAL SERVICES BEARDS SECURITY	28/02/2018	400.00
EF108849	24864	SECURITY SERVICES FREMANTLE FOOTBALL CLUB	28/02/2018	6,385.10
EF108850	24945	MERCHANDISE STOCK FOR RETAIL SALE NS PROJECTS PTY LTD	28/02/2018	1,100.00
EF108851	24949	PROJECT MANAGEMENT SERVICES BITUMEN SURFACING THE TRUSTEE FOR COMPLETE ROAD SERVICES TRUST	28/02/2018	1,534.50
EF108852	24974	BITUMEN SUPPLIES SCOTT PRINT	28/02/2018	10,255.30
EF108853	24976	PRINTING SERVICES SNAP PRINTING - COCKBURN CENTRAL	28/02/2018	934.42
EF108854	25063	PRINTING SERVICES SUPERIOR PAK PTY LTD	28/02/2018	6,273.15
EF108855	25092	VEHICLE MAINTENANCE LINKS MODULAR SOLUTIONS PTY LTD	28/02/2018	192.50
EF108856	25102	SOFTWARE - ANNUAL SUPPORT & UPGRADES FREMANTLE MOBILE WELDING	28/02/2018	8,728.50
EF108857	25115	WELDING SERVICES FIIG	28/02/2018	2,750.00
EF108858	25121	INVESTMENT MANAGEMENT SERVICES IMAGESOURCE DIGITAL SOLUTIONS	28/02/2018	9,000.37
EF108859	25262	BILLBOARDS SANDOVER PINDER ARCHITECTS	28/02/2018	88,708.96
EF108860	25264	ARCHITECTURAL SERVICES - VISKO PARK FACILITIES ACURIX NETWORKS PTY LTD	28/02/2018	2,150.50
EF108861	25325	WIFI ACCESS SERVICE NATSALES ADVERTISING PTY LTD	28/02/2018	5,265.00
EF108862	25397	PRINTING SERVICES MOOBA AUSTRALIA PTY LTD	28/02/2018	1,000.00
EF108863	25415	CONSUMABLES JANDAKOT STOCK & PET SUPPLIES	28/02/2018	385.15
EF108864	25418	PET SUPPLIES CS LEGAL	28/02/2018	40,383.12
EF108865	25471	LEGAL SERVICES ELEMENTAL SURF PTY LTD	28/02/2018	750.00
EF108866	25586	SURFING LESSONS ENVIROVAP PTY LTD	28/02/2018	5,747.50
EF108867	25644	HIRE OF LEACHATE UNITS DYMOCKS GARDEN CITY	28/02/2018	307.02
EF108868	25645	PURCHASE OF BOOKS YELAKITJ MOORT NYUNGAR ASSOCIATION INC	28/02/2018	1,200.00
EF108869	25657	WELCOME TO THE COUNTRY PERFORMANCES LOCK JOINT AUSTRALIA THE TRUSTEE FOR THE GHERBAZ FAMILY TRUST	28/02/2018	1,061.50

EF108870	25713	LOCKSMITH SERVICES DISCUS ON DEMAND THE TRUSTEE FOR DISCUS ON DEMAND UNIT TRUST	28/02/2018	2,040.50
EF108871	25733	PRINTING SERVICES MIRACLE RECREATION EQUIPMENT	28/02/2018	28,457.00
EF108872	25813	PLAYGROUND INSTALLATION / REPAIRS LGCONNECT PTY LTD	28/02/2018	11,000.00
EF108873	25822	ERP SYSTEMS DEVELOPMENT FIT2WORK.COM.AU MERCURY SEARCH AND SELECTION PTY LTD	28/02/2018	422.29
EF108874	25832	EMPLOYEE CHECK EXTERIA	28/02/2018	6,668.20
EF108875	25940	STREET AND PARK INFRASTRUCTURE LEAF BEAN MACHINE	28/02/2018	600.00
EF108876	25962	COFFEE BEAN SUPPLY ALL LINES	28/02/2018	825.00
EF108877	26029	LINEMARKING SERVICES AUTOSWEEP WA	28/02/2018	5,027.00
EF108878	26067	SWEEPING SERVICES SPRAYKING WA PTY LTD	28/02/2018	3,327.50
EF108879	26110	CHEMICAL WEED CONTROL SERVICES DASH CIVIL CONTRACTING	28/02/2018	9,065.10
EF108880	26114	CONCRETING SERVICES GRACE RECORDS MANAGEMENT	28/02/2018	1,721.46
EF108881	26117	RECORDS MANAGEMENT SERVICES SAMANTHA HUGHES	28/02/2018	300.00
EF108882	26120	ENTERTAINMENT SERVICES ECOBURBIA	28/02/2018	600.00
EF108883	26121	ENVIRONMENTAL WASTE WORKSHOPS COCKBURN COMMUNITY MEN'S SHED INC	28/02/2018	360.00
EF108884	26164	FABRICATION SERVICES MUSEUM OF MOVING OBJECTS (MOMO) INC	28/02/2018	500.00
EF108885	26195	ENTRY FEES PLAY CHECK	28/02/2018	495.00
EF108886	26211	CONSULTING SERVICES AMCOM PTY LTD	28/02/2018	14,407.44
EF108887	26251	INTERNET/DATA SERVICES HEALING INDIA GLASS AND GIFTWARES	28/02/2018	200.00
EF108888	26257	FACILITATION SERVICES - WORKSHOPS PAPERBARK TECHNOLOGIES	28/02/2018	1,010.00
EF108889	26268	ARBORICULTURAL CONSULTANCY SERVICES TRAINWEST	28/02/2018	1,600.00
EF108890	26303	TRAINING COURSES GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE	28/02/2018	61,579.29
EF108891	26314	TURF & LANDSCAPE MAINTENANCE CPE GROUP	28/02/2018	2,535.34
EF108892	26359	TEMPORARY EMPLOYMENT SERVICES WILSON SECURITY	28/02/2018	197,100.32
EF108893	26369	SECURITY SERVICES ALL RETAINING SYSTEMS	28/02/2018	46,662.00
EF108894	26399	CONSTRUCTION SERVICES PAPERSCOUT THE TRUSTEE FOR PETERS MORRISON FAMILY TRUST	28/02/2018	11,836.00
EF108895	26403	GRAPHIC DESIGN SERVICES CHES POWER GROUP	28/02/2018	1,283.40
EF108896	26415	ENGINEERING SOLUTIONS / BACK UP GENERATO SHAWSETT TRAINING & SAFETY THE SHAWSETT UNIT TRUST	28/02/2018	350.00
EF108897	26418	DRIVER, FIRST AID & SAFETY TRAINING INTEGRANET TECHNOLOGY GROUP PTY LTD	28/02/2018	20,036.50
EF108898	26442	ICT CONSULTANCY SERVICES BULLANT SECURITY PTY LTD KEY WEST LOCK SERVICE & SALES	28/02/2018	7,532.49
EF108899	26470	LOCKSMITH & SECURITY SERVICES SCP CONSERVATION AND LAND MANAGEMENT	28/02/2018	18,691.20
EF108900	26512	FENCING SERVICES XCELLERATE IT PTY LTD	28/02/2018	17,740.82
EF108901	26516	IT EQUIPMENT - OCR PROJECT ULTIMATE LIMESTONE	28/02/2018	660.00
EF108902	26574	CONSTRUCTION SERVICES EVA BELLYDANCE	28/02/2018	375.00
EF108903	26582	ENTERTAINMENT - BELLY DANCING ROAD SPECIALIST AUSTRALIA	28/02/2018	2,181.10
EF108904	26586	HYDRAULIC REPAIRS WA TEMPORARY FENCING SUPPLIES	28/02/2018	1,611.50
EF108905	26592	FENCING - TEMPORARY ZACOR DESIGN PTY LTD	28/02/2018	5,621.00
EF108906	26595	PROJECT MANAGEMENT - MUNICIPAL, MARITIME STATE 28 INTERIORS	28/02/2018	3,036.00
EF108907	26606	INTERIOR DESIGN ENVIRO INFRASTRUCTURE PTY LTD	28/02/2018	58,040.07
EF108908	26609	CONSTRUCTION & FABRICATION BASICS APPROVAL SERVICES	28/02/2018	220.00
EF108909	26613	BUILDING SURVEYING AVE BIN AND BBQ CLEANING PTY LTD	28/02/2018	1,813.50
EF108910	26614	CLENAING SERVICES (BBQ - BINS) MARKETFORCE PTY LTD	28/02/2018	7,825.76
EF108911	26619	ADVERTISING SPEARWOOD NEWS DELIVERY	28/02/2018	82.23
EF108912	26620	NEWSPAPER DELIVERY GRA EVERINGHAM PTY LTD	28/02/2018	11,000.00

EF108913	26625	CONSULTING/ADVISORY ANDOVER DETAILERS	28/02/2018	1,107.56
EF108914	26632	CAR DETAILING SERVICES WHOLE FOOD COOKING	28/02/2018	1,090.00
EF108915	26639	AUTHOR EDUCATION SAFEGUARD INDUSTRIES	28/02/2018	1,220.00
EF108916	26649	SECURITY DOORS, SCREENS AND ROLLER SHUTT KUBED MEDIA	28/02/2018	825.00
EF108917	26655	HIRE OF ADVERTISING LED SCREENS WORLDWIDE PRINTING SOLUTIONS EAST PERTH	28/02/2018	2,387.00
EF108918	26673	PRINTING SERVICES PROJECT 3 PTY LTD	28/02/2018	60,500.00
EF108919	26691	EVENT AND MARKETING AGENCY BW SOLAR	28/02/2018	2,189.00
EF108920	26694	SOLAR PUMPS SANDSTORM EVENTS PTY LTD	28/02/2018	8,525.00
EF108921	26700	ARTISTIC - SAND CASTLE SCULPTURES H2ORB	28/02/2018	1,164.00
EF108922	26704	AMUSEMENT SERVICES PERTH MERMAIDS	28/02/2018	700.00
EF108923	26709	ENTERTAINMENT SERVICES TALIS CONSULTANTS PTY LTD	28/02/2018	25,011.25
EF108924	26721	WASTE CONSULTANCY QUAD SERVICES PTY LTD	28/02/2018	17,174.99
EF108925	26735	CLEANING SERVICES SHANE MCMASTER SURVEYS	28/02/2018	17,710.00
EF108926	26739	SURVEY SERVICES KERB DOCTOR	28/02/2018	7,509.70
EF108927	26743	KERB MAINTENANCE STATEWIDE TURF SERVICES	28/02/2018	3,300.00
EF108928	26745	TURF RENOVATION EMBROIDME MYAREE	28/02/2018	814.00
EF108929	26746	EMBROIDERY MOWER CITY	28/02/2018	990.00
EF108930	26747	LAWN MAINTENANCE BELL-VISTA FRUIT & VEG	28/02/2018	645.34
EF108931	26749	FRUIT AND VEGETABLES. BOOMERS PLUMBING AND GAS PTY LTD	28/02/2018	9,655.77
EF108932	26750	PLUMBING SERVICES KLEENIT PTY LTD	28/02/2018	583.00
EF108933	26752	GRAFFITTI REMOVAL MG GROUP WA	28/02/2018	96,763.70
EF108934	26754	DESIGN & CONSTRUCTION - BIBRA LAKE RECREATION PRECINCT INSIGHT CALL CENTRE SERVICES	28/02/2018	18,278.38
EF108935	26756	CALL CENTRE SERVICES TRENCHBUSTERS PTY LTD	28/02/2018	1,258.80
EF108936	26761	EARTHMOVING THE SAND CARD COMPANY	28/02/2018	1,650.00
EF108937	26770	ENTERTAINMENT SERVICES LAKESIDE MOWERS & MOTORCYCLES	28/02/2018	67.50
EF108938	26773	REPAIRS/MAINTENANCE SERVICES LASER CORPS COMBAT ADVENTRUES	28/02/2018	1,900.00
EF108939	26779	ENTRY FEES SAFEMASTER SAFETY PRODUCTS PTY LTD	28/02/2018	9,936.30
EF108940	26780	SAFETY PRODUCTS METROPOLITAN OMNIBUS COMPANY	28/02/2018	297.00
EF108941	26782	BUS HIRE SOFT LANDING	28/02/2018	27,248.54
EF108942	26791	RECYCLING SERVICES MONSTERBALL AMUSEMENT & HIRE	28/02/2018	3,890.00
EF108943	26807	AMUSEMENT HIRE TRANSAIR TWO WAY RADIO	28/02/2018	4,929.98
EF108944	26812	EQUIPMENT REPAIRS & MAINTENANCE SERVICES BROOKS CHOICE REMOVALS	28/02/2018	1,501.50
EF108945	26822	REMOVALISTS CSE CROSSCOM PTY LTD	28/02/2018	527.10
EF108946	26823	COMMUNICATION EQUIPMENT THE FREEDOM FAIRIES	28/02/2018	1,848.00
EF108947	26824	AMUSEMENT WEB KEY IT PTY LTD	28/02/2018	10,200.30
EF108948	26830	WEBSITE CONSULTANCY ECO EATS CATERING	28/02/2018	1,842.80
EF108949	26831	CATERING AFL SPORTS READY LTD	28/02/2018	644.53
EF108950	26843	EDUCATION & TRAINING ERGOLINK	28/02/2018	737.98
EF108951	26845	ERGONOMIC OFFICE FURNITURE BARKING WOLF PTY LTD	28/02/2018	181.50
EF108952	26854	VIDEO PRODUCTION IFAP	28/02/2018	798.00
EF108953	26875	TRAINING AUSTRALIAN INSTITUTE OF COMPANY DIRECTORS	28/02/2018	1,859.00
EF108954	26882	TRAINING/INSTRUCTION SLICKER STICKERS PTY LTD	28/02/2018	462.00
EF108955	26897	STICKERS/LABELS AUSTRALIAN MEDICAL SUPPLIES PTY LTD	28/02/2018	3,025.00

EF108956	26898	MEDICAL EQUIPMENT AND CONSUMABLES SPANDEX ASIA PACIFIC PTY LTD	28/02/2018	5,208.52
EF108957	26901	SIGNAGE SUPPLIER ALYKA PTY LTD	28/02/2018	19,346.25
EF108958	26909	DIGITAL CONSULTANCY AND WEB DEVELOPMENT WEST COAST PROFILERS PTY LTD	28/02/2018	143,528.46
EF108959	26911	ROAD PLANING COLD SERVICES HARVEY NORMAN OCONNOR	28/02/2018	19.90
EF108960	26913	RETAIL MIRANDA KISSELL CONTRACTING	28/02/2018	30,520.82
EF108961	26915	CARPENTRY SERVICES FOCUSED VISION CONSULTING PTY LTD	28/02/2018	3,227.40
EF108962	26917	CONSULTING CIRRUS NETWORKS PTY LTD	28/02/2018	2,290.48
EF108963	26921	IT NETWORK & TELEPHONY SERVICES JULIET COGHLAN - PHOTOGRAPHER	28/02/2018	1,040.00
EF108964	26923	PHOTOGRAPHY SERVCIES WOODLANDS DISTRIBUTORS & AGENCIES PTY LTD	28/02/2018	13,772.00
EF108965	26929	RUBBISH COLLECTION EQUIPMENT ELAN ENERGY MATRIX PTY LTD	28/02/2018	1,011.35
EF108966	26938	RECYCLING SERVICES MAJESTIC PLUMBING	28/02/2018	12,864.40
EF108967	26940	PLUMBING SERVICES FLOORWEST	28/02/2018	2,365.00
EF108968	26946	FLOOR COVERINGS AV TRUCK SERVICES PTY LTD	28/02/2018	382.40
EF108969	26950	TRUCK DEALERSHIP WALCON MARINE AUSTRALASIA PTY LTD	28/02/2018	13,874.30
EF108970	26964	MARINE SERVICES SOUTH METROPOLITAN TAFE	28/02/2018	1,381.25
EF108971	26967	EDUCATION BUSHFIRE PRONE PLANNING	28/02/2018	548.90
EF108972	26979	BUSHFIRE MANAGEMENT DIRECT OFFICE FURNITURE	28/02/2018	1,170.40
EF108973	26984	FURNITURE/ COMMERCIAL, OFFICE COMMERCIAL AQUATICS AUSTRALIA PTY LTD	28/02/2018	723.25
EF108974	26985	POOL EQUIPMENT ACCESS ICON PTY LTD	28/02/2018	4,125.00
EF108975	26987	DRAINAGE PRODUCTS CTI RISK MANAGEMENT	28/02/2018	1,395.90
EF108976	26988	SECURITY - CASH COLLECTION BLADON WA PTY LTD	28/02/2018	484.00
EF108977	27002	PROMOTIONAL PRODUCTS COCKBURN PARTY HIRE	28/02/2018	2,478.50
EF108978	27006	HIRE SERVICES BIBRA LAKE IGA XPRESS	28/02/2018	943.38
EF108979	27007	LIQUOR SUPPLIES LADY LATTE	28/02/2018	121.00
EF108980	27010	COFFEE VENDOR QUANTUM BUILDING SERVICES PTY LTD	28/02/2018	28,950.43
EF108981	27015	BUILDING MAINTENANCE INTELLI TRAC	28/02/2018	1,892.00
EF108982	27023	GPS TRACKING SOLARGAIN PV PTY LTD	28/02/2018	10,384.00
EF108983	27027	SOLAR ENERGY PROVIDER FRIG TECH WA	28/02/2018	750.75
EF108984	27031	REFRIDGERATION SERVICES DOWNER EDI WORKS PTY LTD	28/02/2018	252,430.05
EF108985	27034	ASPHALT SERVICES ADELBY PTY LTD	28/02/2018	5,604.50
EF108986	27046	FIREBREAK CONSTRUCTION TFH HIRE SERVICES PTY LTD	28/02/2018	1,224.85
EF108987	27052	HIRE FENCING EVENT MARQUEES	28/02/2018	2,532.48
EF108988	27053	MARQUEE HIRE READSPEAKER	28/02/2018	4,122.25
EF108989	27054	SOFTWARE VOCUS PTY LTD	28/02/2018	548.90
EF108990	27059	TELECOMMUNICATIONS FRONTLINE FIRE AND RESCUE EQUIPMENT	28/02/2018	1,000.88
EF108991	27060	MANUFACTURE-FIRE VEHICLES/EQUIPMENT CANTERBURY GROUP PTY LTD	28/02/2018	2,860.00
EF108992	27063	OFFICE FURNITURE NATURE PLAY SOLUTIONS	28/02/2018	32,210.26
EF108993	27064	PLAYGROUND DESIGN/CONSULTANCY COMMUNITY FIRST INTERNATIONAL	28/02/2018	2,431.00
EF108994	27065	DISABILITY SERVICES WESTBOOKS	28/02/2018	2,679.97
EF108995	27072	BOOKS NORDIC FITNESS EQUIPMENT	28/02/2018	1,890.00
EF108996	27082	FITNESS EQUIPMENT KULBARDI PTY LTD	28/02/2018	1,453.38
EF108997	27085	STATIONERY SUPPLIES SAVILLS PROJECT MANAGEMENT PTY LTD	28/02/2018	19,051.92
EF108998	27093	PROJECT MANAGEMENT MAGNETIC AUTOMATION PTY LTD	28/02/2018	836.00

EF108999	27099	GATES/BARRIERS LUDLOW TIMBER PRODUCTS	28/02/2018	440.00
EF109000	27100	TIMBER RECYCLING & PRODUCTS SEA JEWELS SWIMWEAR	28/02/2018	2,760.00
EF109001	27104	SWIMWEAR BLACK DIAMOND SECURITY (AUSTRALIA) PTY LTD	28/02/2018	7,529.50
EF109002	27105	SECURITY KBEST MARINE PTY LTD	28/02/2018	2,943.60
EF109003	27107	FABRICATION SERVICES A.LEVIS & SONS	28/02/2018	10,841.56
EF109004	27110	BORE DRILLING RISKWEST	28/02/2018	5,511.00
EF109005	27126	MANAGEMENT CONSULTANT LINDSAY MILES	28/02/2018	700.00
EF109006	27127	EDUCATION (SUSTAINABILITY) BILLI PTY LTD	28/02/2018	1,355.20
EF109007	27130	SERVICE & MAINTENACE URN'S OOH MEDIA SOCIAL SPORTS PTY LTD	28/02/2018	682.00
EF109008	27151	DIGITAL MARKETING & SOFTWARE SERVICE PRO DAVID PIGRAM	28/02/2018	800.00
EF109009	27152	ENTERTAINMENT - MUSICAL PERFORMANCE THE KILPATRICK GDOWSKI TRUST	28/02/2018	550.00
EF109010	27154	ARCHITECTURE, DESIGN, MASTERPLANNING SUEZ RECYCLING & RECOVERY PTY LTD	28/02/2018	20,153.42
EF109011	27166	WASTE SERVICES TJS SERVICES (WA) PTY LTD	28/02/2018	52,979.17
EF109012	27168	FACILITY CLEANING SERVICES NIGHTLIFE MUSIC PTY LTD	28/02/2018	506.00
EF109013	27174	MUSIC MANAGEMENT PERTH GEOTECHNICS	28/02/2018	880.00
EF109014	27177	ENGINEERING AND GEOTECHNICAL CONSULTANT INITIAL HYGIENE	28/02/2018	4,239.66
EF109015	27185	HYGIENE STONECRAFT MASONRY SOLUTIONS	28/02/2018	825.00
EF109016	27189	STONE MASON HEALTHSTRONG PTY LTD	28/02/2018	489.50
EF109017	27197	HOME CARE TURFCARE AUSTRALIA PTY LTD	28/02/2018	743.49
EF109018	27206	CHEMICAL SUPPLIES TEAM WORK FENCING CONTRACTORS PTY LTD	28/02/2018	8,616.96
EF109019	27207	FENCING ERECTION PETER HOBBS ARCHITECT	28/02/2018	780.00
EF109020	27209	ARCHITECTURAL SERVICES AXIS PLUMBING WA (SMALL WORKS) PTY LTD	28/02/2018	812.08
EF109021	27210	PLUMBING URBAN DESIGN LAB	28/02/2018	720.00
EF109022	27212	LANDSCAPE DESIGN A&L SAUNA & STEAM WA	28/02/2018	160.00
EF109023	27217	CARPENTRY - SAUNA CROTHERS CONSTRUCTION PTY LTD	28/02/2018	613,897.79
EF109024	27221	BUILDING CONSTRUCTION SERVICES MGI CONSTRUCTION PTY LTD	28/02/2018	68,042.54
EF109025	27227	SHEDS - WASTE BINS STORAGE SURVEY RESULTS	28/02/2018	33,235.33
EF109026	27237	SURVEY SERVICES LOBEL EVENTS	28/02/2018	14,081.80
EF109027	27238	EVENT LIGHTING AUTO INGRESS PTY LTD	28/02/2018	1,074.63
EF109028	27241	SERVICE AUTO DOORS LANDSCAPE ELEMENTS PTY LTD	28/02/2018	52,704.90
EF109029	27242	LANDSCAPING SERVICES KP ELECTRIC (AUSTRALIA) PTY LTD	28/02/2018	1,524.73
EF109030	27243	ELECTRICAL SERVICES ARJOHUNTLEIGH PTY LTD	28/02/2018	324.50
EF109031	27245	SUPPLY, REPAIRS HEALTH EQUIPEMNT BEAUMONDE CATERING	28/02/2018	5,205.40
EF109032	27246	CATERING VEALE AUTO PARTS	28/02/2018	535.40
EF109033	27249	SPARE PARTS MECHANICAL CABLING WA PTY LTD	28/02/2018	2,901.05
EF109034	27257	CABLING BLACKWELL & ASSOCIATES	28/02/2018	4,277.00
EF109035	27262	LANDSCAPE ARCHITECTS VISUAL INSPIRATIONS AUSTRALIA PTY LTD	28/02/2018	15,400.00
EF109036	27264	EVENTS MANAGEMENT RSA SIGNS PTY LTD	28/02/2018	1,515.80
EF109037	27269	SIGNS INTEGRAPAY PTY LTD	28/02/2018	12,821.42
EF109038	27271	PAYMENT PROCESSING JEANETTE HARDING	28/02/2018	1,200.00
EF109039	27274	ENTERTAINMENT FORTH CONSULTING PTY LTD	28/02/2018	7,425.00
EF109040	27282	ENGINEERING SERVICES PERTH PLAYGROUND AND RUBBER	28/02/2018	6,215.00
EF109041	27287	PLAYGROUNF EQUIP ECLIPSE DRIVING SCHOOL	28/02/2018	240.00

EF109042	27294	TRAINING/INSTRUCTION THE TRUSTEE FOR THE MILLENIUM TRUST	28/02/2018	21,655.49
EF109043	27296	LANDSCAPING SERVICES SIMBA GLOBAL (SIMBA AUSTRALIA)	28/02/2018	1,298.00
EF109044	27301	BRANDED MERCHANDISE ROLLER BARRIERS WA	28/02/2018	1,478.32
EF109045	27308	ANTI CLIMB DEVICES JATU CLOTHING & PPE PTY LTD	28/02/2018	1,613.46
EF109046	27311	CLOTHING PPE TOX FREE AUSTRALIA	28/02/2018	4,389.88
EF109047	27319	WASTE MANAGEMENT NATURE CALLS PORTABLE TOILETS	28/02/2018	1,232.00
EF109048	27321	HIRE - PORTABLE LOOS EVO COAST PTY LTD	28/02/2018	13,631.20
EF109049	27324	COASTAL ENGINEERING BEBBCART PTY LTD	28/02/2018	605.00
EF109050	27334	CARTOGRAPHIC AND DRAFTING SERVICES WESTCARE PRINT	28/02/2018	724.90
EF109051	27335	PRINTING SERVICES BRIGHTEN INTERIORS	28/02/2018	5,769.50
EF109052	27336	CABINET MAKING SERVICES SRS AUSTRALIA PTY LTD	28/02/2018	16,887.07
EF109053	27339	POOL PRODUCTS FOUNDRY CONSULTING PTY LTD	28/02/2018	4,901.97
EF109054	27345	CONSULTANCY - ENVIROMENTAL ASF PROTECTIVE SERVICES PTY	28/02/2018	35,108.10
EF109055	27348	SECURITY SERVICES MESSAGE MEDIA	28/02/2018	834.14
EF109056	27350	TELECOMMUNICATIONS INTEGRATE SUSTAINABILITY	28/02/2018	5,280.00
EF109057	27351	CONSULTANCY - ENVIROMENTAL PROGRAMMED PROPERTY SERVICES	28/02/2018	15,863.10
EF109058	27352	PROPERTY MAINTENANCE BIKEWISE	28/02/2018	1,540.00
EF109059	27354	TRANSPORT PROMOTIONS KULBARDI HILL CONSULTING	28/02/2018	3,696.00
EF109060	27357	INTERPRETIVE SIGNAGE E & CC CONSULTING SERVICES	28/02/2018	7,553.96
EF109061	27358	ENGINEERING SERVICES ROBIN YAKINTHOU	28/02/2018	11,000.00
EF109062	27368	SCULPTOR/ARTIST SAVI SYSTEMS	28/02/2018	2,046.00
EF109063	27370	AUDIO VISUAL SUPPLY AND INSTALLATION MAUREEN MAHER CONSULTING	28/02/2018	2,600.00
EF109064	27371	TRAINING AFFIRMATIVE GROUP 3	28/02/2018	621.50
EF109065	27372	PAVING SERVICES COM-AL WINDOWS PTY LTD	28/02/2018	1,738.00
EF109066	27376	WINDOWS EXCLUSIVE COMMERCIAL LININGS	28/02/2018	2,500.00
EF109067	27377	CEILINGS & WALL LININGS ACCIDENTAL HEALTH AND SAFETY - PERTH	28/02/2018	1,716.78
EF109068	27381	FIRST AID SUPPLIES FIT FOR LIFE EXERCISE PHYSIOLOGY	28/02/2018	1,980.00
EF109069	27384	EXERCISE CLASSES SIFTING SANDS	28/02/2018	8,127.90
EF109070	27389	SAND CLEANING ECODIAGNOSTICS PTY LTD	28/02/2018	660.00
EF109071	27390	MOLECULAR TESTING PERTH RIGGING COMPANY PTY LTD	28/02/2018	23,958.00
EF109072	27391	CONSTRUCTION FLOORWISE TILE AND STONE PTY LTD	28/02/2018	9,319.53
EF109073	27392	FLOORING SERVICES AXIS MAINTENANCE SERVICES PTY LTD	28/02/2018	288.42
EF109074	27394	MAINTENANCE SURVEYTECH TRAFFIC SURVEYS PTY LTD	28/02/2018	2,475.00
EF109075	27396	TRAFFIC SURVEY ANKEET MEHTA	28/02/2018	193.75
EF109076	27399	NEWSPAPER DELIVERY FUNCTIONAL TRAINING INSTITUTE PTY LTD	28/02/2018	1,000.00
EF109077	27403	FITNESS EDUCATION FREEDOM FAIRIES PTY LTD	28/02/2018	3,080.00
EF109078	27406	AMUSEMENT STRAKER PTY LTD	28/02/2018	2,000.00
EF109079	27407	TRANSLATION SERVICES PLATINUM FINISHES	28/02/2018	275.00
EF109080	27411	PAINTING SERVICES CLASSIC HIRE	28/02/2018	778.25
EF109081	11867	HIRE SERVICES KEVIN JOHN ALLEN	28/02/2018	2,892.75
EF109082	12740	MONTHLY COUNCILLOR ALLOWANCE MAYOR LOGAN HOWLETT	28/02/2018	11,325.83
EF109083	19059	MONTHLY COUNCILLOR ALLOWANCE CAROL REEVE-FOWKES	28/02/2018	2,613.67
EF109084	20634	MONTHLY COUNCILLOR ALLOWANCE LEE-ANNE SMITH	28/02/2018	5,277.41

EF109085	23339	MONTHLY COUNCILLOR ALLOWANCE STEPHEN PRATT	28/02/2018	2,613.67
EF109086	25353	MONTHLY COUNCILLOR ALLOWANCE PHILIP EVA	28/02/2018	2,613.67
EF109087	26696	MONTHLY COUNCILLOR ALLOWANCE CHAMONIX TERBLANCHE	28/02/2018	2,613.67
EF109088	27326	MONTHLY COUNCILLOR ALLOWANCE MICHAEL SEPAROVICH	28/02/2018	2,613.67
EF109089	27327	MONTHLY COUNCILLOR ALLOWANCE CHONTELLE SANDS	28/02/2018	2,613.67
EF109090	99996	MONTHLY COUNCILLOR ALLOWANCE GREGG PASCOE	28/02/2018	694.47
EF109091	99996	RATES REFUND A BRAND & T DUNNE	28/02/2018	395.76
EF109092	99996	RATES REFUND JENNA WILSON	28/02/2018	30.00
EF109093	99996	RATES REFUND KRISTEN ROSE YEUNG	28/02/2018	77.50
EF109094	99996	RATES REFUND KATARINA STRAFELA	28/02/2018	38.75
EF109095	99996	RATES REFUND CARLA PITMAN	28/02/2018	21.25
EF109096	99996	RATES REFUND WEI DUAN	28/02/2018	250.00
EF109097	99996	RATES REFUND PAUL DAVID DONATTI	28/02/2018	150.00
EF109098	99996	RATES REFUND DAVID GEORGE YUILL	28/02/2018	100.00
EF109099	99996	RATES REFUND FRANCISCO PULIDO	28/02/2018	64.00
EF109100	99996	RATES REFUND MEGARA CONSTRUCTIONS PTY LTD	28/02/2018	6,583.00
EF109101	99996	RATES REFUND SANDRA A PDERSEN	28/02/2018	375.35
EF109102	99996	RATES REFUND JOHN BOYD	28/02/2018	400.00
EF109103	99996	RATES REFUND ADAM BLACKMAN	28/02/2018	386.70
EF109104	99996	RATES REFUND VENTURA HOME GROUP PTY LTD	28/02/2018	277.27
EF109105	99996	RATES REFUND PAULA MONDLANE	28/02/2018	1,000.00
EF109106	99996	RATES REFUND HEIDI MANN	28/02/2018	181.97
EF109107	99996	RATES REFUND MINISTER FOR EDUCATION	28/02/2018	821.43
EF109108	99996	RATES REFUND JEAN WARNER	28/02/2018	413.36
EF109109	99996	RATES REFUND JALISA KARAFIL	28/02/2018	118.50
EF109326	10047	ALINTA ENERGY	28/02/2018	77,578.91
EF109327	11794	NATURAL GAS & ELECTRCITY SUPPLY SYNERGY	28/02/2018	359,823.20
EF109328	12025	ELECTRICITY USAGE/SUPPLIES TELSTRA CORPORATION	28/02/2018	18,198.44
EF109437	88888	COMMUNICATIONS SERVICES LEIGH HALL	28/02/2018	119.00
EF109438	88888	BOND REFUND JOHN WOOD	28/02/2018	3,125.00
EF109439	88888	BOND REFUND DES FREEL	28/02/2018	421.44
EF109440	88888	BOAT PEN BOND REFUND RON FIELDER	28/02/2018	100.00
EF109441	99997	BOND REFUND CARLOS FRANCISCO	28/02/2018	55.00
EF109442	99997	TRAILER PASS REIMBURSEMENT FREMANTLE HOCKEY CLUB INC	28/02/2018	880.00
EF109443	99997	KIDSPORT INV: KS016048 INGLEWOOD UNITED SOCCER CLUB	28/02/2018	165.00
EF109444	99997	KIDSPORT INV: KS016071 DAN AND CORINNE	28/02/2018	1,850.70
EF109445	99997	LANDOWNER BIODIVERSITY GRANT DEPARTMENT OF COMMUNITIES	28/02/2018	340.00
EF109446	99997	REFUND REQUEST INVOICE WAS PAID TWICE DBNGP WA NOMINEES	28/02/2018	508.89
EF109447	99997	SLLC MEMBERSHIP REFUND COMMUNITY OF AUBIN GROVE	28/02/2018	568.70
EF109448	99997	DELEGATED AUTHORITY LGACS7 FREMANTLE PCYC	28/02/2018	220.00
EF109449	99997	KIDSPORT INV: KS016075 BOWIE SOMERS DIAMONDS NETBALL CLUB WA INC	28/02/2018	300.00
EF109450	99997	KIDSPORT INV: KS016079 LISA MARIE ROSE HUME	28/02/2018	300.00
EF109451	99997	PRIZE MONEY FOR AUSTRALIA DAY 2018 PALMYRA BICTON LITTLE ATHLETICS CLUB	28/02/2018	400.00

EF109452	99997	KIDSPORT INV: KS016085 NIKITA HANSON	28/02/2018	22.00
EF109453	99997	REFUND REQUEST COCKBURNARC NIKITA HANSON SHANE HANSON	28/02/2018	22.00
EF109454	99997	REFUND REQUEST COCKBURNARC SHANE HANSON MR KIM MILLS	28/02/2018	300.00
EF109455	99997	REIMBURSE PRESCRIPTION SAFETY GLASSES CANNING DISTRICTS HOCKEY CLUB	28/02/2018	140.00
EF109456	99997	KIDSPORT- KS016084 - K.ROACH WINTHROP NETBALL CLUB INC	28/02/2018	550.00
EF109457	99997	KIDSPORT INV: KS016101 SUPANOVA SYNCHRONISED SWIMMING CLUB	28/02/2018	150.00
EF109458	99997	KIDSPORT- KS016106- S.BURLESTON DIAMONDS NETBALL CLUB	28/02/2018	300.00
EF109459	99997	KIDSPORT INV KS016116 - HAWKE X 2 INGLEWOOD UNITED FC	28/02/2018	165.00
EF109460	99997	KIDSPORT- KS016112 - C.HAMPTON GAIA'S GARDEN	28/02/2018	550.00
EF109461	99997	FERMENTING DEMONSTRATION - LIBRARY GREGORY WATSON	28/02/2018	1,080.00
EF109462	99997	HUMAN LIBRARY EVENT FOR 26 JANUARY THE DANCE COLLECTIVE	28/02/2018	165.00
EF109463	99997	KIDSPORT-KS015879- R.HANSON FLAMES SOFTBALL CLUB	28/02/2018	150.00
EF109464	99997	KIDSPORT-KS015885- T.MERSCH DALMATINAC SPORT AND COMMUNITY CLUB INC	28/02/2018	990.00
EF109465	99997	KIDSPORT INV KS016469 X 6 SUCCESS BLAZERS	28/02/2018	300.00
EF109466	99997	KIDSPORT INV KS016294 - X 2 SUCCESS BLAZERS	28/02/2018	150.00
EF109467	99997	KIDSPORT INV KS016113 - HAWKE A C ARIOLI	28/02/2018	50.00
EF109468	99997	CAT STERILISATION SUBSIDY MRS C COOPER	28/02/2018	300.00
EF109469	99997	CITIZEN OF THE YEAR WINNER AUS DAY - C C CHRIS BURTON	28/02/2018	3,816.13
EF109470	99997	DEED OF LICENCE AT PORT COOGEE MARINE EMMANUEL CATHOLIC COLLEGE	28/02/2018	100.00
EF109471	99997	AUSTRALIA DAY AWARDS - LEO DI GREGORIO OLIVIA MOURISH	28/02/2018	100.00
EF109472	99997	AUSTRALIA DAY AWARDS - OLIVIA MOURISH COCKBURN NETBALL CLUB	28/02/2018	300.00
EF109473	99997	KIDSPORT INV KS016319 - SURJAN X 2 UNIVERSITY OF WESTERN AUSTRALIA	28/02/2018	165.00
EF109474	99997	KIDSPORT - KS016581 - G.EVANS DAVID STALDER & SABRINA ULM	28/02/2018	39.90
EF109475	99997	BIN REBATE - D.STADLER & S.ULMI SUSANNE BETTI	28/02/2018	50.00
EF109476	99997	BIN REBATE - SUSANNE BETTI JOE WATERS	28/02/2018	300.00
EF109477	99997	CITIZEN OF THE YEAR AWARDS 2018 NORMAN WILLIAM DALE	28/02/2018	300.00
EF109478	99997	CITIZEN OF THE YEAR AWARDS 2018 ROBERTA BUNCE	28/02/2018	95.62
EF109479	99997	REIMBURSEMENT FOR LUNCH ASHLEIGH LEMON	28/02/2018	58.00
EF109480	99997	REFUND TO ASHLEIGH LEMON KARDINYA NETBALL CLUB INC.	28/02/2018	300.00
EF109481	99997	KIDSPORT INV:KS016802 NANCY PICKS	28/02/2018	197.85
EF109482	99997	REFUND REQUEST COCKBURN ARC NANCY COCKBURN NETBALL CLUB INC	28/02/2018	450.00
EF109483	99997	KIDSPORT INV: KS016505 FREMANTLE RUGBY LEAGUE FOOTBALL CLUB	28/02/2018	150.00
EF109484	99997	KIDSPORT INV: KS016496 FILIPE MAUE AUBIN GROVE UNITED FOOTBALL CLUB	28/02/2018	150.00
EF109485	99997	KIDSPORT INV: KS016485 JOSHUA DA LUZ DIAMONDS NETBALL CLUB WA INC	28/02/2018	150.00
EF109486	99997	KIDSPORT INV: KS016542 ALANA HACKETT COCKBURN NETBALL CLUB	28/02/2018	150.00
EF109487	99997	KIDSPORT INV KS016754 - S LEVY COCKBURN NETBALL CLUB INC	28/02/2018	300.00
EF109488	99997	KIDSPORT INV: KS016814 RIDING FOR THE DISABLED ORANGE GROVE	28/02/2018	109.00
EF109489	99997	KIDSPORT INV:KS016853 MAX WALL GUIPING FEI	28/02/2018	17.00
EF109490	99997	REFUND FOR CANCELLED CLASS. SANDRINO CAFE	28/02/2018	399.21
EF109491	99997	CHARGE TWICE FOR LOAD - WEIGHBRIDGE LIANE CORDRUWISCH	28/02/2018	2,500.00
EF109492	99997	LANDOWNER BIODIVERSITY GRANT ATO DIRECT CREDIT ACCOUNT	28/02/2018	1,131.00
EF109493	99997	UNI CONTRIBUTION PRN378172945 C THATCHER DEPARTMENT OF HUMAN SERVICES	28/02/2018	261.36
EF109494	99997	CENTREPAY TRANSACTION CHARGES FOR JAN PALMYRA REBELS NETBALL CLUB	28/02/2018	750.00

EF109495	99997	KIDSPORT - KS016904 - 5 CHILDREN PINEVIEW COMMUNITY KINDERGARTEN DONATION	28/02/2018	7,794.00
EF109496	99997	COCKBURN NETBALL CLUB KIDSPORT - KS016989 - C.TRAINOR	28/02/2018	150.00
EF109497	99997	BULLETS BASKETBALL CLUB (INC.) KIDSPORT INV KS016718 - DE SILVA	28/02/2018	200.00
EF109498	99997	AMANAT SOKHEY BIN REBATE - AMANAT SOKHEY	28/02/2018	50.00
EF109499	99997	AUBIN GROVE UNITED FOOTBALL CLUB KIDSPORT-KS016982- J.REBELO	28/02/2018	150.00
EF109500	99997	FREMANTLE PCYC KIDSPORT INV KS016976 - B SOMERS	28/02/2018	165.00
EF109501	99997	RYAN VISSER CROSSOVER CONTRIBUTIONS - R.VISSER	28/02/2018	300.00
EF109502	99997	BRUNO DI PAOLO REFUND FOR CONTRIBUTION - B DI PAOLO	28/02/2018	3,828.84
EF109503	99997	J AND L SCHLICHTHAERLE REFUND REQUEST - 18 SOCRATES PDE	28/02/2018	100.80
EF109504	99997	G & K HATELEY REFUND REQUEST - 24 OTHELLO QUAYS	28/02/2018	159.95
EF109505	99997	MELVILLE CITY HOCKEY CLUB (INC) KIDSPORT INV: KS016939	28/02/2018	264.00
EF109506	99997	WILLETTON BASEBALL CLUB INC. KIDSPORT INV: KS017172 KYAN HARVEY	28/02/2018	165.00
EF109507	99997	BARBARA THURSTON CROSSOVER REBATE - B.THURSTON	28/02/2018	300.00
EF109508	99997	SANDEEP DAHIYA & MEENU DAHIYA CROSSOVER - S & M DAHIYA	28/02/2018	300.00
EF109509	99997	JASON QUINN CROSSOVER CONTRIBUTIONS - J.QUINN	28/02/2018	300.00
EF109510	99997	VIGNESH RAMASAMY CROSSOVER CONTRIBUTION- V.RAMASAMY	28/02/2018	300.00
EF109511	99997	SIMON GODFREY CROSSOVER CONTRIBUTION - KAITLYN LUCY	28/02/2018	300.00
EF109512	99997	JOEL ROBERT MILLER CROSSOVER CONTRIBUTION- J.MILLER	28/02/2018	300.00
EF109513	99997	TENECIA RUSHWORTH CROSSOVER CONTRIBUTIONS- T.RUSHWORTH	28/02/2018	300.00
EF109514	99997	WINNACOTT KATS JUNIOR FOOTBALL CLUB INC KIDSPORT KS016937	28/02/2018	300.00
EF109515	99997	WINNACOTT KATS JUNIOR FOOTBALL CLUB INC KIDSPORT INVOICE KS016936	28/02/2018	420.00
EF109516	99997	ATWELL NETBALL CLUB INC KIDSPORT INVOICE KS016918	28/02/2018	1,050.00
EF109517	99997	ANNA PAULA SERRAO CROSSOVER CONTRIBUTION - 8 WADING PLACE	28/02/2018	300.00
EF109518	99997	ADAM JAMES GOY AND MARIKA SOCTYSIC CROSSOVER CONTRIBUTION - 9 GRANDE CRES	28/02/2018	300.00
EF109519	99997	HARVEST PROPERTIES (WA) PTY LTD CROSSOVER CONTRIBUTION - 1 KENTUCKY COUR	28/02/2018	300.00
EF109520	99997	THOMAS MOORE CROSSOVER CONTRIBUTION - 6 BLUEGRASS STR	28/02/2018	300.00
EF109521	99997	AJ & LR CLARKE CROSSOVER CONTRIBUTION - 31 JOYCE AVE	28/02/2018	300.00
EF109522	99997	MELVILLE CITY HOCKEY CLUB (INC) KIDSPORT INV: KS017084	28/02/2018	495.00
EF109523	99997	WILLETTON NETBALL CLUB INCORPORATED KIDSPORT INV: KS017094	28/02/2018	450.00
EF109524	99997	GIRL GUIDES WESTERN AUSTRALIA KID SPORT INVOICE KS017132	28/02/2018	150.00
EF109525	99997	EAST FREMANTLE JUNIOR FOOTBALL CLUB KID SPORT INVOICE KS017095	28/02/2018	150.00
EF109526	99997	STELLAR CALISTHENICS CLUB INC KIDSPORT INV: KS017179 LILLIAN SEWELL	28/02/2018	150.00
EF109527	99997	FREMANTLE PCYC KIDSPORT INV: KS017181 ALIVIA HERBERT	28/02/2018	165.00
EF109528	99997	SOUTH BEACH COMMUNITY GROUP INC. DELEGATED AUTHORITY LGACS7	28/02/2018	128.23
EF109529	99997	CHETAN KHATOKAR SURESH BABU CROSSOVER CONTRIBUTION 9 RENISHAW ROAD	28/02/2018	300.00
EF109530	99997	FREMANTLE PCYC KIDSPORT INV: KS017176 HALLE ROGERS	28/02/2018	220.00
EF109531	99997	COOGEE BASKETBALL CLUB INC KID SPORT INVOICE KS017138	28/02/2018	150.00
EF109532	99997	VIVEKANANDA RANJIT ACCA MEMBERSHIP FEE REIMBURSEMENT	28/02/2018	417.12
EF109533	99997	CHANTELLE D'ASCENZO REIMBURSEMENT TEAM ACHIEVEMENT AWARD	28/02/2018	184.00
EF109534	99997	SOUTH COOGEE VOL BUSH FIRE BRIGADE REIMBURSEMENT- INV 310118-003	28/02/2018	1,093.84
EF109535	99997	MATTHEW J SPARKMAN APPLICATION REFUND- M SPARKMAN	28/02/2018	30.00
EF109536	99997	SOUTH COOGEE VOL BUSH FIRE BRIGADE REIMBURSEMENT - INV 310118-002	28/02/2018	700.00
EF109537	99997	SOUTH COOGEE VOL BUSH FIRE BRIGADE	28/02/2018	69.30

EF109538	99997	REQUEST FOR REIMBURSEMENT TO THE SOUTH C SOUTH COOGEE VOL BUSH FIRE BRIGADE	28/02/2018	465.47
EF109539	99997	REQUEST FOR REIMBURSEMENT TO THE SOUTH C WINNACOTT KATS JUNIOR FOOTBALL CLUB	28/02/2018	270.00
EF109540	99997	KIDSPORT-KS017219- A.RYAL & E.TUPUHI JANDAKOT JETS JUNIOR FOOTBALL CLUB	28/02/2018	1,480.00
EF109541	99997	KIDSPORT-KS017215- 10 KIDS WA SCHOOL CANTEEN ASSOCIATION INC.	28/02/2018	90.00
EF109542	99997	BUYERS GUIDES-INV00012202 THE DANCE COLLECTIVE	28/02/2018	165.00
EF109543	99997	KIDSPORT- KS017262 - C.SLADE KAMILA FULARA	28/02/2018	118.15
		REIMBURSEMENT KAMILA FULARA		
		LESS CANCELLED PAYMENTS:		
EF108412		FOUNDRY CONSULTING PTY LTD	5/02/2018 -	5,412.00
EF108223		RENTOKIL INITIAL PTY LTD	5/02/2018 -	1,943.68
EF107997		CLASSIC HIRE	5/02/2018 -	130.68
EF108477		CARLOS FRANCISCO	20/02/2018 -	55.00

PAYMENT LIST TOTAL	7,669,264.29
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BANK FEES AND CREDIT CARD PAYMENTS:

BANK FEES	
MERCHANT FEES COC	
MERCHANT FEES SLLC	
MERCHANT FEES ARC	
MERCHANT FEES VARIOUS OUT CENTRES	
NATIONAL BPAY CHARGE	3800.32
RTGS/ACLR FEE	34.5
NAB TRANSACT FEE	3,016.07
MERCHANDISE / OTHER FEES	
CBA CREDIT CARD PAYMENT	47046.86
	53,897.75

FAMILY DAY CARE AND IN HOME CARE PAYMENTS:

FDC PAYMENTS	82,790.37
IHC PAYMENTS	148,434.78
	231,225.15

PAYROLL PAYMENTS:

COC26/01/18 Pmt 000110900475 City of Cockburn	1/02/2018	4515.8
COC06/02/18 Pmt 000111204887 City of Cockburn	7/02/2018	1296842.66
COC25/01/18 Pmt 000111140717 City of Cockburn	7/02/2018	13970.69
COC06/02/18 Pmt 000111283112 City of Cockburn	8/02/2018	22884.32
COC20/02/18 Pmt 000111957156 City of Cockburn	21/02/2018	1304039.84
COC24/01/18 Pmt 000111898588 City of Cockburn	21/02/2018	10371.02
COC22/02/18 Pmt 000112046429 City of Cockburn	23/02/2018	5040.17
COC23/02/18 Pmt 000112081315 City of Cockburn	23/02/2018	507.99
		2,658,172.49

TOTAL PAYMENTS	10,612,559.68
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FEBRUARY PAYMENTS SUMMARY**CHEQUE PAYMENTS - Nil****ELECTRONIC FUNDS TRANSFER PAYMENT – 648**

EF108572– EF109543

CANCELLED PAYMENTS

EF108412

EF108223

EF107997

EF108477

CANCELLED PAYMENTS (VOIDED)

EF109110– EF109325

EF109329– EF109436

15.2 STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - FEBRUARY 2018

Author(s) N Mauricio

Attachments 1. Monthly Activity Statement - February 2018 [↓](#)

RECOMMENDATION

That Council:

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

Revenue adjustments	Increase	(57,001)
Transfer from Reserve adjustments	Increase	(137,473)
Expenditure adjustments	Increase	194,474
Net impact on Municipal Budget closing funds	Decrease	Nil

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

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:–

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

Regulation 34(4)(a) prescribes that the Statement of Financial Activity and accompanying documents be presented to Council within 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 “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 2017/18 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 had \$6.64M in opening funds (brought forward from the previous year), which included \$5.42M of municipal funding required for the carried forward works and projects.

Closing Funds

The City’s closing funds position of \$49.32m was \$15.34m higher than the YTD budget forecast. This result reflects the net cash flow variances across the operating and capital programs as further detailed in this report.

The 2017/18 revised budget reflects an EOFY closing position of \$0.26m, down from \$46k the previous month following the adoption of the mid-year review and other budget changes at the February meeting of Council.

Operating Revenue

Consolidated operating revenue of \$130.0m was ahead of the YTD budget target by \$1.27m. A significant portion of the City’s operating revenue was 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 summarises 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	97.30	97.16	0.14	99.83
Specified Area Rates	0.40	0.33	0.07	0.33
Fees & Charges	20.36	19.56	0.80	27.58
Operating Grants & Subsidies	7.44	7.46	(0.01)	9.87
Contributions, Donations, Reimbursements	0.92	0.78	0.14	1.22
Interest Earnings	3.57	3.46	0.12	4.94
Total	130.00	128.74	1.27	143.78

The material variances at month end were:

- Fees & Charges:
 - Henderson Waste Recovery Park commercial landfill fees were ahead of the YTD budget by \$0.45m. However, these were revised lower in the mid-year review and a more conservative budget setting adopted.
 - Pen fees for the Port Coogee Marina were showing a budget variance of \$0.37m, although this is only due to the incorrect phasing of the budget and will be corrected for next month.

Operating Expenditure

Operating expenditure of \$89.32m (including asset depreciation) was under the YTD budget by \$4.21m.

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

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	(34.08)	(34.88)	0.81	(53.66)
Employee Costs - Indirect	(0.50)	(0.64)	0.14	(1.48)
Materials and Contracts	(24.79)	(27.85)	3.06	(41.61)
Utilities	(3.34)	(3.50)	0.17	(5.28)
Interest Expenses	(0.41)	(0.41)	0.00	(0.82)
Insurances	(1.18)	(1.21)	0.03	(1.21)
Other Expenses	(5.40)	(5.16)	(0.24)	(8.13)
Depreciation (non-cash)	(20.08)	(20.31)	0.23	(30.45)
Amortisation (non-cash)	(0.72)	(0.75)	0.02	(1.12)
Internal Recharging-CAPEX	1.18	1.18	0.00	1.49
Total	(89.32)	(93.53)	4.21	(142.27)

Material and Contracts were collectively \$3.06m under the YTD budget with the significant variances being:

- Waste collection operating costs and gate fee expenses were collectively down \$0.48m
- Cockburn ARC was \$0.37m under spent across maintenance and operations.
- Parks & Environmental contract spending was collectively \$0.37m underspent.

Direct Employee Costs were collectively \$0.81m under the YTD budget with the only material variances belonging to Parks (underspend of \$0.22m) and Cockburn ARC (overspend of \$0.30m).

Other Expenses – Council's donations program was running \$0.22m behind the YTD budget target, whilst landfill levy costs were \$0.50m

ahead of the YTD budget. However, this is offset by a similar amount of additional revenue from landfill gate fees.

Capital Expenditure

The City's total capital spend at the end of the month was \$18.69m, representing an under spend of \$14.55m against the YTD budget.

The following table details this budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	4.42	7.59	3.17	16.95	1.99
Drainage	0.37	0.96	0.59	1.52	0.08
Footpaths	0.41	0.78	0.37	1.58	0.01
Parks Infrastructure	3.76	6.59	2.83	12.75	2.80
Landfill Infrastructure	0.82	0.90	0.08	1.19	0.08
Freehold Land	0.28	0.34	0.06	0.73	0.00
Buildings	5.83	11.37	5.55	20.10	5.71
Furniture & Equipment	0.72	1.19	0.46	1.19	0.10
Information Technology	0.70	1.38	0.69	2.87	0.51
Plant & Machinery	1.38	2.15	0.76	3.47	1.29
Total	18.69	33.25	14.55	62.36	12.57

These results included the following significant project variances:

- Roads Infrastructure (under by \$3.17m) – Spearwood Ave duplication (Beeliar to Barrington) was \$1.11m under YTD budget, Gibbs & Liddelow Roundabout under by \$0.34m and Bicycle Network - West under by \$0.22m.
- Drainage Infrastructure (under by \$0.59m) – Hamilton Rd works were \$0.39m under YTD budget.
- Parks Infrastructure (under by \$2.83m) – spending on the Coogee Beach master plan was \$0.53m under YTD budget, Bibra Lake skate park under by \$0.31m and MacFaull Park improvements under by \$0.22m.

- Buildings (under by \$5.55m) – Lakelands Hockey Facilities is showing a \$2.25m underspend against YTD budget, Cockburn Bowling & Recreation Facility was under by \$1.15m, Cockburn ARC minor works under by \$0.30m, Community Men's Shed under by \$0.58m and Spearwood Library refurbishments under by \$0.22m.
- Furniture & Equipment (under by \$0.46m) - the 3rd bin rollout is behind budget by \$0.44m.
- Information Technology (under by \$0.69m) – comprises a number of hardware and software projects with the CCTV program the most significant at \$0.17m under budget.
- Plant & Machinery (under by \$0.76m) – the light fleet replacement program was \$0.56m under YTD budget (with \$0.56m on order) and the major plant replacement program was under by \$0.20m.

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:

- Developer Contribution Area (DCA) contributions were collectively ahead of YTD budget by \$1.58m, with community infrastructure contributions ahead by \$0.85m and roads infrastructure contributions ahead by \$0.73m. These were adjusted in the mid-year budget review.
- Road grant funding was collectively \$0.26m ahead of the YTD budget.

Reserve Transfers

- Transfers from Reserve were \$4.10m below the YTD budget setting, with reserve funding for capital projects behind budget by \$3.96m. This generally correlates with under spending within the capital program to the end of the month.
- Transfers to financial reserves were \$2.26m above the YTD budget, primarily due to the higher level of DCA developer contributions received (extra \$1.66m transferred), higher interest earnings (extra \$0.2M) and extra plant sales proceeds of \$0.56m.

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$164.67m, up marginally from \$163.40m the previous month.

\$117.45m of this balance represented funds held for the City's financial reserves. The remaining balance of \$47.22m represented cash funding available to meet operational liquidity requirements.

Investment Performance, Ratings and Maturity

The City's investment portfolio made a weighted annualised return of 2.66% for the month, unchanged from the month before. This continued to compare favourably against the UBS Bank Bill Index (2.01%) and the FIIG Term Deposit - All Maturities Index (1.99%). Interest earnings of \$3.57m to the end of the month were \$118k ahead of the YTD budget.

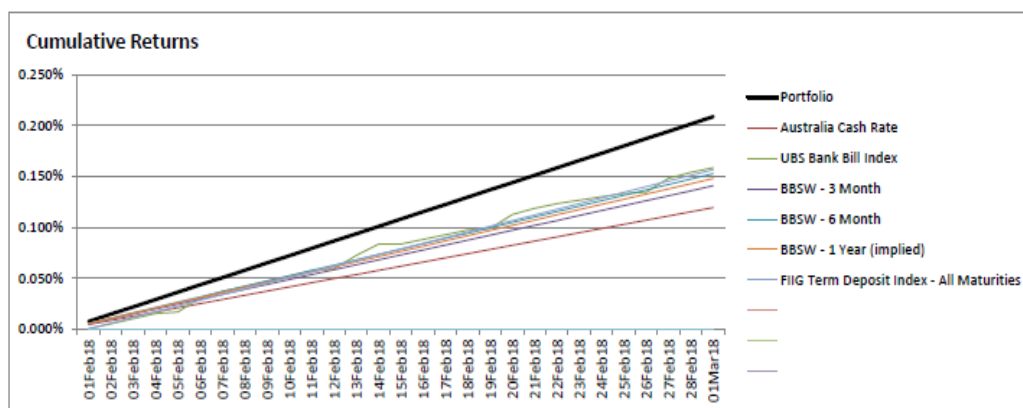


Figure 1: COC Portfolio Returns vs. Benchmarks

The cash rate was most recently reduced at the August 2016 meeting of the Reserve Bank of Australia (by 25bp to 1.50%). Markets currently indicate the next move will most likely be up, but not until late 2018 or early 2019.

The majority of investments are currently 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 that were grandfathered by updated legislation.

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. The A-1+ investment holding increased from 32% to 35% during the month, whilst the A-1 holding remained at 23%. The amount invested with A-2 banks reduced from 43% to 41%, comfortably below the policy limit of 60%.

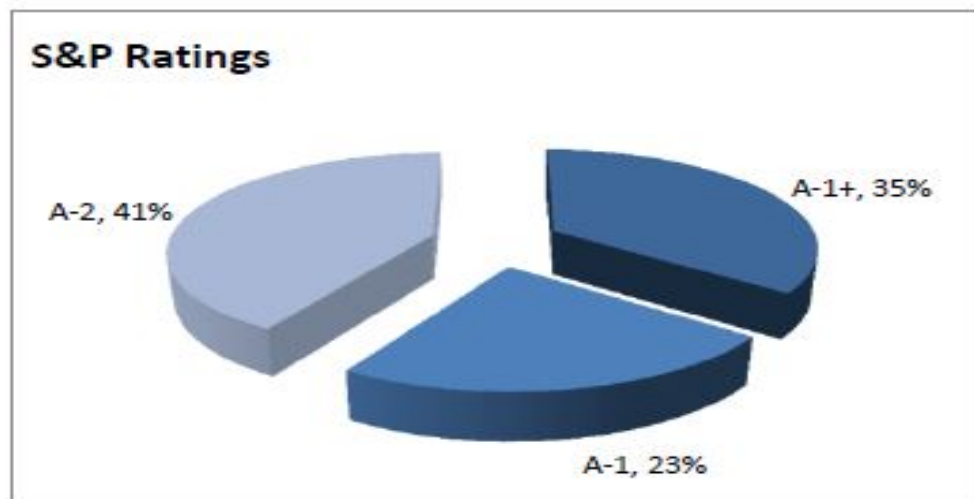


Figure 2: Council Investment Ratings Mix

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 derived within the 6-12 month investment range.

The City's TD investment portfolio had an average duration of 180 days or 6.0 months at the end of the month (down from 188 days the previous month) with the maturity profile graphically depicted below:

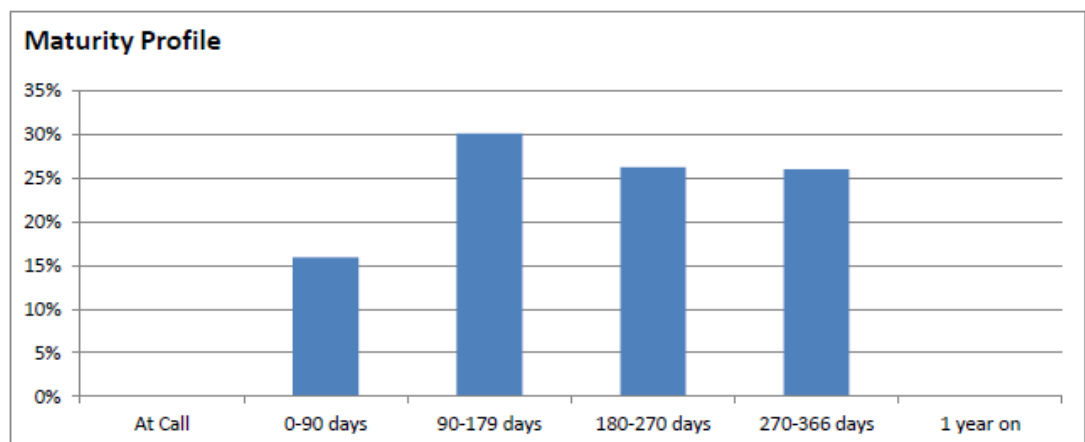


Figure 3: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 42% (\$69.00m) of its TD investment portfolio with banks deemed free from funding fossil fuel related industries. This was slightly down from 45% (\$73.02m) the previous month and fluctuates due to policy limits and deposit rates available at time of placement.

Budget Revisions

There were a number of budget amendments identified during the month that require Council adoption. These have no effect on the City's budget surplus.

- Additional grant funding of \$57,001 for the Financial Counselling service received and budgeted to be spent.
- Residual funding of \$127,473 (from Greenhouse Emissions Reduction Reserve) for the Cockburn ARC Solar PV project wasn't carried forward and needs to be re-budgeted to cover final costs.
- \$10,000 budget required for the removal of a Naval Base shack (funded from Naval Base Shack Removal Reserve).
- Reallocation of \$10,000 surplus capital budget currently available for the replacement of scanners to allow for the replacement of aged iPads.

The financial report attached includes a detailed schedule of the proposed budget changes and the associated funding sources.

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 \$12.24m within its trust fund. \$5.97m was related to POS cash in lieu and another \$6.27m in various cash bonds and refundable deposits.

Strategic Plans/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 2017-18 budget surplus as reported to the end of February is \$265,612. This was subsequently reduced by \$45,000 to \$220,612 at the March ordinary meeting of Council. There is no further impact on the budget surplus from the budget changes recommended in this report.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

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

Advice to Proponent(s)/Submissioners

N/A

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

Nil

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 28 February 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Financial Services	102,829,489	102,651,215	0%	178,274	107,239,519	109,281,923
Information Services	-	1,000	-100%	(1,000)	1,500	1,500
Human Resource Management	130,169	194,661	-33%	(64,493)	292,000	292,000
Library Services	29,171	35,431	-18%	(6,260)	53,146	53,146
Recreation & Community Safety	8,729,394	8,641,494	1%	87,900	12,695,410	9,197,863
Community Development & Services	6,673,661	6,668,182	0%	5,479	8,900,411	8,635,797
Corporate Communications	61,645	110,900	-44%	(49,255)	127,365	13,400
Governance & Risk	61,367	-	0%	61,367	-	-
Statutory Planning	649,304	606,333	7%	42,970	977,000	1,372,000
Strategic Planning	1,996,466	2,071,339	-4%	(74,873)	2,959,984	2,961,734
Building Services	840,130	868,094	-3%	(27,965)	1,250,650	1,460,650
Environmental Health	295,628	285,000	4%	10,628	325,500	325,500
Waste Services	6,657,346	6,202,839	7%	454,506 ✓	7,953,371	9,340,885
Parks & Environmental Services	197,092	37,713	423%	159,379	41,120	10,220
Engineering Services	246,203	152,077	62%	94,125	228,120	248,120
Infrastructure Services	607,678	208,829	191%	398,848 ✓	737,198	1,097,797
	130,004,741	128,735,110	1%	1,269,632	143,782,294	144,292,534
Total Operating Revenue	130,004,741	128,735,110	1%	1,269,632	143,782,294	144,292,534
Operating Expenditure						
Governance	(2,037,518)	(2,225,707)	-8%	188,190	(3,313,643)	(3,313,643)
Strategy & Civic Support	(574,755)	(791,134)	-27%	216,378 ✓	(1,239,217)	(1,234,467)
Financial Services	(4,273,444)	(4,280,442)	0%	6,998	(5,949,894)	(6,827,226)
Information Services	(3,595,001)	(3,652,177)	-2%	57,176	(5,397,224)	(5,266,526)
Human Resource Management	(1,646,411)	(1,793,761)	-8%	147,351	(2,740,330)	(2,775,521)
Library Services	(2,295,490)	(2,520,608)	-9%	225,119 ✓	(3,726,725)	(3,683,813)
Recreation & Community Safety	(9,402,620)	(10,048,090)	-6%	645,469 ✓	(15,717,621)	(14,253,359)
Community Development & Services	(7,742,609)	(8,358,491)	-7%	615,882 ✓	(12,701,417)	(12,251,506)
Corporate Communications	(2,313,952)	(2,509,568)	-8%	195,616	(3,639,240)	(3,417,525)
Governance & Risk	(181,167)	(152,672)	19%	(28,495)	(243,170)	(250,670)
Statutory Planning	(808,743)	(847,994)	-5%	39,252	(1,342,640)	(1,576,865)
Strategic Planning	(1,300,974)	(1,290,505)	1%	(10,469)	(1,998,061)	(1,851,561)
Building Services	(962,347)	(969,214)	-1%	6,867	(1,525,058)	(1,670,771)
Environmental Health	(1,094,881)	(1,259,587)	-13%	164,706	(1,954,428)	(1,859,118)
Waste Services	(12,246,412)	(12,438,832)	-2%	192,421	(19,003,078)	(19,841,080)
Parks & Environmental Services	(7,846,246)	(8,405,400)	-7%	559,154 ✓	(13,443,735)	(13,330,993)
Engineering Services	(5,112,589)	(5,360,691)	-5%	248,102 ✓	(8,083,816)	(7,901,213)
Infrastructure Services	(6,262,138)	(6,754,463)	-7%	492,325 ✓	(10,171,798)	(9,916,832)
	(69,697,296)	(73,659,338)	-5%	3,962,042	(112,191,097)	(111,222,691)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 28 February 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	1,178,004	1,180,984	0%	(2,980)	1,489,117	1,331,071
Add: Depreciation & Amortisation on Non-Current Assets						
Computer Equipment	(653,748)	(666,040)	-2%	12,292	(999,080)	(250,320)
Furniture and Equipment	(250,850)	(237,352)	6%	(13,498)	(356,028)	(203,364)
Plant & Machinery	(2,131,200)	(1,982,566)	7%	(148,634)	(2,999,255)	(2,999,255)
Buildings	(3,933,842)	(4,067,792)	-3%	133,950	(6,063,608)	(5,350,032)
Infrastructure - Roads	(7,368,804)	(7,520,432)	-2%	151,628	(11,280,648)	(11,087,508)
Infrastructure - Drainage	(1,685,978)	(1,683,136)	0%	(2,842)	(2,524,704)	(2,524,704)
Infrastructure - Footpaths	(911,605)	(930,368)	-2%	18,763	(1,395,552)	(1,208,220)
Infrastructure - Parks Equipment	(2,509,994)	(2,569,440)	-2%	59,446	(3,854,160)	(3,701,592)
Landfill Infrastructure	(722,363)	(747,176)	-3%	24,813	(1,120,764)	(1,120,764)
Marina Infrastructure	(629,679)	(649,456)	-3%	19,777	(974,184)	(974,184)
	(20,798,062)	(21,053,758)	-1%	255,696	(31,567,983)	(29,419,943)
Total Operating Expenditure	(89,317,354)	(93,532,112)	-5%	4,214,758	(142,269,963)	(139,311,564)
Change in Net Assets Resulting from Operations	40,687,387	35,202,997	16%	5,484,390	1,512,331	4,980,970
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant and Machinery	287,054	356,736	-20%	(69,682)	267,171	(201,388)
Freehold Land	-	-	0%	-	2,013,103	1,763,103
Buildings	(189,348)	-	0%	(189,348)	-	-
	97,706	356,736	-73%	(259,029)	2,280,274	1,561,715
Capital Expenditure						
Computer Equipment	(696,004)	(1,382,697)	-50%	686,694 ✓	(2,873,870)	(2,197,915)
Furniture and Equipment	(721,691)	(1,185,314)	-39%	463,623 ✓	(1,185,314)	(509,000)
Plant & Machinery	(1,384,075)	(2,148,812)	-36%	764,737 ✓	(3,473,553)	(3,992,000)
Land	(280,411)	(338,003)	-17%	57,592	(729,290)	(110,000)
Buildings	(5,825,044)	(11,370,579)	-49%	5,545,535 ✓	(20,104,551)	(17,664,000)
Infrastructure - Roads	(4,421,064)	(7,594,101)	-42%	3,173,037 ✓	(16,948,505)	(11,769,788)
Infrastructure - Drainage	(365,313)	(955,008)	-62%	589,695 ✓	(1,523,366)	(1,000,000)
Infrastructure - Footpaths	(409,855)	(775,003)	-47%	365,148 ✓	(1,583,643)	(1,180,440)
Infrastructure - Parks Equipment	(3,289,391)	(5,492,386)	-40%	2,202,996 ✓	(11,110,296)	(8,592,000)
Infrastructure - Parks Landscaping	(475,049)	(1,101,708)	-57%	626,659 ✓	(1,643,184)	(1,500,000)
Landfill Infrastructure	(824,540)	(903,482)	-9%	78,942	(1,185,798)	(190,000)
Note 1.	(18,692,437)	(33,247,093)	-44%	14,554,656	(62,361,370)	(48,705,143)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 28 February 2018

	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	(411,058)	(350,000)	17%	(61,058)	(350,000)	-
Add: Transfer to Reserves	(23,547,795)	(21,287,426)	11%	(2,260,369) X	(33,717,959)	(25,599,306)
Add Funding from						
Non-Operating Grants, Subsidies and Contributions	5,508,111	5,278,444	4%	229,667 ✓	13,479,842	11,336,931
Developers Contributions Plans: Cash	6,789,715	5,207,584	30%	1,582,131 ✓	7,153,484	6,017,736
Proceeds on Sale of Assets	981,233	1,036,328	-5%	(55,095)	4,296,559	3,578,000
Reserves	11,615,146	15,713,809	-26%	(4,098,664) X	34,637,932	19,082,533
Gifted Subdivision Assets	-	-	0%	-	-	-
	24,894,204	27,236,165	-9%	(2,341,961)	59,567,817	40,015,200
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	20,075,698	20,306,582	-1%	(230,884) ✓	30,447,219	28,299,179
Amortisation on Assets	722,363	747,176	-3%	(24,813)	1,120,764	1,120,764
Profit/(Loss) on Assets Disposal	(97,706)	(356,736)	-73%	259,029 X	(2,280,274)	(1,561,715)
Loan Repayments	(1,250,000)	(1,298,073)	-4%	48,073	(2,597,176)	(2,597,176)
Non-Current Leave Provisions	162,216	-	0%	162,216	-	-
Deferred Pensioners Adjustment	31,695	-	0%	31,695	-	-
	19,644,266	19,398,950	1%	245,316	26,690,533	25,261,052
Opening Funds	6,643,985	6,643,985	0%	(0)	6,643,985	2,500,000
Closing Funds	49,316,257	33,971,793	45%	15,344,465	265,612	14,487
	-	-	-	-	-	-

Note 2, 3.

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	(696,004)	(510,422)	(1,206,426)	(1,382,697)	(2,873,870)	1,667,444
Furniture and Equipment	(721,691)	(102,510)	(824,201)	(1,185,314)	(1,185,314)	361,113
Plant & Machinery	(1,384,075)	(1,291,799)	(2,675,874)	(2,148,812)	(3,473,553)	797,679
Land	(280,411)	-	(280,411)	(338,003)	(729,290)	448,879
Buildings	(5,825,044)	(5,709,815)	(11,534,859)	(11,370,579)	(20,104,551)	8,569,692
Infrastructure - Roads	(4,421,064)	(1,989,086)	(6,410,150)	(7,594,101)	(16,948,505)	10,538,355
Infrastructure - Drainage	(365,313)	(83,264)	(448,577)	(955,008)	(1,523,366)	1,074,789
Infrastructure - Footpaths	(409,855)	(9,747)	(419,602)	(775,003)	(1,583,643)	1,164,041
Infrastructure - Parks Equipment	(3,289,391)	(2,697,523)	(5,986,914)	(5,492,386)	(11,110,296)	5,123,382
Infrastructure - Parks Landscaping	(475,049)	(102,704)	(577,753)	(1,101,708)	(1,643,184)	1,065,431
Landfill Infrastructure	(824,540)	(76,002)	(900,543)	(903,482)	(1,185,798)	285,255
	(18,692,437)	(12,572,872)	(31,265,310)	(33,247,093)	(62,361,370)	31,096,060

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	163,647,554	152,337,052	113,947,104	115,497,141
Rates Outstanding	16,717,301	2,150,000	2,150,000	2,150,000
Rubbish Charges Outstanding	144,787	120,001	120,000	120,000
Sundry Debtors	2,310,404	4,000,000	4,000,000	4,000,000
GST Receivable	(169,199)	-	-	-
Prepayments	83,658	420,000	420,000	420,000
Accrued Debtors	2,198	-	-	-
Stock on Hand	911	14,000	14,000	14,000
	182,737,613	159,041,053	120,651,104	122,201,141
Current Liabilities				
Creditors	(8,121,622)	(11,302,735)	(11,260,049)	(11,260,049)
Income Received in Advance	(1,547,721)	(1,500,000)	(1,500,000)	(1,500,000)
GST Payable	(833,387)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(4,036,890)	(3,994,840)	(3,992,256)	(3,992,256)
Provision for Long Service Leave	(2,451,508)	(2,000,000)	(2,000,000)	(2,000,000)
	(16,991,127)	(18,797,575)	(18,752,305)	(18,752,305)
Net Current Assets	165,746,486	140,243,479	101,898,799	103,448,836
Add: Non Current Investments	1,025,491	4,825,000	4,825,000	4,825,000
	166,771,977	145,068,479	106,723,799	108,273,836
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(117,455,720)	(111,096,686)	(104,603,096)	(108,259,348)
Deposits & Bonds Liability *	-	-	-	-
	49,316,257	33,971,793	2,120,703	14,487
Closing Funds (as per Financial Activity Statement)	49,316,257	33,971,793	2,120,703	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
GL	855	Savings in insurance premium transferred to Reserve		Operating Expenditure			500,000	420,968
OP	6827	New lease income at South Lake Child Health Clinic	OCM 14/12/17	Operating Income		3,750		424,718
CW	7742	Vehicle no longer purchased	OCM 14/12/17	Operating Expenditure		9,815		434,533
CW	7779	Vehicle no longer purchased	OCM 14/12/17	Operating Expenditure		22,795		457,328
OP	8987	Balancing and closing the project	OCM 08/02/18	Operating Income		32,515		489,843
		Various - Mid year budget review					224,231	265,612
				Closing Funds Surplus (Deficit)	0	1,016,324	765,199	265,612

Statement of Comprehensive Income *by Nature and Type*

for the period ended 28 February 2018

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	97,300,552	97,157,042	143,510	99,974,959	99,831,449	99,981,449
02 Specified Area Rates	403,797	330,000	73,797	403,797	330,000	330,000
05 Fees and Charges	Note 1 20,362,241	19,560,214	802,027	28,384,123	27,582,096	26,710,305
06 Service Charges	-	-	-	-	-	-
10 Grants and Subsidies	7,443,658	7,455,284	(11,626)	9,862,935	9,874,561	11,382,351
15 Contributions, Donations and Reimbursements	920,952	776,589	144,363	1,365,583	1,221,221	1,145,461
20 Interest Earnings	3,573,541	3,455,979	117,561	5,060,529	4,942,968	4,742,968
25 Other revenue and Income	-	-	-	-	-	-
Total Operating Revenue	130,004,741	128,735,110	1,269,632	145,051,926	143,782,294	144,292,534
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (34,076,852)	(34,884,700)	807,848	(52,849,598)	(53,657,447)	(52,284,525)
51 Employee Costs - Indirect Oncosts	(498,628)	(642,019)	143,390	(1,337,769)	(1,481,159)	(1,491,754)
55 Materials and Contracts	Note 3 (24,790,235)	(27,850,930)	3,060,695	(38,552,997)	(41,613,692)	(40,166,898)
65 Utilities	(3,338,388)	(3,504,503)	166,114	(5,116,568)	(5,282,682)	(5,227,818)
70 Interest Expenses	(412,277)	(408,350)	(3,928)	(820,627)	(816,699)	(816,699)
75 Insurances	(1,181,674)	(1,206,908)	25,234	(1,181,674)	(1,206,908)	(2,228,200)
80 Other Expenses	(5,399,241)	(5,161,929)	(237,312)	(8,369,821)	(8,132,510)	(9,006,798)
85 Depreciation on Non Current Assets	(20,075,698)	(20,306,582)	230,884	(30,216,335)	(30,447,219)	(28,299,179)
86 Amortisation on Non Current Assets	(722,363)	(747,176)	24,813	(722,363)	(1,120,764)	(1,120,764)
Add Back: Indirect Costs Allocated to Capital Works	1,178,004	1,180,984	(2,980)	1,486,136	1,489,117	1,331,071
Total Operating Expenditure	(89,317,354)	(93,532,112)	4,214,758	(137,681,617)	(142,269,963)	(139,311,564)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	40,687,387	35,202,997	5,484,390	7,370,309	1,512,331	4,980,970
NON-OPERATING ACTIVITIES						
11, 16 Non-Operating Grants, Subsidies and Contributions	5,508,111	5,278,444	229,667	13,709,509	13,479,842	11,336,931
18 Developers Contributions Plans: Cash	6,789,715	5,207,584	1,582,131	8,735,615	7,153,484	6,017,736
57 Land Ceded to the Crown	(411,058)	(350,000)	(61,058)	(411,058)	(350,000)	-
95 Profit/(Loss) on Sale of Assets	97,706	356,736	(259,029)	97,706	2,280,274	1,561,715
Total Non-Operating Activities	11,984,473	10,492,764	1,491,710	22,131,771	22,563,600	18,916,382
NET RESULT	52,671,861	45,695,761	6,976,100	29,502,081	24,075,931	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	367,607	394,053	591,080	591,080
Law and Public Safety	364,152	327,064	455,596	385,596
Cockburn ARC	7,216,524	7,235,429	10,447,138	7,253,485
	7,948,284	7,956,546	11,493,814	8,230,161
<u>Waste Services:</u>				
Waste Collection Services	2,639,644	2,648,389	2,715,000	2,800,000
Waste Disposal Services	4,014,407	3,554,450	5,238,371	6,540,885
	6,654,978	6,202,839	7,953,371	9,340,885
<u>Infrastructure Services:</u>				
Port Coogee Marina	582,521	207,298	734,901	1,095,500
	582,521	207,298	734,901	1,095,500
	15,185,783	14,366,684	20,182,086	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	(1,558,333)	(1,720,006)	(2,629,867)	(2,629,867)
Finance & Corporate Services Division	(4,855,518)	(4,916,384)	(7,448,927)	(7,358,795)
Governance & Community Services Division	(12,519,678)	(12,505,697)	(19,567,817)	(18,241,451)
Planning & Development Division	(3,433,978)	(3,616,271)	(5,554,688)	(5,869,626)
Engineering & Works Division	(11,709,345)	(12,126,342)	(18,456,148)	(18,184,786)
	(34,076,852)	(34,884,700)	(53,657,447)	(52,284,525)

Note 3

Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(929,458)	(1,164,748)	(1,617,518)	(1,612,768)
Finance & Corporate Services Division	(2,575,572)	(2,638,484)	(3,693,801)	(3,531,376)
Governance & Community Services Division	(7,782,806)	(9,011,922)	(13,186,863)	(12,408,779)
Planning & Development Division	(652,426)	(704,062)	(1,112,097)	(935,287)
Engineering & Works Division	(12,849,974)	(14,331,715)	(22,003,413)	(21,678,688)
Not Applicable	0	0	0	0
	(24,790,235)	(27,850,930)	(41,613,692)	(40,166,898)

City of Cockburn - Reserve Funds

Financial Statement for Period Ending 28 February 2018

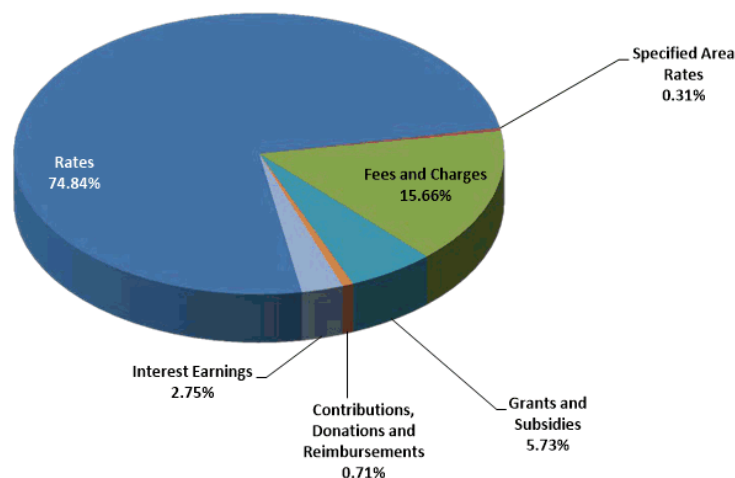
<i>Account Details</i>	<i>Opening Balance</i>		<i>Interest Received</i>		<i>t/f's from Municipal</i>		<i>t/f's to Municipal</i>		<i>Closing Balance</i>	
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>
<i>Council Funded</i>										
Bibra Lake Management Plan Reserve	589,288	589,288	11,324	8,174	-	-	(25,000)	-	575,612	597,462
C/FWD Projects Reserve	3,974,994	3,974,994	-	-	5,419,903	5,419,903	(7,570,973)	(4,067,857)	1,823,924	5,327,040
CCW Development Fund	500,000	500,000	53,573	6,935	1,500,000	-	-	-	2,053,573	506,935
Community Infrastructure	13,210,265	13,210,265	127,034	207,769	2,356,082	1,938,749	(3,592,570)	(616,805)	12,100,811	14,739,978
Community Surveillance Levy Reserve	1,097,742	1,097,742	23,842	15,116	200,000	133,333	(674,114)	(114,557)	647,470	1,131,635
DCD Redundancies Reserve	41,748	41,748	797	579	-	-	-	-	42,545	42,327
Environmental Offset Reserve	298,185	298,185	8,033	4,136	-	-	-	-	306,218	302,321
Green House Emissions Reductions	349,919	349,919	10,790	5,650	200,000	133,333	(10,852)	(10,852)	549,857	478,050
HWRP Post Closure Management	2,359,654	2,359,654	50,489	32,729	-	-	(85,000)	(63,573)	2,325,143	2,328,810
Information Technology	290,055	290,055	8,388	3,761	100,000	66,667	(222,680)	(192,184)	175,763	168,298
Insurance	328,198	328,198	8,801	8,943	893,580	893,580	-	-	1,230,579	1,230,720
Land Development & Investment Fund Reserve	4,177,766	4,177,766	256,447	56,039	3,260,000	214,774	(1,182,290)	(461,466)	6,511,923	3,987,112
Major Buildings Refurbishment	11,573,486	11,573,486	147,574	166,661	1,500,000	1,000,000	(240,000)	-	12,981,060	12,740,147
Municipal Elections	155,198	155,198	2,977	3,271	120,000	120,000	(200,000)	(200,000)	78,175	78,468
Naval Base Shacks	1,077,675	1,077,675	24,153	14,297	75,363	-	(96,534)	(96,534)	1,080,657	995,438
Plant & Vehicle Replacement	7,371,172	7,371,172	115,183	113,819	3,453,284	2,964,431	(2,066,916)	(588,797)	8,872,723	9,860,624
Port Coogee Marina Assets Replcmt	-	-	-	-	-	-	(15,000)	(1,980)	(15,000)	(1,980)
Port Coogee SAR Special Maintenance Reserve	1,246,841	1,246,841	28,417	19,917	274,000	347,797	-	-	1,549,258	1,614,555
Port Coogee SAR Waterways Reserve	112,477	112,477	8,852	2,052	56,000	56,000	(79,742)	-	97,587	170,528
Port Coogee WEMP	2,296,993	2,296,993	43,009	31,860	45,000	-	(398,192)	(118,838)	1,986,810	2,210,015
Roads & Drainage Infrastructure	13,987,382	13,987,382	81,300	199,157	1,500,000	1,000,000	(4,168,665)	(124,914)	11,400,017	15,061,626
Staff Payments & Entitlements	1,947,631	1,947,631	47,023	23,553	125,000	83,333	(364,053)	(359,611)	1,755,601	1,694,908
Waste & Recycling	13,165,896	13,165,896	363,713	178,676	1,326,365	-	(1,200,798)	(839,540)	13,655,176	12,505,032
Waste Collection Levy	2,437,627	2,437,627	66,093	32,263	595,869	-	(565,843)	(466,585)	2,533,746	2,003,305
POS Cash in Lieu (Restricted Funds)	-	-	108,937	0	-	-	-	-	108,937	0
	82,590,191	82,590,191	1,596,749	1,135,356	23,000,446	14,371,899	(22,759,221)	(8,324,092)	84,428,165	89,773,355
<i>Grant Funded</i>										
Aged & Disabled Vehicle Expenses	223,193	223,193	8,628	3,096	-	-	(27,000)	-	204,821	226,289
CIHF Building Maintenance Resrv	4,621,068	4,621,068	5,641	68,906	1,450,000	764,784	(20,000)	(13,636)	6,056,709	5,441,122
Family Day Care Accumulation Fund	8,482	8,482	-	118	-	-	-	-	8,482	8,600
Naval Base Shack Removal Reserve	526,838	526,838	10,822	7,307	-	-	-	-	537,660	534,145
Restricted Grants & Contributions Reserv	3,585,466	3,585,466	-	-	168,881	168,881	(3,257,292)	(3,196,091)	497,056	558,257
UNDERGROUND POWER	0	0	-	-	-	-	-	-	0	0
Welfare Projects Employee Entitlements	459,203	459,203	9,223	6,562	16,020	16,020	(14,012)	(14,012)	470,433	467,772
	9,424,250	9,424,250	34,314	85,988	1,634,901	949,685	(3,318,304)	(3,223,739)	7,775,161	7,236,184
<i>Development Cont. Plans</i>										
Cockburn Coast DCP14	(109,448)	(109,448)	-	(1,518)	-	-	(40,177)	(481)	(149,625)	(111,447)
Community Infrastructure DCP 13	5,964,447	5,964,447	220,238	105,549	5,000,000	4,182,893	(8,463,452)	-	2,721,232	10,252,889
Hammond Park DCP	1,398,439	1,398,439	9,354	24,199	626,114	991,621	(6,559)	(481)	2,027,349	2,413,778
Munster Development	1,140,711	1,140,711	18,147	16,331	80,000	68,352	(8,045)	(481)	1,230,812	1,224,913
Muriel Court Development Contribution	(110,762)	(110,762)	-	610	366,392	366,392	(11,328)	(481)	244,302	255,760

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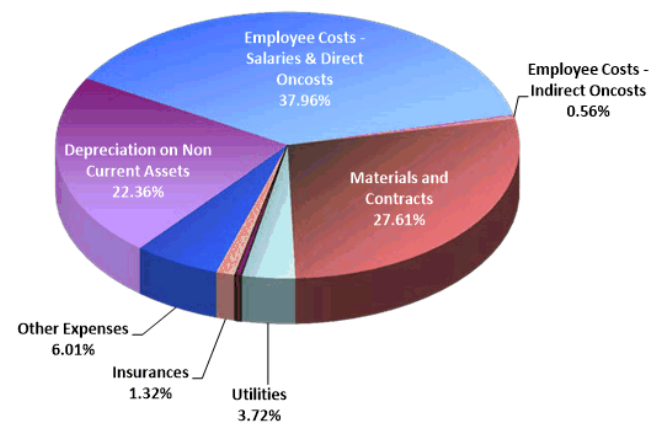
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Packham North - DCP 12	34,792	34,792	1,000	755	150,000	39,156	(9,019)	(59,789)	176,773	14,913
Solomon Road DCP	626,939	626,939	16,500	8,696	-	-	(5,235)	(481)	638,204	635,154
Success Nth Development Cont. Plans	2,684,263	2,684,263	15,311	39,647	535,802	535,802	(3,518)	(481)	3,231,859	3,259,232
Thomas St Development Cont. Plans	12,986	12,986	294	180	-	-	-	-	13,280	13,166
Wattleup DCP 10	91,140	91,140	2,000	3,145	256,370	256,370	(6,559)	(4,158)	342,952	346,497
Yangebup East Development Cont. Plans	1,347,473	1,347,473	6,026	18,697	5,000	652	(3,398)	(481)	1,355,101	1,366,340
Yangebup West Development Cont. Plans	427,648	427,648	9,195	7,339	133,806	340,000	(3,118)	-	567,531	774,986
	13,508,629	13,508,629	298,065	223,629	7,153,484	6,781,238	(8,560,407)	(67,314)	12,399,771	20,446,182
<i>Total Reserves</i>	105,523,070	105,523,070	1,929,128	1,444,974	31,788,831	22,102,822	(34,637,932)	(11,615,146)	104,603,096	117,455,720

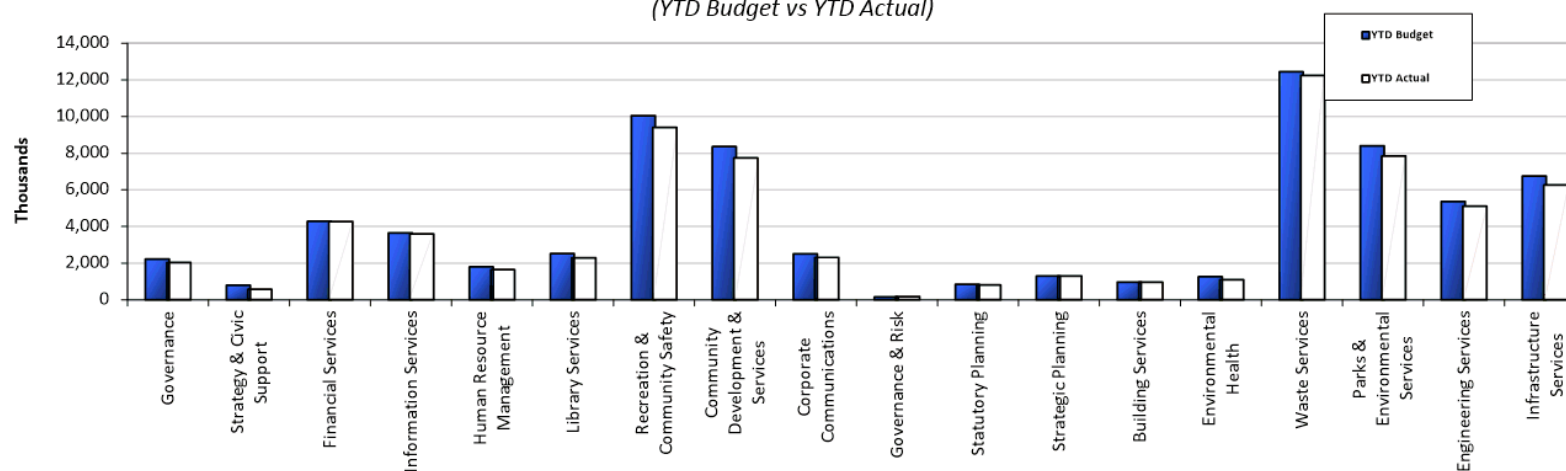
Operating Income by Nature and Type
(YTD Actual)

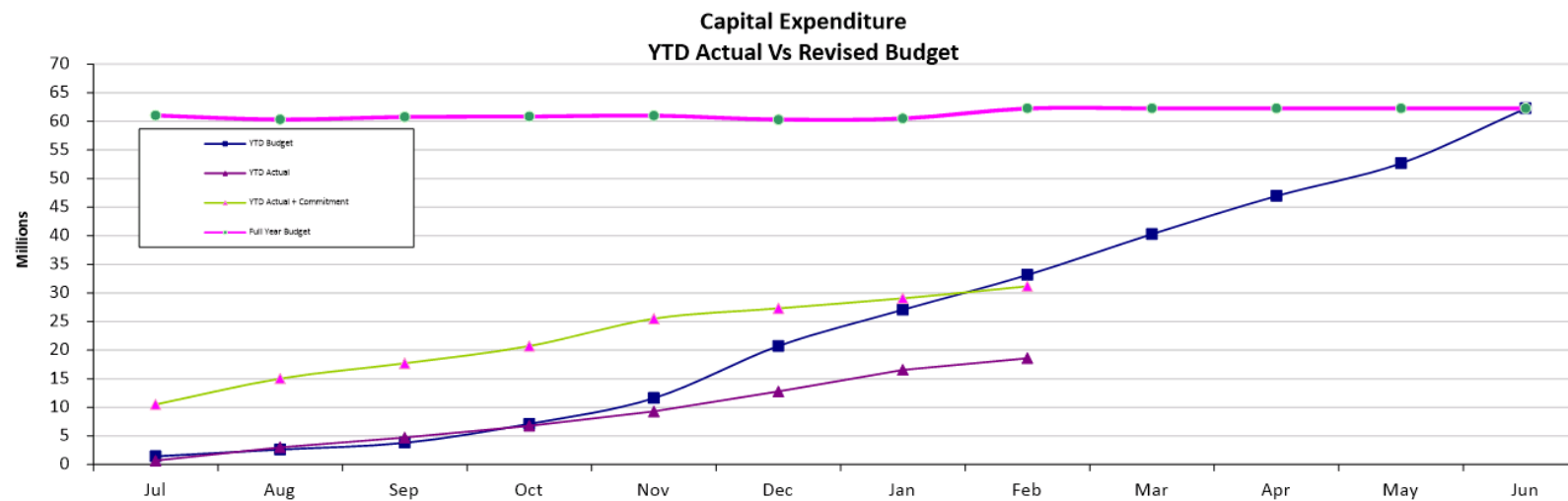
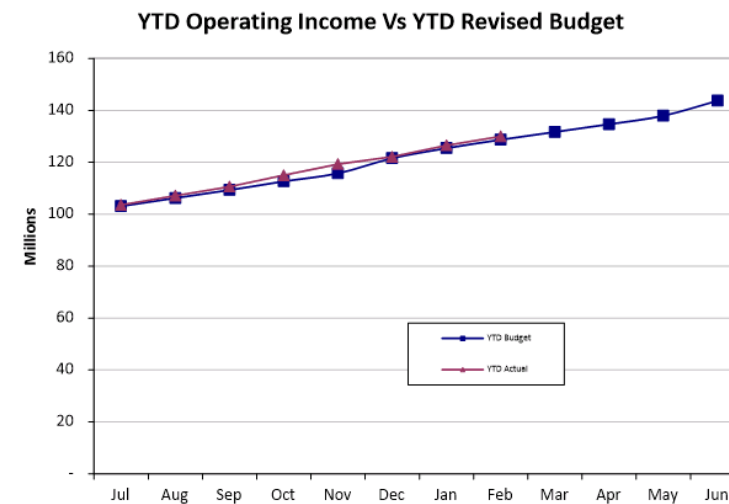
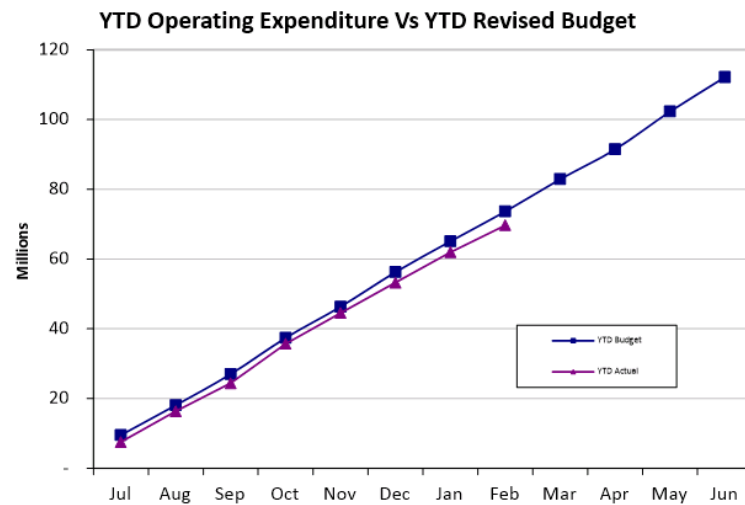


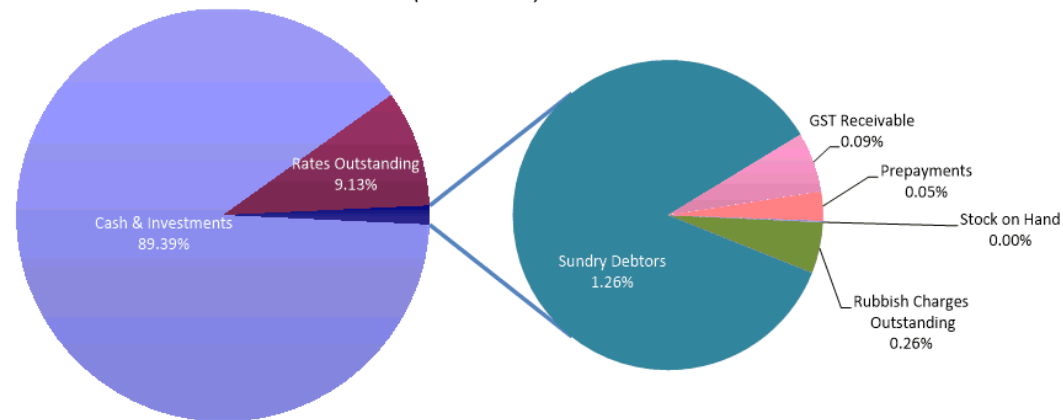
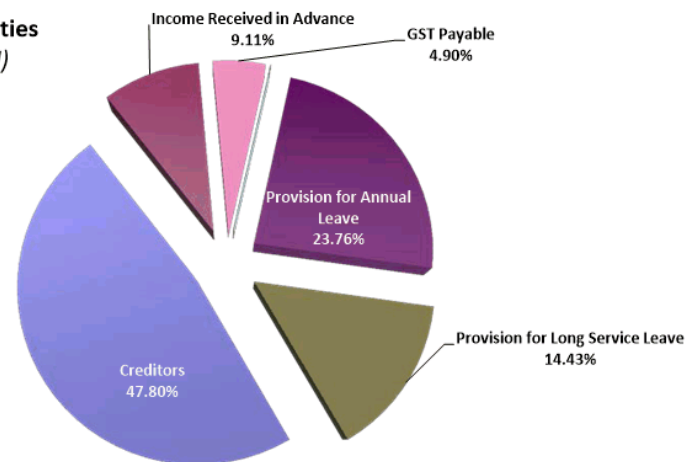
Operating Expenditure by Nature and Type
(YTD Actual)

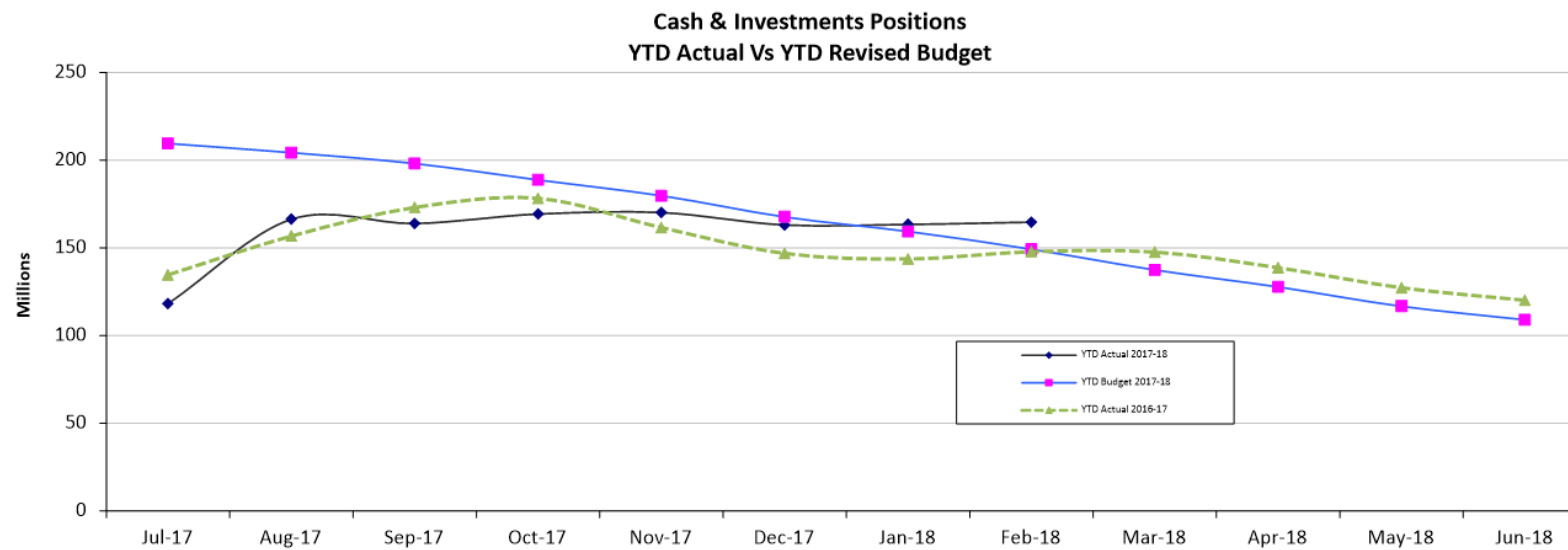
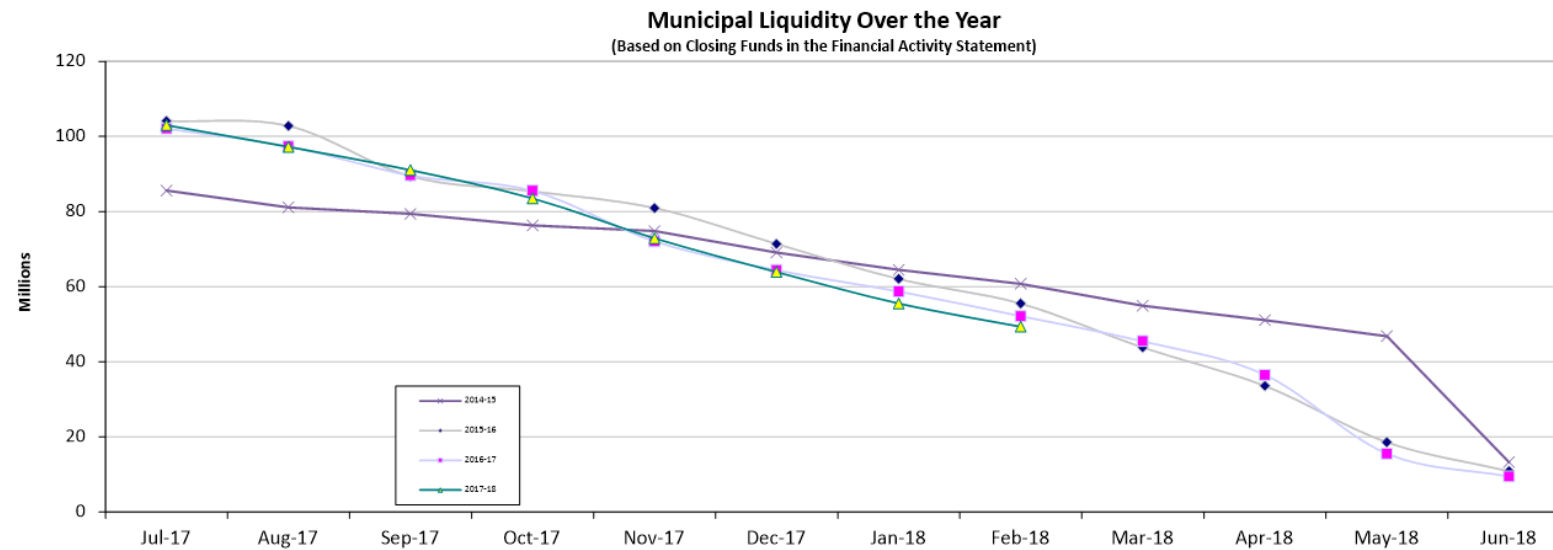


Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)





Current Assets
(YTD Actual)**Current Liabilities**
(YTD Actual)



DETAILED BUDGET AMENDMENTS REPORT
for the period ended 28 February 2018

PROJECT/ACTIVITY LIST		DESCRIPTION	ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
						RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 350	Financial Counselling - New	New grant received	ADD	50,110			(50,110)		
GL 378	Financial Counselling - Existing	Variation to grant	ADD	6,891			(6,891)		
CW 1356	OCE Scanner	Transfer to fund replacement of ipads	LESS	(10,000)				10,000	
OP 8246	Tablets/Laptop/Ipads	Replacement ipads	ADD	10,000				(10,000)	
CW 4663	Cockburn ARC Solar PV	Project completed. Missed carry forward project	ADD	127,473		(127,473)			
OP 9187	Naval Base Shacks	Removal of shack 123	ADD	10,000		(10,000)			
				194,474	0	(137,473)	(57,001)	0	0

16. ENGINEERING & WORKS DIVISION ISSUES

16.1 BUS SERVICES TO CALLEYA ESTATE

Author(s) J Kiurski

Attachments

1. PTA Potential Future Bus Routes [↓](#)
2. Calleya Estate Alternative Bus Routes [↓](#)
3. Calleya Estate Road Network by March 2018 [↓](#)

RECOMMENDATION

That Council liaise with Main Roads Western Australia and Public Transport Authority to secure a full access at Ghostgum Avenue and Armadale Road intersection, which will provide the best outcome for the public transport operation within the estate.

Background

At the Ordinary Meeting of Council held on 12 December 2017, Deputy Mayor Lee - Anne Smith requested a report to investigate more connected and accessible public transport options within Calleya Estate.

Submission

N/A

Report

Calleya Estate is a 144 hectare urban development located within the Treeby area. The estate that will ultimately feature almost 2,000 residential lots has been developed in two subdivision areas.

The first subdivision area was approved by the Western Australia Planning Commission in October 2013, which includes about 500 residential lots within the southern precinct of the Banjup Quarry Local Structure Plan area. Much of this stage has now been developed.

A second subdivision area was approved by the Western Australia Planning Commission in August 2014, comprising approximately 1500 lots in the northern precinct and inclusive of the Primary School, Civic, Local Centre and Light Industry zoned sites.

The Banjup Quarry Local Structure Plan provides an overarching planning framework to guide and facilitate the development of the Calleya Estate.

The plan provides for an integrated and coordinated approach to an appropriate mix of land uses and infrastructure necessary to create a strong and vibrant community, whilst delivering triple bottom line sustainability outcomes.

The site currently has limited service to public transport, with no bus routes directly passing through the site via Armadale Road or Jandakot Road. The nearest bus route is to the west of the site, Route 527, which services the Aubin Grove and Atwell areas on the southern side of Armadale Road. Bus Route 518 travels along Armadale Road between Murdoch TAFE and Piara Waters.

The site is within long walking distance to the Cockburn Central rail station; with pedestrian linkages between the Calleya Estate area and this station. The pedestrian linkages and environment from the project area to Cockburn Central will need to be better defined and enhanced from a landscape and safety perspective.

The longer term public transport options have been planned as a service through the Calleya Estate area, thus linking residents directly to both the Murdoch and Cockburn Central Train Stations. This may involve a rerouting and extension of the existing 515 bus service (currently terminating at Glen Iris Estate) and providing a link between Cockburn Central and Murdoch Transit Stations.

A possible supplementary bus service between Calleya Centre and the eastern residential area and primary school may also be considered, providing access to Cockburn Central (Attachment 1).

Further options include a bus route that travels between Cockburn Central and the Piara Waters area, the 518 bus service, via Jandakot Road and diverting through the Calleya Estate area; or alternative services running along Jandakot and Armadale Roads. A possible future bus rapid transit route between Armadale and Cockburn Central on Armadale Road has been proposed as part of the Public Transport Plan in 2031.

The Public Transport Authority provided a comment to the proposed public transport network in the Structure Plan in June 2017. The comment provided an alternative alignment, via Clementine Boulevard, Sunstone Boulevard, Greensand Prom, Dollier Street and Solomon Road.

The alternative alignment was an outcome of Main Roads WA plans to convert the Ghostgum Avenue and Armadale Road intersection to Left-in-Left-out preventing the long term ability to operate the original bus route alignment (Attachment 2).

The alternative alignment required road and intersection widening to accommodate the bus route and it has not been supported by the

Public Transport Authority. The PTA strongly advocates a full access at Ghostgum Avenue and Armadale Road intersection and to continue with the proposed potential future bus routes presented by the Treeby Public Transport Strategy (Attachment 1).

Whilst it is intended that a bus service will travel through the estate in the future, this will not be until there is a road connection to Jandakot Road and Solomon Road that would allow buses to travel through the estate by the most efficient route.

The current snapshot of Calleya Estate road network (Attachment 3) shows that there is not a built connectivity to Jandakot Road and Solomon Road until now and it will be difficult to determine the timeframe for the introduction of the proposed Calleya Estate bus route.

The provision of these services would depend on the road network completion and sufficient residential development to provide a viable passenger catchment.

Strategic Plans/Policy Implications

City Growth

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

Moving Around

Improve connectivity of transport infrastructure.

Community, Lifestyle & Security

Provide for community facilities and infrastructure in a planned and sustainable manner.

Leading & Listening

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

Community consultation was carried out as part of the structure plan approval process which included the PTA and the Main Roads WA as major stakeholders.

Risk Management Implications

It is important that any changes to the traffic movement at Ghostgum Avenue and Armadale Road intersection discussed with Main Roads Western Australia and Public Transport Authority be taken into account before any further decision about the possible bus routes within Calleya Estate is made. The design of the Ghostgum/Armadale intersection is part of the Armadale Road upgrade project.

If existing full movement at this intersection is not maintained in the final future design, there is a significant risk that alternative bus routes need to be implemented which will divert buses through a road network unsuitable for bus operations.

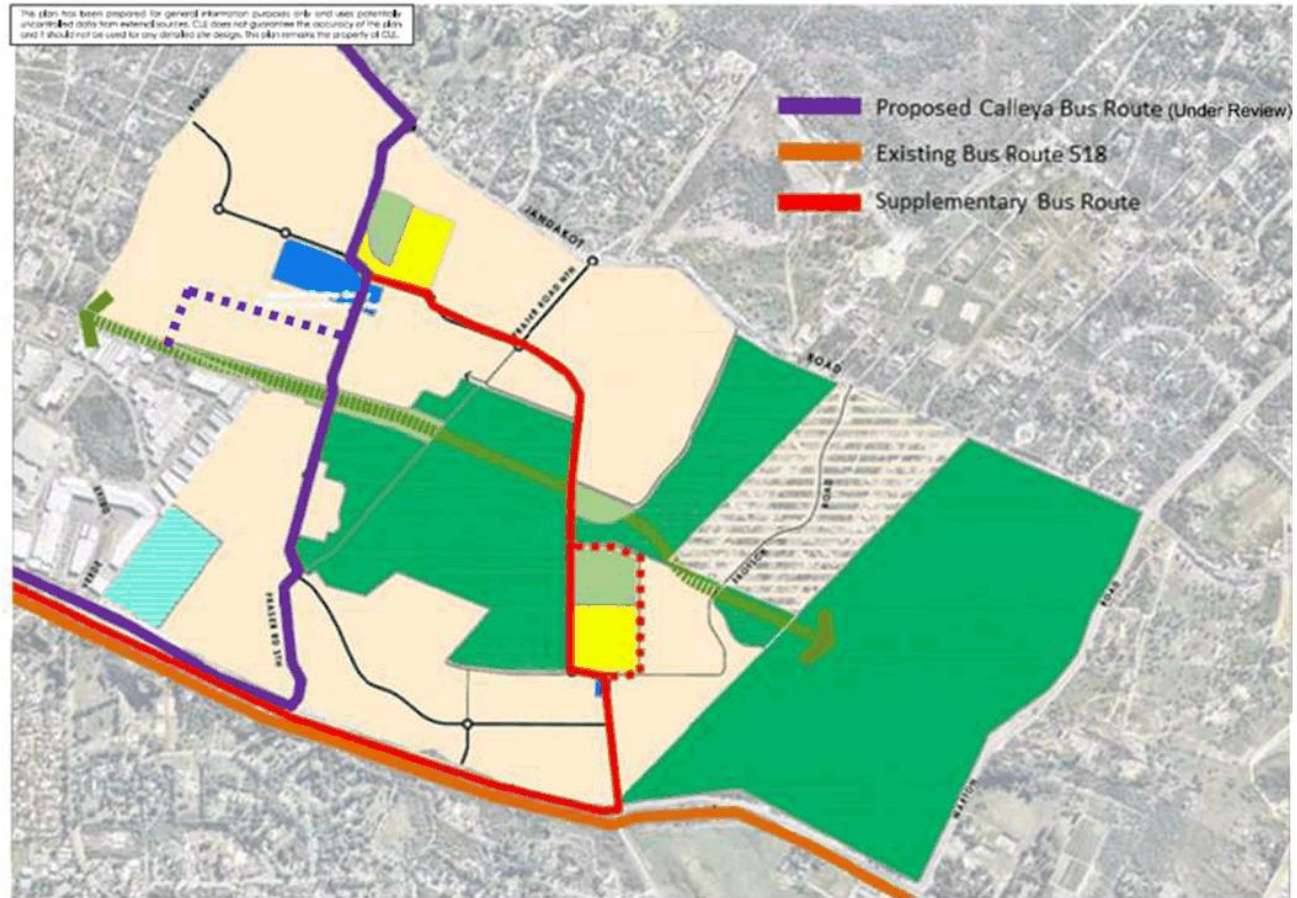
Advice to Proponent(s)/Submitters

N/A

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

Nil.

Attachment 1 – PTA Potential Future Bus Routes (Treeby Public Transport Strategy)





Government of Western Australia
Public Transport Authority



Transperth

20 July 2017

Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE WA 6965

CITY OF COCKBURN
DOC Ref
26 JUL 2017
SUBJECT 110/141
RETENTION 124.3.1 AS
PROPERTY
APP
ACTION CAROL CASHKORNOI

Our Ref: PTA0745/12

Treeby draft District Structure Plan

I am providing comment on behalf of Transperth with respect to the proposed public transport network in the Structure Plan.

With regard to the proposed bus route in Calleya Estate as denoted as the purple alignment in Figure 14 in the DSP part two, Transperth's intention would be to operate the bus route along the alternative alignment, via Clementine Boulevard, Sunstone Boulevard, Greensand Prom, Dollier Street and Solomon Road from the introduction of the service, as a result of MRWA's plans to convert the Ghostgum Avenue and Armadale Road intersection to Left-in-left-out (LILO) preventing the long term ability to operate the original bus route alignment.

It is acknowledged that it may be some time after the bus service is introduced that the LILO configuration is implemented and that residents along the southern section of Clementine Boulevard and Ghostgum Avenue would benefit from the service in the interim, however introducing a service on an alignment that will ultimately be withdrawn will inevitably be contentious among residents that have established travels patterns on the withdrawn section of the route, despite the outcome being forced by factors beyond Transperth's control. It is also desirable to build and establish travel behaviour patterns based on the long term alignment.

Regarding the suitability of the road network for a bus route on the alternative alignment, Transperth has undertaken a swept path survey (attached) which has identified issues with the dimensions of the intersections between Clementine Boulevard and Solomon Road which would hinder acceptable bus operations. The design speed of the survey was reduced to 5km/h to enable the template to traverse this section, with the intersection of Greensand Promenade and Dollier Street unable to accommodate the turn at all. Transperth typically requires road dimensions to allow turning manoeuvres at 15km/h, and four consecutive turning movements within one kilometre that must be negotiated at 5km/h or below would be beyond the scope of discretionary exceptions. As such it is likely modifications to relevant kerb lines would be required prior to the operation of bus services in Calleya Estate.

The timeframe for the introduction of the proposed Calleya Estate bus route and the potential supplementary bus route will be dependent on the available resourcing, road network completion and sufficient residential development to provide viable passenger catchment.

Public Transport Centre, West Parade, Perth, Western Australia 6000
PO Box 8125, Perth Business Centre, Western Australia 6849
T (08) 9326 2277 InfoLine 13 62 13
enquiries@transperth.wa.gov.au / www.transperth.wa.gov.au
ABN - 61 850 109 576

2

Yours sincerely



Lom Piggott
Senior Service Planner
TRANSPERTH, REGIONAL TOWN AND SCHOOL BUS SERVICES





16.2 BRUSHFOOT BOULEVARD TEMPORARY CLOSURE UPDATE

Author(s) J Kiurski

Attachments

1. AECOM_Traffic Impact Preliminary Review [↓](#)
2. Brushfoot Blvd roundabout-Option 1 [↓](#)
3. Brushfoot Blvd roundabout-Option 2 [↓](#)
4. Consultation Analysis Brushfoot Dec 2017 [↓](#)

RECOMMENDATION

That Council

- (1) extend the current partial closure at intersection of Wentworth Parade and Brushfoot Boulevard until the roundabout at the intersection of Russel Road and Hammond Road is completed;
- (2) reopen the full movement at the intersection of Wentworth Parade and Brushfoot Boulevard after roundabout completion at Russel Road and Hammond Road;
- (3) carry out speed/volume counts on Brushfoot Boulevard post opening to assess what affect this change has introduced to the distribution of traffic within the Brushfoot Boulevard area; and
- (4) receives a report from City officers following the completion of the traffic study on the traffic movements in the local area for further consideration on future actions or traffic safety measures.

Background

At the Ordinary Meeting of Council held on 8 September 2017, a report was considered by Council on traffic concerns for Brushfoot Boulevard and the following recommendations were adopted:

That Council:

- 1) initiates a two stage review to the temporary closure of Brushfoot Boulevard at the intersection with Wentworth Parade which is carried out in the period from now until the time when the Aubin Grove Rail Station becomes operational after which the traffic movements in the local area will be reviewed and any further actions considered;*
- 2) authorises the City officers to implement Stage 1 of the trial based on the closure of the left turn access into Brushfoot Boulevard from Wentworth Parade heading south at the existing roundabout, with the necessary direction and warning signage implemented based on an approved traffic management plan and public notification procedure in accordance with the Local Government Act 1995 as amended and the Road Traffic Act 2000 as amended;*

- 3) *before any further modifications are considered that would result in the complete closure of traffic access into and out of Brushfoot Boulevard from Wentworth Parade, detail modelling of the impact on waste collection services, land clearing and any other traffic redesign required to accommodate this change is presented to the impacted community and Council; and*
- 4) *receives a report from City officers following the completion of the Aubin Grove Rail Station project on the traffic movements in the local area for further consideration on future actions or traffic safety measures.*

This report provides an update on actions taken to implement the recommendations.

Submission

N/A

Report

The entry into the northern (Wentworth Parade) end of Brushfoot Boulevard, Success, was closed on 3 October 2016 to address concerns raised by residents of Brushfoot Boulevard and the Success Residents Association about increased traffic and associated safety risks, particularly due to the closure of Lamar Court at Russell Road, traffic accessing the Aubin Grove Train Station site and traffic using Brushfoot Boulevard as a direct north-south road link.

Since the City implemented the partial road closure at the intersection of Wentworth Parade and Brushfoot Boulevard, the City assessed what impact of the new train station and the partial closure of Brushfoot Boulevard by collecting traffic data to enable accurate before/after observations to be made. The traffic surveys have been undertaken on Brushfoot Boulevard and both distributor and local roads on both sides of the Kwinana Freeway.

The data has been reviewed by the City's Traffic and Transport Section and AECOM Australia Pty, who had been engaged by the Public Transport Authority to assess the existing local transportation network before and after the opening of the Aubin Grove Train Station. A report has been prepared and included as Attachment 1.

According to the AECOM report, two locations to the east of Aubin Grove Station, Alliance Entrance and Flourish Loop, show a traffic increase.

The only other area of the network which experienced an increase in traffic following the opening of Aubin Grove Station was Lauderdale

Drive, due to private vehicles illegally using the bus only entry to access Russell Road and Lauderdale Drive.

The section of Brushfoot Boulevard north of Awl Way shown to redaction by approximately 800 vehicles and 1,200 vehicles on a typical day respectively.

Focussing on the comparison between April 2017 and July 2017, locations where there has been an increase of 10% or higher are highlighted in Table 1.

Table1 - Traffic Count Summary

Road	Section	2015	2016	April 2017	July 2017
Alliance Entrance	40m north of Gibbs Rd	N/A	1,985	N/A	3,163
Ashendon Boulevard	70m south of Russell Rd	N/A	3,802	N/A	3,451
Aubin Grove Train Station Bus only access road	10m east of Lauderdale Drive	N/A	N/A	N/A	567
Bartram Road	500m east of Hammond Rd	2,027	1,764	2,389	2,152
Brushfoot Boulevard	100m north of Russell Rd	4,864	5,177	5,453	4,807
	100m north of Awl Way	2,188	2,361	1,519	1,174
Caterpillar Road	40m west of Danaine St	678	711	1,265	1,052
	30m west of Crossville Way	615	710	743	600
Claiborne Vista	30m east of Wentworth Pde	230	252	225	212
Emperor Approach	120m south of Caterpillar Rd	412	632	772	674
Flourish Loop	130m west of Alliance Ent.	N/A	N/A	N/A	1,530
Gibbs Road	60m west of Lyon Rd	15,863	16,020	16,373	16,798
	70m east of Lyon Rd	8,363	8,528	8,948	8,630
Hammond Road	150m south of Awl Way	6,818	7,722	10,191	9,215
	150m south of Bartram Rd	9,136	10,295	11,606	10,761
	200m north of Bartram Rd	8,183	9,050	9,734	9,176
	100m south of Russell Rd (formerly Frankland Ave)	N/A	645	N/A	721
Lamar Court	20m south of Lauderdale Dve	3,219	4,235	62	49
Lauderdale Drive	180m south of Wentworth Pde	N/A	3,290	356	802
Lyon Road	130m north of Alliance Ent.	N/A	N/A	N/A	2,014
	60m north of Gibbs Rd	5,349	6,159	5,909	6,080
	300m south of Gibbs Rd	9,197	9,606	9,903	10,170
Macquarie Boulevard	40m south of Goulburn App.	N/A	6,565	N/A	6,379
Oak Ridge Meander	30m south of Overton Vista	496	565	1,260	1,073
Russell Road	600m west of Kwinana Fwy	19,471	18,865	19,153	18,578
Rutherford Entrance	30m south of Wentworth Pde	754	791	779	779
Wentworth Parade	100m east of Hammond Rd	1,813	1,837	3,150	2,688
	60m east of Brushfoot Blvd	3,690	3,942	4,263	3,567
	40m east of Lauderdale Dve	6,960	7,634	5,909	5,489

Although the AECOM report shows that there is not a significant increase in traffic on the existing road network following the opening of Aubin Grove Station, the traffic volumes on Brushfoot Boulevard and Macquarie Boulevard are still high.

The City was aware of the community's desire to resolve congestion of Brushfoot Boulevard and Macquarie Boulevard and a need for an additional south-north road link within this area. The upgrade of the Russell Road and Hammond Road intersection to become a four-way, dual-lane roundabout had been included in the City's 2017/2018 financial year budget. The project is now underway and will be

completed by the end of June 2018. This will provide the community with an efficient additional access/egress point for Hammond Park.

Considering that the roundabout will have full movement access via Russell Road and Hammond Road, the north/south traffic would be expected to be drawn away from Brushfoot Boulevard/Macquarie Boulevard and through the new roundabout intersection.

Within six months of the completion of the Russell Road and Hammond Road roundabout, the City will undertake a traffic study to assess what affect this change introduces to the distribution of traffic in the local area.

The current temporary partial closure of the Brushfoot Boulevard and Wentworth Parade intersection has been modelled and the possible options for further modification consulted with public, in accordance with parts 3 and 4 of the Council resolution from the September 2017 OCM.

Option 1 – Continue Restricted Access: This option requires replacement of the current traffic management with an installation of a paved island to block traffic entering Brushfoot Boulevard from Wentworth Parade (Attachment 2).

Option 2 - Close Completely: By this option a Cul-De-Sac will be constructed by clearing portion of wetland; the access between Brushfoot Boulevard and Wentworth Parade will be blocked permanently (Attachment 3).

Option 3 - Completely Open: This option represented as a removal of the current traffic management and opening intersection for the traffic as it was before 3 October 2016, when partial closure implemented.

Consultation

The City has conducted two rounds of consultation recently.

On 28 November 2017, letters were sent to 1,089 residents around the Brushfoot Boulevard area to invite them to complete a short survey on Comment on Cockburn or send an email to the City by Friday 15 December to guide the City on the future traffic arrangements at this location.

A total of 82 residents participated in the consultation (Attachment 4).

The summary of this survey is presented in Table 2.

Table 2 – Outcome of December 2017 Public Survey

• Option 1 - Remain as is	7	8.5%
• Option 2 - Closed completely	28	34.1%
• Option 3 - Open completely	39	47.6%
• Other	8	9.8%
• Total	82	100

In February 2018, the City published the results of this consultation online and invited local residents to find out more. Invitations were hand delivered to letterboxes along Brushfoot Boulevard.

The City's engineers and Community Engagement Officer hosted two drop-in sessions for residents at the sports centre in Success on a Tuesday night and a Saturday morning in February to discuss the consultation results and hear from local people. About 25 residents attended across the two sessions, mainly property owners in Brushfoot Boulevard who want the road to remain partially closed.

Strategic Plans/Policy Implications

City Growth

Ensure planning facilitates a desirable living environment and meets growth targets

Moving Around

Improve connectivity of transport infrastructure

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

The closure (full or partial) of a public road must be carried out in accordance with the requirements of the Local Government Act 1995 (as amended) Section 3.50.

Community Consultation

As noted previously in this report, there was a public consultation survey completed on 28 November 2017 and two drop-in sessions for residents at Success during February 2018.

Further community consultation following the opening of the roundabout at the Hammond/Russell intersection and subsequent traffic study would be required so that the community is given an opportunity to comment and an informed decision can be made on this matter by Council.

Risk Management Implications

It is important that any road closure that results in transferring vehicle traffic to other roads, particularly other local residential streets, is considered in an informed manner in the context of the operation of the road network as a whole system.

It is important that the results of the of Russel Road and Hammond Road intersection post opening traffic study and the City's consultation about traffic in the southern part of Success are completed and taken into account before any further decision about the possible permanent closure of Brushfoot Boulevard is made.

Otherwise, there is a significant risk that traffic diverted by any part or full closure of Brushfoot Boulevard will simply and undesirably be transferred to another parallel street such as Oak Ridge Meander, potentially creating safety and amenity issues for residents and users of that street or other streets.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



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Memorandum

To	Ben Amrom	Page	1
CC	Sarah Cheung (PTA), Charles Sullivan (City of Cockburn), John McDonald (City of Cockburn)		
Subject	Aubin Grove Station - Preliminary Review of Traffic Impacts		
From	John Macaulay		
File/Ref No.	60301258/1.31	Date	17-Nov-2017

Background

In accordance with regulation 8 of the Planning and Development (Development Assessment Panels) Regulations 2011, the above application for planning approval was granted on 15 October 2015, subject to conditions, one of which related to transportation, as below:

'11. Within six months of commissioning (becoming operational) the Aubin Grove Train Station, the Public Transport Authority shall undertake an assessment of the existing localised transportation network to the satisfaction of the Western Australian Planning Commission on the advice of the City of Cockburn. In the event the assessment identifies shortcomings or deficiencies in the network that can be attributed to the use and operation of the Aubin Grove Train Station, reasonable solutions shall be identified and implemented to the satisfaction of the Western Australian Planning Commission on the advice of the City of Cockburn'

The purpose of this memo is to review available traffic data, before and after the opening of the station, where applicable, focussing on:

- ☐ The bus only link connecting the Station Access Road to Lauderdale Drive; and
- ☐ The surrounding road network.

Bus Only Link

A traffic survey of the bus only link between Lauderdale Drive and the Station Access was carried out on Wednesday 20th September 2017 using high mast video. The survey duration was for 24 hours. The camera location is as shown in Figure 1 below, highlighted in green. The purpose of the survey was to identify the level of illegal use of the link by general traffic.

Figure 1 Bus Only Link Camera Location



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Table 1 below provides a summary of the private vehicle and bus movements using the link.

As shown in Table 1, in the AM peak hour, up to 94 private vehicles were observed using the bus only link to access Lauderdale Drive from the Station Access Road, with 11 vehicles observed using the link in the opposite direction.

In the PM peak the number is reduced, although still significant, with it reasonably evenly balanced with 32 private vehicles accessing the Station Access Road from Lauderdale Drive, and 29 vehicles using the link in the opposite direction, towards Lauderdale Drive.

The level of use by private vehicles is therefore significant and measures to further enforce the bus link as being restricted for general traffic needs to be considered further.

Surrounding Road Network

The City of Cockburn undertook a series of traffic counts on the road network surrounding Aubin Grove Station for an average weekday in 2015, 2016, April 2017 (pre Aubin Grove Station opening) and July 2017 (post Aubin Grove Station opening). The traffic counts provided are as summarised in Table 2.

Focussing on the comparison between April 2017 and July 2017, locations where there has been an increase of 10% or higher are highlighted in Table 2.

The two locations to the east of Aubin Grove Station which show an increase, Alliance Entrance and Flourish Loop, provide access to the station car park and are shown to increase by approximately 1,200 vehicles and 1,500 vehicles on a typical day respectively. Traffic volumes on Gibbs Road remain reasonably steady, increasing by only 2.5% to the west Lyon Road and decreasing by 3.5% to the east of Lyon Road.

The only other area of the network which experienced an increase in traffic following the opening of Aubin Grove Station was Lauderdale Drive, which increased from 356 vehicles per day to 802 vehicles per day. This is due to private vehicles illegally using the bus only link to access Russell Road and Lauderdale Drive. It should be noted however that the traffic volume on Lauderdale Drive, prior to the closure of Lamar Court on Friday 26th August, was 3,290 vehicles.

Based on the traffic data provided, the impact of the opening of Aubin Grove Station has not therefore resulted in a significant increase in traffic on the existing road network, with the exception of the access routes to the car park to the east of the Kwinana Freeway, and Lauderdale Drive as a result of illegal use of the bus only link.

John Macaulay
Group Lead - Advisory
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Table 1 Bus Only Link Hourly Count

Project :Aubin Grove Bus Link				Date: Wed 20th September 2017		
Time	Eastbound form Lauderdale Drive			Westbound to Lauderdale Drive		
	Vehicle	Bus	Total	Vehicle	Bus	Total
0000 - 0100	2	0	2	0	0	0
0100 - 0200	1	0	1	0	0	0
0200 - 0300	0	0	0	0	0	0
0300 - 0400	1	0	1	0	0	0
0400 - 0500	4	1	5	0	0	0
0500 - 0600	8	0	8	12	0	12
0600 - 0700	17	2	19	34	4	38
0700 - 0800	10	5	15	50	5	55
0800 - 0900	11	3	14	94	4	98
0900 - 1000	7	3	10	30	3	33
1000 - 1100	4	2	6	20	2	22
1100 - 1200	11	2	13	8	3	11
1200 - 1300	9	2	11	17	2	19
1300 - 1400	11	2	13	18	2	20
1400 - 1500	24	2	26	18	3	21
1500 - 1600	14	5	19	41	3	44
1600 - 1700	24	4	28	30	3	33
1700 - 1800	32	7	39	29	3	32
1800 - 1900	21	5	26	22	5	27
1900 - 2000	16	2	18	16	1	17
2000 - 2100	15	1	16	9	1	10
2100 - 2200	4	1	5	8	1	9
2200 - 2300	4	1	5	3	1	4
2300 - 0000	1	0	1	1	0	1



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Table 2 Summary of Average Weekday Traffic volumes recorded before/after the opening of the Aubin Grove Train Station

Road	Section	2015	2016	April 2017	Train Station opened Sunday 23 April 2017	July 2017
Alliance Entrance	40m north of Gibbs Rd	N/A	1,985	N/A		3,163
Ashendon Boulevard	70m south of Russell Rd	N/A	3,802	N/A		3,451
Aubin Grove Train Station Bus only access road	10m east of Lauderdale Drive	N/A	N/A	N/A		567
Bartram Road	500m east of Hammond Rd	2,027	1,764	2,389		2,152
Brushfoot Boulevard	100m north of Russell Rd	4,664	5,177	5,453		4,807
	100m north of Awl Way	2,188	2,361	1,519		1,174
Caterpillar Road	40m west of Danaine St	678	711	1,265		1,052
	30m west of Crossville Way	615	710	743		600
Claiborne Vista	30m east of Wentworth Pde	230	252	225		212
Emperor Approach	120m south of Caterpillar Rd	412	632	772		674
Flourish Loop	130m west of Alliance Ent.	N/A	N/A	N/A		1,530
Gibbs Road	60m west of Lyon Rd	15,863	16,020	16,373		16,798
	70m east of Lyon Rd	8,363	8,528	8,948		8,630
Hammond Road	150m south of Awl Way	6,818	7,722	10,191		9,215
	150m south of Bartram Rd	9,136	10,295	11,606		10,761
	200m north of Bartram Rd	8,183	9,050	9,734		9,176
	100m south of Russell Rd (formerly Frankland Ave)	N/A	645	N/A		721
Lamar Court	20m south of Lauderdale Dve	3,219	4,235	62		49
Lauderdale Drive	180m south of Wentworth Pde	N/A	3,290	356		802

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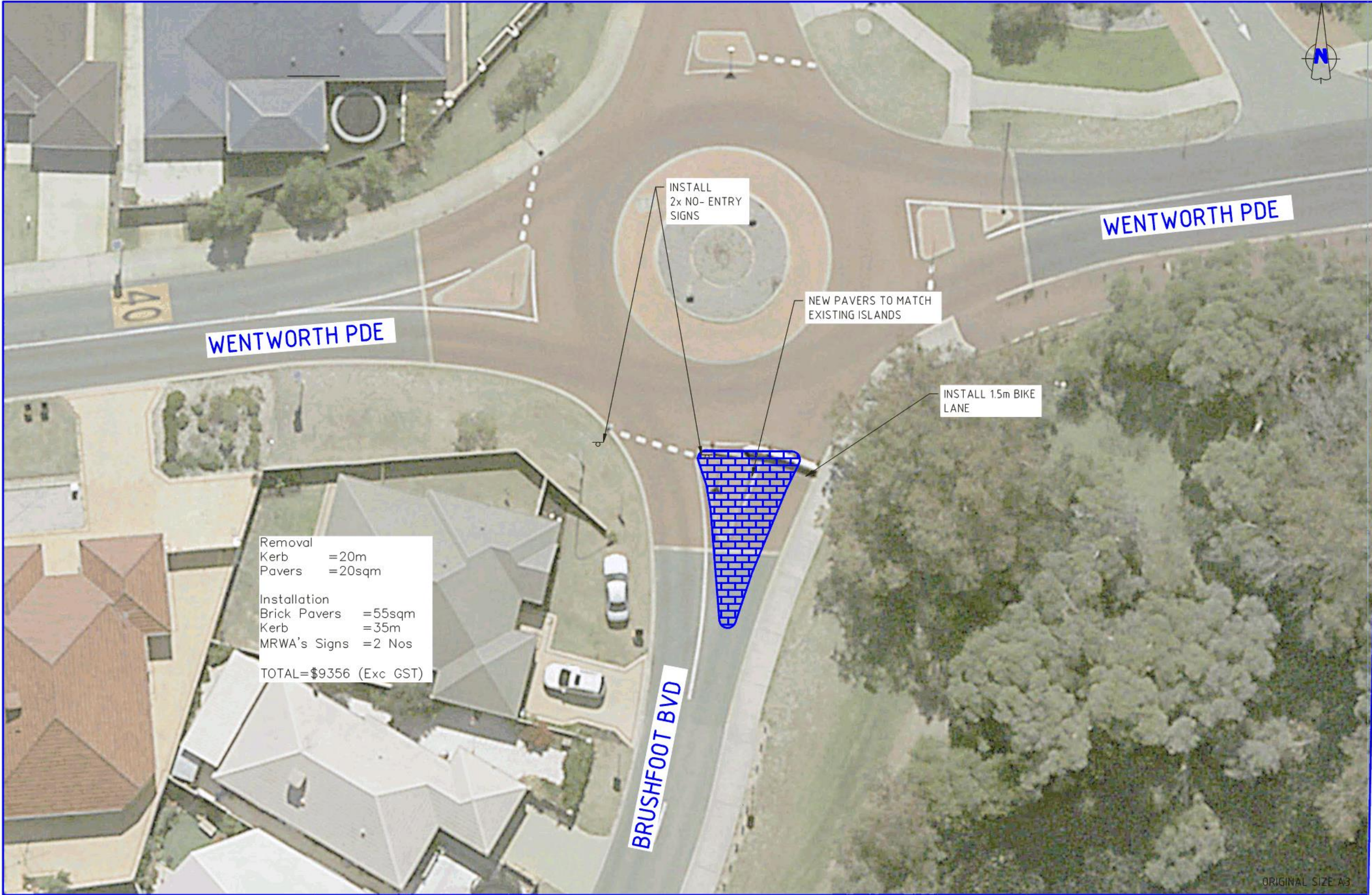


Lyon Road	130m north of Alliance Ent.	N/A	N/A	N/A		2,014
	60m north of Gibbs Rd	5,349	6,159	5,909		6,080
	300m south of Gibbs Rd	9,197	9,606	9,903		10,170
Macquarie Boulevard	40m south of Goulburn App.	N/A	6,565	N/A		6,379
Oak Ridge Meander	30m south of Overton Vista	496	565	1,260		1,073
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Wentworth Parade	100m east of Hammond Rd	1,813	1,837	3,150		2,688
	60m east of Brushfoot Blvd	3,690	3,942	4,263		3,567
	40m east of Lauderdale Dve	6,960	7,634	5,909		5,489

N/A = Not available

Key events:

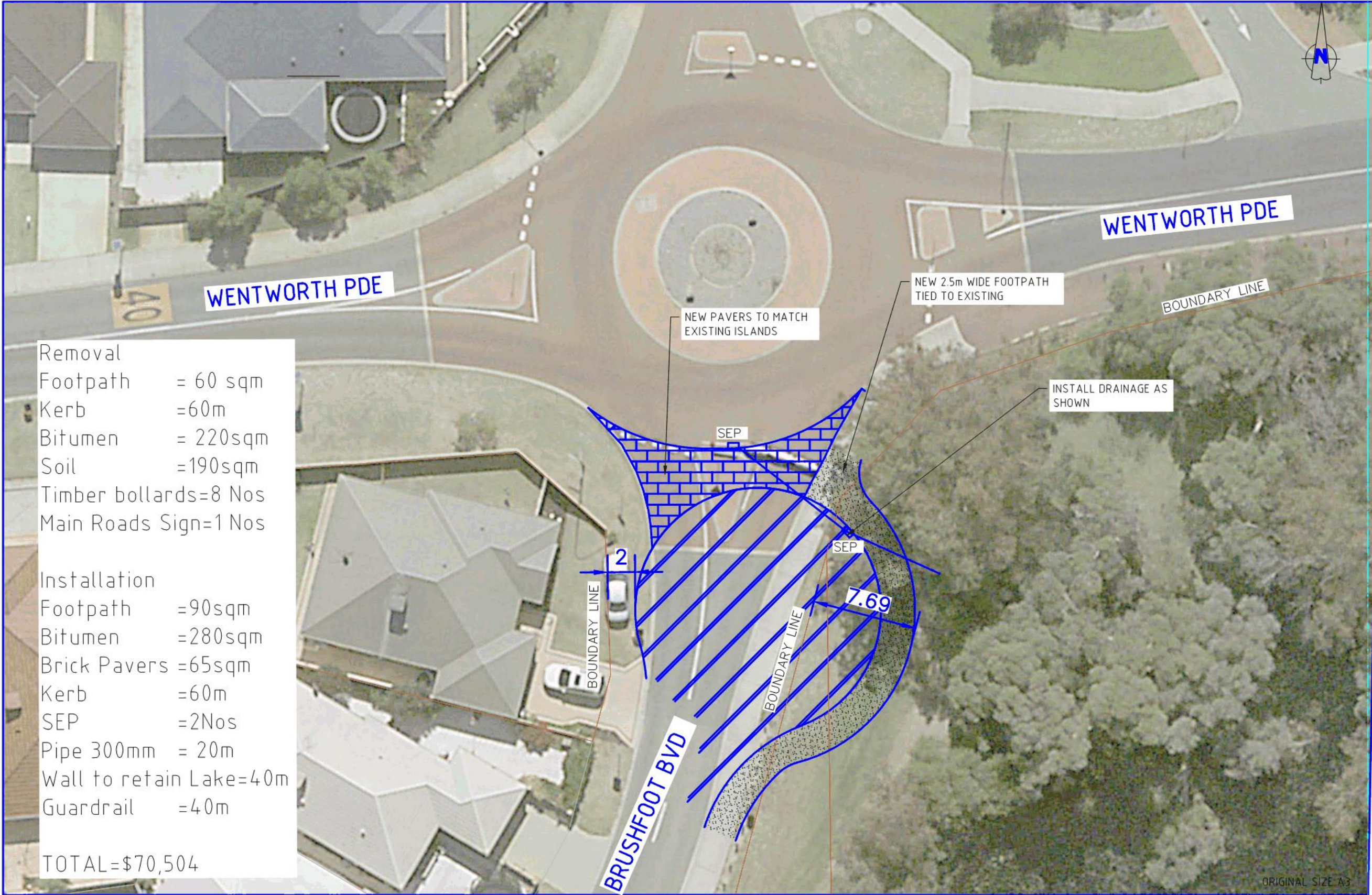
1. Lamar Court closed to vehicle traffic at Russell Road at approximately 10am Friday 26 August 2016
2. Brushfoot Boulevard closed to southbound traffic entering at Wentworth Parade on Monday 3 October 2016
3. Aubin Grove Train Station opened on Sunday 23 April 2017



					 CITY OF COCKBURN 9 COLEVILLE CRESCENT, SPEARWOOD WA 6163 PHONE: (08) 9411 3444 FAX: (08) 9347 3333	TITLE BRUSHFOOT BVD ROUNDABOUT CLOSURE OPTION 1 CLOSE IN BOUND WITH BIKE LANE		DESIGNED	N.S	APPROVED	SCALE 1:1000	JOB No.	DWG No.	SHEET No.	REV
							DRAWN	N.S							
							CHECKED								
REV	DESCRIPTION				DRAWN	DATE	CHECKED								

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ORIGINAL SIZE A3



Removal	
Footpath	= 60 sqm
Kerb	=60m
Bitumen	= 220sqm
Soil	=190sqm
Timber bollards	=8 Nos
Main Roads Sign	=1 Nos
Installation	
Footpath	=90sqm
Bitumen	=280sqm
Brick Pavers	=65sqm
Kerb	=60m
SEP	=2Nos
Pipe 300mm	= 20m
Wall to retain Lake	=40m
Guardrail	=40m
TOTAL=\$70,504	

						CITY OF COCKBURN 9 COLEVILLE CRESCENT, SPEARWOOD WA 6163 PHONE: (08) 9411 3444 FAX: (08) 9347 3333	TITLE BRUSHFOOT BVD ROUNDABOUT CLOSURE		DESIGNED	N.S.	APPROVED	SCALE 1:1000	JOB No.			
							OPTION 2		DRAWN	N.S.				DWG No.	SHEET No.	REV
							FULL CLOSURE OF SOUTHERN LEG WITH CUL-DE		CHECKED	SAC						
REV	DESCRIPTION				DRAWN	DATE	CHECKED									

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ORIGINAL SIZE A3

Brushfoot Boulevard December 2017

Consultation Analysis

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1. Executive Summary

Local residents who live near Brushfoot Boulevard, Success, have been asked to provide comment on the current traffic arrangements and whether they should remain the same or be changed.

In recent years, drivers have been using Brushfoot Boulevard as a through road, with increased traffic flow and an impact on the neighbourhood.

The construction of the Aubin Grove Rail Station resulted in a reassessment of the traffic movements in the local area.

A traffic study was carried out by the Public Transport Authority as part of the Development Approval of the rail station project and the City measured the speed and volume of traffic in the area bounded by Russell Road, Hammond Road and Wentworth Parade.

To discourage use of Brushfoot Boulevard, the City of Cockburn closed the southbound entrance into the boulevard from Monday 3 October 2016. This occurred at the roundabout at the intersection with Wentworth Parade, adjacent to Boronia Park.

The City is now simply monitoring whether the change has been effective.

2. Methodology

On 28 November 2017, Council sent letters to 1,089 residents around Brushfoot Boulevard and invited them to complete a short survey on Comment on Cockburn or send an email to Council by Friday 15 December to guide the City on the future traffic arrangements at this location. A total of 82 residents participated in the consultation.

Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
231	33	76
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
82	119	179

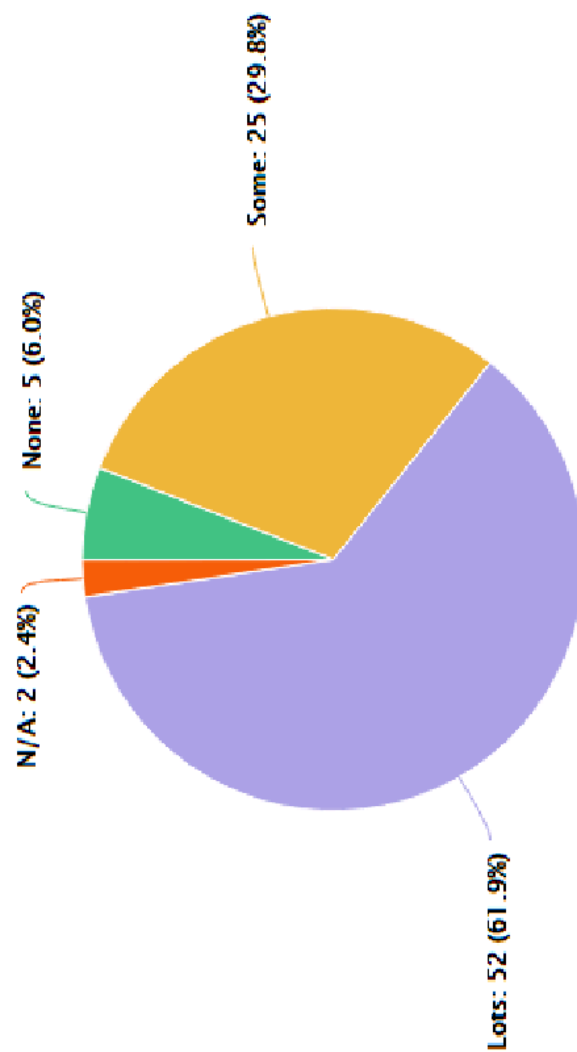
3. Outcome

Open completely	39	47.6%
Closed completely	28	34.1%
Remain as is	7	8.5%
Other	8	9.8%
Total	82	100

4. Engagement Summary

Engagement summary	
<p>We asked</p> <p>Should the traffic arrangements at Brushfoot Boulevard remain the same or be changed?</p>	<p>You said</p> <p>"The partial closure makes driving to the shopping centre a longer and less safe journey."</p>
<p>Key points in favour of staying the same:</p> <ul style="list-style-type: none"> • Safety, less noise, fewer cars <p>Key points in favour of closing the street:</p> <ul style="list-style-type: none"> • Safety 	<p>"The closure had increased my travel time on a daily basis - back home, from picking up the kids from school, shopping, etc."</p> <p>"We would be very happy to see the road closed completely as currently only 50% of the problem has been solved."</p>
<p>Key points in favour of opening the intersection</p> <p>Shorter journey time</p> <p>Has forced traffic down back streets</p>	<p>You participated</p> <p>Mailout to local homes</p> <p>Survey responses: 82 residents</p>
<p>Next steps</p> <p>We are now reviewing all community input.</p>	

1. What impact has the partial temporary closure of Brushfoot Boulevard had on you?



1. Describe the impact of the partial temporary closure on you.

1	More traffic each day along Oakridge Meander. Wildlife has been killed due to extra traffic on Oakridge Meander. Some traffic speed along Oakridge Meander. Due to the bend in Oakridge Meander, speeding cars are causing concerns for parents dropping and picking their children from school.
2	When driving son to work at Dominos could not go down Brushfoot Boulevard where Dominos is located instead had to go via Oakford. Not having access to Brushfoot going down to Russell not good. Need Lauderdale back.
3	Traffic has significantly been reduced. It has felt safe walking to and from school. There have been no birds run over since the closure. At night we used to hear people beeping from oncoming traffic being on the wrong side of the road. However we dont anymore.
4	Travel time and distance by vehicle to my house is increased. Inconvenient for local traffic
5	it is very inconvenient to drive all the way around to get out to the main road, especially when brushfoot is right there as well as a 'bus only' entrance to the lights at the train station. i find myself cutting through multiple other residential streets to get onto brushfoot instead of just turning straight onto it
6	Reduced traffic flow has allowed safer passage for pedestrians to school and surrounding park areas.
7	I'm not able to use the street. It is causing more traffic to pass the primary school than necessary.
8	It makes driving to the Hive Shopping centre a longer and less safe journey.
9	I live on Brushfoot Blvd (right on the bend as you head towards Wentworth/the lake). Traffic flow has been reduced slightly, however peak times in the morning and evening still experience very heavy traffic flow for cars heading towards Wentworth Parade (some at speed). Cars begin heading down Brushfoot Blvd heading towards Wentworth from as early as 6am on weekdays.
10	Taking alternative longer routes to get home through other residential streets
11	The number of hoons travelling on Brushfoot Bvd seem to have reduced.
12	The closure of Brushfoot has brought more traffic down Oak Ridge Meander. This road is a windy road and is busy with school traffic also. When parents

	are parked on both sides of the road, and with more traffic, it has become hazardous for families crossing the road. Peak Hour traffic times have seen an increase in the number of cars using Oak Ridge.
13	If i need to travel south to the Hammond Park shops on Russell Road or the freeway entrances, i now need to find an alternative route, however i do see the benefit of the southbound closure, in limiting through traffic in the local area, which is a benefit to residents.
14	Can't go directly go home and go on a frustrating detour behind uncontrollable buses which have to stop all traffic behind it.
15	As someone who lives on Columbus Loop, that is the main way in which we travel to our local shops and to Russell Rd to gain access to the freeway. I also have family and friends in Hammond Park and need to cross the Brushfoot/Russell Rd lights to enter their area. Over the 8 years we have lived in Success there has been constant road works and access issues on all our main thoroughfares & freeways in to the area and this has just added to it. Since the closure, living near the roundabout I have witnessed countless people make turns and enter the road from the wrong side, causing increased danger.. it has also forced people to maneuver through the new train station which is also a pain to navigate. Given that no matter what time we enter the freeway in our area & at what entry point, Russell, Beeliar or Berrigan is painful it would be nice to exit the suburb without also deviating around the block.
16	Traffic still using other internal streets to come back to Brushfoot Boulevard towards Russell road just to bypass Hammond Road.
17	Having the road blocked requires me to take an extended route to get to my home
18	I have on at least 5 occasions had the experience of someone turning into Brushfoot boulevard from Wentworth by coming in through the wrong side, almost causing a head on collision when they don't move to the correct side before turning the sharp bend. I have also seen many people driving ahead of me turn into Brushfoot boulevard from Wentworth by going the wrong way. One can only assume that these people live on or on nearby streets to Brushfoot and are too lazy to go the long way around.
19	I no longer have a direct route to and from my home to Cockburn Gateways which is where I do all my shopping, access to medical services etc.

20	It means a much longer drive to get to Russell Road. It's frustrating for a drive to The Hive Shopping Centre or driving to Hammond Park, even to get to the freeway.
21	Not many cars passing next to my house. Drivers are using Hammond rd. instead. Street is safer with less traffic.
22	Extended time and reluctance to go to Hammond Park and Atwell from Success.
23	I now use a different side street to travel to work, shopping centre etc from home.
24	Since the train station has gone in there is very little if no traffic issues... no difference
25	Cut down the traffic past my house by 90%. Less noise and speeding cars.
26	I travel to Rockingham from Success and to Wandii as well as Honeywood and Aubin Grove on a regular basis. The need to drive to Brushfoot Boulevard in the first instance was an annoyance - then the blocking of access to the road on such an ad-hoc basis makes me wonder if the council town planners are capable of long term planning? The approval of plans to build residential flats, houses on every vacant lot is creating a parking issue but of course that is another matter but it does serve to indicate that planning is either ad-hoc, inconsiderate of residents (who are rate payers!!!!) So I suppose you can understand I am annoyed by these arrangements.
27	Bank up of local traffic at roundabout
28	Has forced traffic down surrounding back streets
29	We have had to use Wentworth /Hammond Rd to get into Russell Rd
30	I am now able to easily reverse off my drive way, before the traffic management was in place it would take a while to get a gap in the traffic.
31	Prevents a direct access from Wentworth Pde to my street
32	I have to take a longer, inconvenient route to get to my house. People or tradies coming to the house get lost when following Google maps etc. Its a hassle regularly explaining an alternate route.

33	I'm in Caterpillar Road and the amount of speeding traffic in the street on account of the Brushfoot closure is a major concern. Only a matter of time until a child is killed by the excessive amount of cars that use our Road.
34	Its a bit better with partial closure as traffic is lighter and birds walking around isn't scared for their life! It needs to be closed completely however to avoid potential for accidents to wildlife and people walking narrow walk path when peak heavy traffic is avoiding birds.
35	None
36	Not much as we can deviate to other routes. Noise pollution has gone down significantly
37	Inconvenience to gain entry to Southaven Green, Wentworth Parade is the road I use all the time, its very convenience for me
38	Now, I have to take the Hammond Road to go to the shops along the Russel Road (corner Brushfoot Blvd).
39	The traffic on Brushfoot Blvd has only reduced the traffic up to Awl way where the cars are using that street as a cut through from Hammond road to get to Russell rd. I live (half way down Brushfoot Blvd) so there has been no reduction in traffic for half the street. I can't understand why the lights at the train station can not be used for general traffic because this is the obvious reason Brusfoot Blvd has got so busy after the street near the station got blocked off
40	I live on Brushfoot Boulevard and have to do a big circle just to get to my house when heading south on Wentworth.
41	Minimised traffic on Brushfoot Boulevard allowing easier access in and out of property.
42	The flow of traffic has declined significantly. Which increased the sense of safeness to our kids and our family. Further, it was very difficult to drive out of house due to high volume of motor-vehicle on Brushfoot Bvd most of the time. This has not an issue any more since closure of the road. Also less vehicle means lesser noise level, thus we could have healthier sleep. The closure has positively impacted on our family.
43	The partial closure has had a HUGE impact on our families safety whilst leaving/entering our driveway and walking to school. I feel safer walking my kids to and from school which I did not feel when the road was open after Lamar's closure - we live on the bend just 100m from the school. However a

	complete closure would be the safest option for the safety of not just my family but the community. Also the chances of having a head on with a vehicle at the dangerous corners (including the narrow strip of road between them) has reduced significantly.
44	The street is quieter and not like Hay Street
45	I travel to this area for work and have found the road safer to commute down. The road isn't well designed therefore it is still difficult to see oncoming traffic if there ever is any.
46	the closure of the cul-de-sac entrance to Russell Rd, near the train station and then the closure of Brushfoot Blvd makes for a very long and unnecessarily slow journey to the freeway, or the shops at Hammond Park. Considering a selling point for living where i live was the ease of access to the freeway and Hammond Park shops, these closures are unwarranted and unfair.
47	The half closure has made it dangerous as I drive down Brushfoot towards Wentworth. People cut through onto the wrong side of the road and I also now zigzag onto other residential streets.
48	The partial closure has been good as it feels a little safer to use as a pedestrian, cyclist and driver however i still don't feel completely safe and I worry about the safety of all users due to the still significant amount of northbound traffic. As a local resident I see on a daily basis the sheer volume of traffic impacting pedestrians and cyclists safety, mostly parents walking their kids to and from school. I have had a lot of close calls on my bicycle and in my car since the partial closure and remain amazed there has not been a serious accident.
49	Inconvenience when dropping/picking children at school on Wentworth Parade; Excessive traffic on Brushfoot Boulevard when attempting to walk children to school has become more dangerous; Speeding motorists going past the school to get to Hammond Road or taking the back roads to get to Russell Road lights; Excessive traffic congestion during peak times down Brushfoot Boulevard towards the lights on Russell Road including "parking" through the roundabout on Jardine/Papillion/Brushfoot
50	I recently moved to Success from Beckenham (Feb 2017). I have no idea about 2016 traffic flow in Brushfoot Boulevards. There is easy movement of traffic as of now even though Lamar Court is closed. It should remain as it is for now.
51	This has been a positive impact as there have been no near crashes,

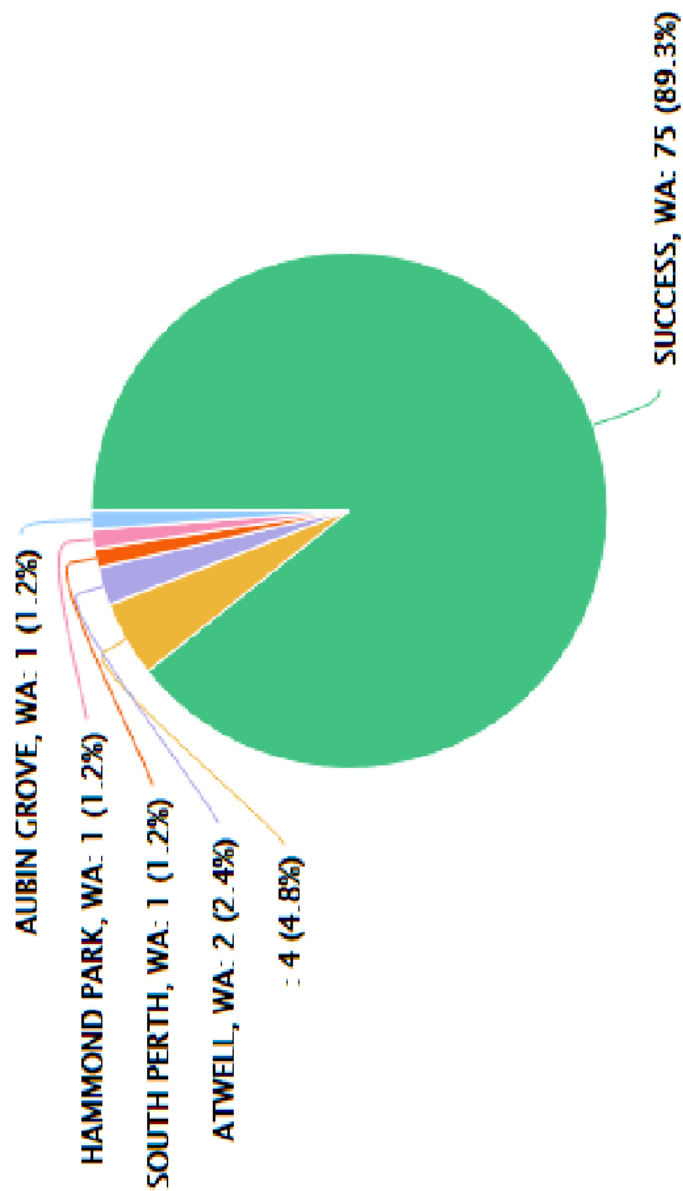
	dangerous swerving due to the sharp bend etc. It has felt safer to walk along including taking my young child to school. There has been no dead wildlife on the road which used to be the case when the road was open.
52	It has improved the amount of traffic on the road has decreased tremendously. The amount of heavy vehicle's has also reduced and it has become safer to exit and enter our driveway. The design of the road is not safe for heavy traffic flow or speed. There is still people choosing to enter the road illegally when it is clearly closed at wentworth pde which I have seen many times nearly resulting in accidents . If it becomes a cul de sac drivers will need to use the main roads.
53	Reduced traffic along Brushfoot Blvd which is a walking thoroughfare for the local Success primary school and the IGA Park Hive shops
54	The traffic has been pushed down our street (Emperor Approach) which is a much smaller street with a blind bend and no footpaths which makes it extremely dangerous for anybody walking to the shops, parks or any children walking to school. The amount of times we have been nearly rear ended entering our drive way by speeding cars or have had to jump out of the way of idiot drivers while walking is actually making us thinking about putting our house on the market and moving as the traffic is only getting worse.
55	Our daughter & son-in-law and two granddaughters live on Brushfoot Boulevard and we sometimes find it difficult to reverse out of their driveway due to the heavy traffic. Also when our granddaughters are walking to school it is quite dangerous with the amount of cars driving along Brushfoot Boulevard.
56	It was stupid right from the word go! It was obviously forced one to go all the way to Hammond Rd, but down at Russell Rd there is no traffic light to allow entry into Russell Rd and furthermore is a detour to those who wishes to go to the shopping centres at either side of Russell Rd
57	Less traffic during all hours of the day
58	It has caused a safety hazard whereby motorists are disregarding the road laws and entering Brushfoot from the wrong side of the road. I have been forced to slam on my brakes or swerve to avoid cars on 5 separate occasions. In addition the traffic lights at Russell Road provide the safest option to enter Russell from Brushfoot. Entering Russell Road from Hammond Road is very dangerous and I see many motorists taking unnecessary risks because of the traffic delays and lack of traffic lights.

59	On several occasions I have encountered traffic entering Brushfoot on the wrong side of the road almost causing a head on. More traffic is now entering Russell road from Hammond and there have been accidents at this intersection as motorists are no longer using the lights on Brushfoot to enter.
60	The closure had increased my travel time on a daily basis - back home, from picking up the kids from school, shopping, etc..
61	The volume of traffic has been reduced, making the street safer, but the major concern I have is that due to it only being partially closed, many cars (including the Cosafe car... See Steve Portelli for details) now enter the roundabout illegally... turning the wrong way into Brushfoot Blvd, driving on the wrong side of the road, on a blind radial bend. I see this occur multiple times a day from my home.
62	This is my neighbourhood and that road has been there for 13 years, I don;t see why a minority should be given the power to close a road because of the inconvenience of traffic flow. I live at Wentworth Parade, Success. You don't get a letter of complaint from me. It's called tolerance, I have to give way both ways to the traffic and the pedestrians. In the morning and afternoon school starting and finishing it is very busy. I have 2 cars permantly here, 3 family cars visiting alot, A carers car park in the front of my home. I also have a disabilty vehicle twice a day picking up and dropping off. When Brushfoot Boulevard closed it create horrendous traffic flow passed our home, at times you could not leave the front door open, it was just to noisy. Visitors that stayed commented on how bad it was. I did not complain. I thought it will get better when the train station was finished. The traffic lights at Brushfoot Boulevard were not put there for the convience of Brushfoot Boulevard. They are there for the residence of the suburb Success for flow of traffic.
63	<p>I just had a look at the survey and it's a shame there is no mention in the comments before you start the survey of the new roundabout to be built a Hammond and Russell roads. People may be happier keeping Brushfoot closed if reminded this roundabout was coming.</p> <p>Yes true and no mentioned that is was actually caused by Lamar closure, not PTA. Although most of us are informed of the roundabout as we signed the petition to have it created sooner.</p>
64	Because traffic cannot get through to Wentworth Parade, they are illegally accessing the bus lane at the Aubin Grove train station, causing the traffic along Lauderdale Drive to become almost as busy as Wentworth Parade.
65	There is still a high amount of traffic SPEEDING on the road. A few houses had been crashed into and the police would not do anything as there was no

	one injured or died. There are hundreds of cars some revving in high speed early in the morning rushing to work or to the school. As a local resident it is hard for us to even reverse our cars out sometimes. At times we do get aggressive drivers that would honk for slowing down to pull into our driveways/garages.
66	I live in Hammond Park but my kids go to Success Primary so its made the journey a little fiddly but not too bad
67	I Live in Brushfoot boulevard and the traffic through this road has decreased greatly. This is a positive impact due to the traffic cutting through to the local IGA / shops has gone down hugely, making it safer for the residents, children playing in the area and it has cut down the cars that speed through the road!
68	I live at number xx Brushfoot Blvd which is the very first house on the left hand side of the street immediately after where the road closure is situated. It is quite inconvenient having to go right around the block to get to and from my house. More importantly it is actually quite dangerous as some drivers are turning left off Wentworth Parade into Brushfoot Blvd using the wrong side of the road anyway and from my driveway, I have seen a few 'near-miss' / potential accidents because of this.
69	Living on caterpillar road we have had a significant increase in traffic from oakridge meander onto our street due to the detour
70	Access to my home has been hindered and I am inconvenienced by the partial closure. My wife has almost had an accident on 5 occasions since the partial closure. When turning right from Brushfoot onto Wentworth, my wife has almost ran into other drivers, as the other driver is illegally turning onto Brushfoot from Wentworth (through the Brushfoot exit).
71	People dont seem to use Brushfoot as a throughfare as much anymore. However, it has just dispersed people around all the other roads in the area. It's hard to say if it would be better or worse if it reopened. Maybe a trial period?
72	Closing of Brushfoot Blvd has greatly impacted me. With Brushfoot Ave being closed this increased the flow of traffic dramatically as traffic now comes via Hammond Road, down Wentworth Parade. The amount of traffic that comes down Wentworth Parade is unsafe especially around success primary school. Whether Brushfoot is closed or not the traffic remains a constant issue especially for children travelling to and from school The Brushfoot closure suits the residents around that area as they have no traffic however the residents along Wentworth Parade immediately after the school

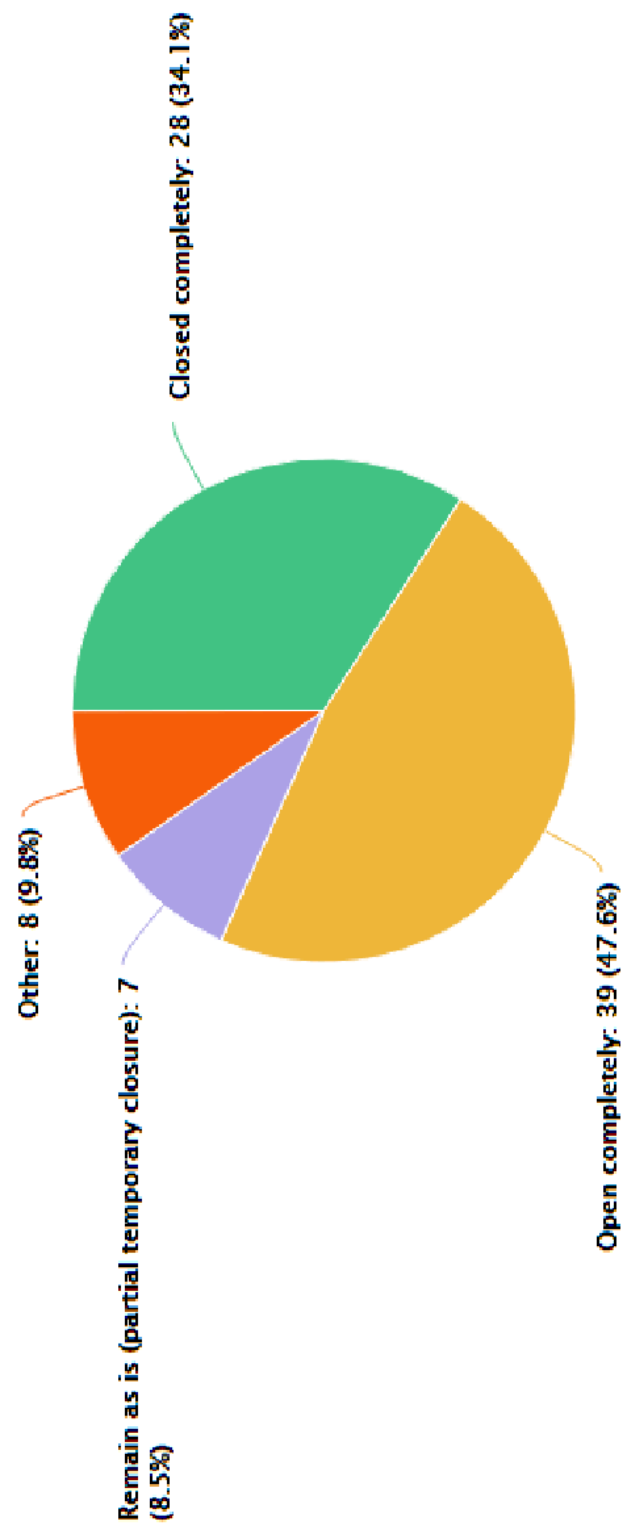
	(still within the school zone) is effected dramatically. I live at xxx Wentworth Parade and the traffic that comes down this main street in success is horrendous. They drive like hoons very rapidly
73	Not much impact, just need to find another road to go through to Russel Road; Hammond road, Oakridge Meander or through Aubin Grove parking.
74	Brushfoot Boulevard was simply not designed for the large amount of traffic could be found on there between 3-7pm. If not a large tailback there would be cars moving very quickly to try and beat the lights at Russell Road. I used to avoid this road during that time, both as a driver and as a pedestrian. The partial closure of Brushfoot Boulevard has been a great improvement to my family and myself.
75	It has been positive in reducing the traffic, but the volume for this type of street is still too high
76	The traffic problem has decreased in volume but I feel there is still too many cars using this road as a cut through and is still to busy for this type of street. As a resident of this street, and for the safety of all residents, I feel this street needs to be permanently closed. 8 years ago when we purchased this block we were advised by The City of Cockburn that this street would not become a rat run and is not designed to be cut through road. I would like to see this happen. Once Lamar CRT was closed we saw the traffic situation escalate to a ridiculous level, and in return we are getting abuse when we turn into our own driveway as we are slowing the traffic down and causing some people to nearly hit other cars from behind.
77	I live in Atwell and drive my son to and from Success frequently as well as visit friends who live on Brushfoot. Travel time is somewhat slower to go via Hammond Road however have found other routes which are quicker.
78	Causes traffic to rat run other local roads including the Train Station Carpark.
79	As we live on Brushfoot Boulevard the closure has had a very, very positive impact on us. Previously the taffic noise and flow created issues for living on the street. Driving out of our driveway, walking across the road , or even being in the front yard whilst the traffic used the road as a race track was difficult and most unpleasant.
80	No impact in myself I just choose another road
81	Quieter , less chance of kids having traffic accidentents.

82	It's an easy route to take to head towards the shops - Hammond Park vet, Brushfoot cafe, IGA & doctors. Have the road shut has meant multiple cars are detouring via Hammond Road and causing more traffic flow at the roundabout - wentworth parade & Hammond road.
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My suburb

3. In future, I would like Brushfoot Boulevard to be:



Comments:

- Open completely, and the drains on Brushfoot fixed as leaking water constantly on road
- It would be great to have the road closed into a roundabout to stop cars driving over the path or around the wrong way where the lane is closed or down at Awl Way.
- local traffic only
- Brushfoot and Oak Ridge Meander are not suitable for the traffic that is cutting through. The new train station car park and traffic lights need to be used, to take pressure of the residential streets.
- It doesn't matter to me if it's open, closed or partially closed.
- One would wonder why a road could not have been strategically put through the parking lot !!!
- Connect Lauderdale Road to Russell Road
- If the closure of Brushfoot is to made permanant then I would like to see others closed as well.
- I'm new to the suburb and the status has had no effect upon me
- If this road can't be closed, at least put a few speed bumps to slow the traffic down!
- Closed completely from Wentworth, so no entry is possible to Brushfoot Blvd.
- There must be speed bumps from the powerlines on Wentworth Parade, right up to the entrance of the primary school. Car traffic and especially the speed they travel in this area is dangerous and so busy the children are at risk of injury and/or death.
- It doesn't affect me as much as I think it would.
- However best suits the residents as they are the ones who have to deal with the traffic issues if it is opened back up and I do recall very long wait times at the Brushfoot lights so would usually avoid the road anyway.

Comments in favour of existing traffic arrangements	
1	I think the council have done a good job in organising this trial with the partial closure. I believe it has helped limit the amount of traffic cutting through local streets not only from the station but also from people travelling south from Gateways Shopping Center. I do believe the traffic from the train station is not as much as was originally expected as the car park doesn't look to be overly utilised during the day at this stage, so maybe in the future if the traffic increases, the city should look at closing Brushfoot Boulevard completely.
2	Traffic on Brushfoot boulevard before the road is still heavy as this the main entry to Success from Freeway and Hammond Park. Link from Lauderdale to Russell Road should open to ease traffic on Brushfoot Boulevard
3	Bottleneck at Wentworth Parade and the one way in and out is confusing. too many block offs inside carpark. Should open another entry for cars.
4	The traffic lights at the Brushfoot and Russell intersection should have give way signs on the 2 sides that don't. This would alleviate a lot of the congestion around this area. The opening of the Aubin Grove station has been great in terms of convenience. It was a nightmare to try and drive to Cockburn Central station. Although the design of the carpark is not very good at Aubin Grove. I think people should be able to easily access the lights as a way out of Success (as opposed to putting bus lanes in everywhere and having to zigzag the whole way through the carpark). This would alleviate some of the pressure from the intersection at Russell and Brushfoot as well.
5	I feel the partial closure should remain, but with a different barricade, I noted the current one was removed to the side of the road over the weekend. Traffic needs to be encouraged to use Hammond Road, if Brushfoot was closed completely it would just result in traffic moving to other streets in the area. A lot of traffic is now using Lauderdale Drive bus entrance to the railway station to access Russell Road. The opening of Aubin Grove does not appear to have increased traffic in my area.
6	Motorist just find another road the traffic is still the same I do think the intersection lights at Russell Rd and Brushfoot should be changed. There is a lot more traffic so we need turning lanes and straight ahead lane on Brushfoot turning left on Russell and going straight ahead to the Hive and vice versa

Comments in favour of opening the road	
1	Open the road back up.
2	Currently, the only way to exit our neighbourhood is via Wentworth through to Russell Road or Wentworth to Beeliar Drive. In case of a fire evacuation, it is going to be chaos...
3	There has been no impacts with the train station going in, its a shame if anything not to see it get used more, I would suggest to continue to monitor the area though.
4	<p>I can travel by foot to Harvest Lakes Shopping Centre faster than I can travel by vehicle due to the closures of Lamar Court and Brushfoot Boulevard. It is called a "boulevard" but is closed on one side and therefore generates less traffic than expected for the type of road.</p> <p>The specifications of the northern portion of the Aubin Grove train station car park also do not appear to comply with the City's requirements as the trafficable areas are not sufficiently sealed.</p>
5	The traffic now the station has opened is next to nothing, i walk my kids to and from school havent even noticed a difference, the opening of the road again wont mean more traffic as hardly anyone parks there anyway. it will just be the same people whinging on that street about it, though they knew their street was a main road when they brought there anyway so no different to any other house fronting a main road
6	The closure has increased traffic on other streets, with them being mostly longer and straight, leading to an increase in general traffic speed.
7	<p>Poor planning and signage in place of the road closure that is still in place Closure should only been in place during construction of the rail station and parking</p> <p>It has mad little or no difference in traffic conditions on brushfoot</p> <p>More should be done to stop the hooning and speeding between the round about at Wentworth and russel rd along Hammond rd due to frustrated drivers</p> <p>A designated rd along the side of the car park that had been constructed to meet the new traffic lights on russel rd would of made more sense</p>
8	Do not restrict home owner access

9	I feel it is unfortunate that the people who live on the street have an issue, but the road existed in that exact form when they purchased, so some foresight what have suggested the road to be relatively high traffic, as opposed to a cul-de-sac. Eg: I live opposite a school and expect traffic issues during school hours.. it wasn't built when I purchased but it was proposed and I had to hope it wouldn't impact me to greatly and as such I don't expect things to be changed.
10	<p>Closing Brushfoot has sent more traffic down Oakridge meander, which is a narrower street, that often has school children using it, and as it's name suggests, it meanders! So people driving down there in a hurry to make a shortcut tend to drive dangerously. This street is less suited to short cuts than Brushfoot in my opinion. Not to mention there have been a few accidents in past years at the crossroads of Oakridge and Emperor Approach.</p> <p>I live on Charnley Bend, so to get to my street I go to Hammond Road and then into Awl way to get back to Brushfoot. If everyone did this, then I wouldn't have an issue with the closure of Brushfoot. Unfortunately the majority turn into Oakridge, and many turn the wrong way into Brushfoot. Perhaps a camera needs to be placed to monitor how many people are doing this.</p> <p>The opening of Aubin Grove train station has not had any effect on traffic at all. The car park is always empty, and now that construction has finished, there are very few trucks/large vehicles using these internal streets. I would hazard a guess to say that traffic is probably the same as it was a few years ago before the station construction began.</p>
11	There seem to be many people who completely ignore the barrier & drive around it anyway, which is illegal & dangerous, but a common occurrence. If an entrance to Russell Rd was opened up from the bus/train station it would alleviate the pressure of traffic on Brushfoot Blvd. This would be ideal as so many people drive through the car park from Wentworth Pde to get to Russell Rd. Or they just use the bus entrance on Lauderdale. If the carpark was easier to navigate I'm sure more people would use this as an access to Russell Rd from Wentworth, which wouldn't affect any nearby residents.
12	I am not sure what you are asking here? General comments about Brushfoot Boulevard, or general complaints about poor town planning?
13	My only exit to the freeway is via the traffic lights which I always gets stuck at due to increase in traffic. Brushfoot side is 2.5 lanes wide, a turning pocket would be ideal. Also the crosswalk is not timed correctly. The pedestrian light

	turns red very quickly, pedestrians are still in the middle of the road and this causes bank up of traffic for cars turning left towards freeway who (some) are stopping to let them cross. On the Macquarie Blvd side, traffic is banked around the round a bout every single afternoon and people cut through the Quarie car park to avoid this.
14	Lauderdale road should have been connected to Russell road, this has caused traffic to cut down back streets (often at speed) to make connections to Russell road.
15	I would really appreciate the road to be reopened in both directions to allow me a more direct route onto Wentworth pde
16	I haven't noticed any impact on traffic in my area since the opening of the aubin grove train station. Whether partial closure of brushfoot blvd has helped minimise the impact, im not sure. In the future, we may need to reconsider the situation.
17	Also the Bus ONLY lanes out of Aubin Grove Station 100s of cars use each day also only a matter of time until s major accident occurs. Sign it better!!!!
18	The closure has had no impact on me and so continued closure will unnecessarily impact people on that street
19	It does not make sense to have a two way road int an area and one side blocked off with barricade, ive seen cars climb the pavement to gain entry
20	It is ridiculous that it is still closed. By closing off this section of the road, all you are doing is redirecting traffic down other side streets which is disturbing those residents.
21	the southbound entrance into Brushfoot Blvd should be re-opened, and the train station entrance off wentworth parade should be more user friendly for the residents to access the train station or the freeway. It is ridiculous that only buses are permitted through the most convenient entrance this side of Russell road. the bus entrance and exit should be opened up for local traffic to have easy access to both.
22	The re-opening of access to Russell Road via Lauderdale Drive would be greatly appreciated to remove the excess traffic being directed past the primary school to Hammond Road and Brushfoot Boulevard.
23	I really hope this survey was not just an exercise in "keeping the people

	happy thinking someone is actually going to listen".
24	Please open the road back up to the way it was. It forces one to use all the other smaller roads just to get down to the lights at Brushfoot. It is a stupid set up to say the least.
25	Apart from the safety aspect, this road closure is an eyesore.
26	The partial road closure is ugly and should be removed immediately
27	The train station did not attract as much traffic as everyone thought it would. Leaving the roads the same would not have any negative impact on the community
28	There is no extra traffic because of the train station, cars are cutting through the car park and Lauderdale Drive. It's a lot quieter to because the bus route has changed. The car park is a ""white elephant" I wrote to the state transport and got a stupid reply, I will be taking to writing letters about that after Christmas, if you want my opinion on that you can email me
29	Can something please be done about vehicles using the bus lane to enter and exit the Aubin Grove train station to access Russell Road. It has become a busy illegal route.
30	Absolutely ridiculous that this road has been closed for over a year with no consideration to people that don't live on Brushfoot. The traffic going onto oakridge and caterpillar is still ending up on brushfoot. The train has made no impact to the increased traffic on brushfoot and I am confused as to why it didn't get re opened when train began. OPEN THE BUS LANE ONTO RUSSELL.
31	<p>The temporary closure should be removed immediately to avoid more potential accidents. I use Oakridge Meander now in preference to Brushfoot and I have noticed the increased traffic flow on this street, and drivers are traversing this street at excessive speed. This street already has its fair share of traffic as it is a main school drop-ff/pick-up area.</p> <p>Quite frankly, Lauderdale should be the main road for traffic - no homes face on to this street. Why on earth doesn't it join on to Russell Road? Vehicles are constantly entering and exiting the car park via the bus only entry/exit to Lauderdale in order to traverse from Wentworth to/from Russell Rd.</p> <p>Also, the Brushfoot traffic study took 6 months. The temporary closure has been in place for more than 6 moths - how can the study be conclusive if no</p>

	<p>part of the study included access to Brushfoot?</p> <p>Don't be surprised if you get people campaigning for more action on other streets if the closure becomes permanent.</p> <p>Open the road - all residents knew it was a significant road when they build - after all it has an intersection with traffic lights and shops! Come on! Open up Brushfoot Blvd!</p>
32	<p>I think the reason for the increase traffic at Brushfoot Blvd is because of the closure of Lamar Crt rather than the whole train station planning. In the early planning though it was promised that with the closure of Lamar Crt, they will open a connection from Lauderdale Dr to Russel Rd which was not done in the end. There is a small road for bus access only which is being use a lot by motorist to cut travel time. Other time, ppl rushing through the carpark for access to Russel Rd. Another alternative, cutting through Oakridge Meander / Awl way. With honoring the original plan to make connection from Lauderdale Dr to Russel Rd / carpark exiting Russel Rd, i believe there won't be any increase traffic at Brushfoot Blvd or even Oakridge Meander.</p>
33	<p>The southbound entrance into Brushfoot Blvd should be re-opened, and the train station entrance off wentworth parade should be more user friendly for the residents to access the train station or the freeway.</p> <p>it is ridiculous that only buses are permitted through the most convenient entrance this side of Russell road. the bus entrance and exit should be opened up for local traffic to have easy access to both.</p>

Comments in favour of closing the road

1	<p>Closure of the road will ensure that traffic use the main roads such as Hammond Road / Russell Road. Safety of the residents and the children who attend the success primary school must be considered as infrastructures continues to expand in the Hammond Park region and Franklin Ave and Hammond Road remain inaccessible Brushfoot Boulevard seems be the main road that is used. If partial closure continues with bollards only, residents will have to continue to monitor them. I have many times had to put them back and the signs when they have been moved or knocked over. They have also been thrown into the wetland lake. The wetlands also need to be cleaned and improved. By having a cul de sac would help this. A good environmental project for Success Primary school students.</p>
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2	I live on 90 degree bend and so many times have seen people driving through and crashing into the fence of the neighbours house.
3	Traffic heading towards Wentworth Parade / the School is still very heavy during the morning and afternoon/evening peak periods. I believe Brushfoot Blvd should be closed completely at the Wentworth intersection. Also, living at number 51 Brushfoot Blvd (on the corner), I believe there should be some bollards / additional signs put up on the nature reserve to show that it is a corner, and that the road does not follow through to Hammond Road.
4	The volume of traffic passing through is still very high. There are still hoons around and vehicle noise is high. We are concerned for our safety, and also of our kids, even during the night. Therefore, we would like Brushfoot Bvd to be closed completely.
5	If Brushfoot is to remain open the traffic will be as bad as before, this is because it's the best cut through due to the works on the Aubin Grove train station. Traffic is still coming through on the opposite side of the road but fortunately it's only a few idiots.
6	A complete closure would help stop the illegal drivers coming into the street.
7	Brushfoot Blvd was never intended to be a through road and it should be closed completely due to its design width and geometric constraints. Safety of local residents and of those others who use the street should be the number one priority for the community and the only way to ensure that is to have it completely closed by constructing either a cul-de-sac or a 'y' style turning head, the latter making it less likely to be used by hoons as a burnout pad. Due to the limited access and egress points to the Aubin Grove train Station it has resulted in more local traffic, most of which now use Brushfoot Blvd travelling northwards as a shortcut to the intended route of Hammond Road/Wentworth Parade. Having Lauderdale Drive connect to Russell Road as per the approved structure plan would alleviate all local traffic issues in the area bounded by Russell Road, Hammond Road and Wentworth Parade whilst having little impact on a very small amount of residents on Lauderdale Drive, none of which have primary street frontage and therefore no safety concerns.
8	Thanks to the partial closure, noise pollution in my area has significantly gone down. I live by the Brushfoot Boulevard road and before the temporary closure it was very active of hooning, there were occasions where smoke of burned tires(from burnouts) entered my room. Noise pollution was also a big problem on this road more specifically in the area we live in(near the school where the barrier is) as cars passing by would rev their engines and accelerate quite hard. Tire prints from a burnout can still be seen in the area. I, as a resident of this

	area would want this closure to be permanent as I/we actually benefited from it. The minor inconvenience of deviating to other route is just a small price to pay nothing major to affect our day to day life.
9	The opening of the train station and closure of Brushfoot boulevard, drive train commuter to choose either Russel/Hammond Road or Wentworth Parade. Given Success Primary School in Wentworth Parade, there is a need to divert these traffic from Wentworth Parade for safety of our children and to prevent any foreseeable incident as there has been report of increased near miss incidents.
10	<p>I would like to thank the Council and its members for looking after the local residents of Brushfoot Boulevard and for the partial closure however the solution is a complete closure.</p> <p>The width, design (2 dangerous bends and no lines), location (so close to the school) and the volume of traffic both (while opened and partially closed) exceeds the streets capacity therefore I believe a closure is necessary.</p> <p>I strongly believe the opening of Lauderdale Drive to Russell Road (as originally planned) would alleviate a lot of traffic problems in the area. For example, it take me 5 sets of lights to pick my child up from day care only 1 km away.</p> <p>If Lauderdale was opened the area around the school (including Brushfoot and Oakridge) would be less congested and safer for families. Thank you</p>
11	Street isn't suitable for heavy two way traffic especially when there are main arteries just meters away. Too many narrow bends and wildlife walking around. Have witnessed cars heavy braking to avoid killing birds potentially endangering school patrons.
12	The street signs need to be updated if the road is to remain closed
13	I feel it would be safer for the current residents of Brushfoot Boulevard if it was closed.
14	It would be better to completely close of the road making it a cul de sac. There have been a few instances that I have witnessed where cars, trucks and even the ice cream van came the wrong way down the street. One car came down the wrong way and swerved to miss another car and completely wiped out my neighbours bins. It will not be long before a car crashes into one of the houses. If the road was reopened it wouldn't be too long before there was an accident on that section and with my house in direct line I am greatly concerned. Young

	<p>children (including my own) also walk on the path (on the sharp bend) to the local school and there is a huge danger that if a car swerved it could run onto the pathway.</p> <p>As the demand increases over time for Aubin Grove Station parking this will also begin to increase the danger too.</p>
15	<p>Traffic should directed to use Hammond Road to access Russell Road as much as possible. The Brushfoot Blvd cut through and the new train station cut through are being used (in both directions) by traffic trying to get to/from Wentworth Drive. Ideally both off these cut through's should be closed.</p>
16	<p>Brushfoot Blvd in its current state is unsafe and untenable for the residents. Even with the partial closure the street carries a significant volume of traffic, that must navigate its quite dangerous design. The road goes from a 20m road reserve to a 15m road reserve at a right hand 90-degree angle turn, that then feeds into a blind radial bend. Due to traffic lights being situated at the intersection of Brushfoot/Macquarie/Russell Rd, vehicles use Brushfoot Blvd to get to Wentworth Pde rather than turn right into Hammond Rd off Russell Rd. We still have buses and trucks using Brushfoot Blvd as a thoroughfare to get to Wentworth Pde. With Brushfoot Blvd being in the road school zone for Success Primary School, many students walking on the path way near Boronia Park. Opening Brushfoot Blvd will once again, make the road very very unsafe. This can not even be an option for the Council to consider. The residents of the street have had multiple meetings, both formal and informal with Cockburn City Council City Traffic Engineers and elected members highlighting the real (not perceived) dangers of the road. Partial closure has slightly helped, but has in turn created the other very dangerous situation of vehicles ignoring basic road rules and using the incorrect entry into Brushfoot Blvd at the roundabout as a "rat run". The only solution for the safety and protection of both residents and locals would be for the road to be permanently closed.</p>
17	<p>If this road can't be closed, at least put a few speed bumps to slow the traffic down!</p>
18	<p>Please close that side of the road (wentworth side) completely. It is far safer for the school kids at success primary school when they are walk home through Brushfoot Blvd. It cuts down road traffic/speeding cars, road noise and forces drivers to take Hammond Road towards Russel Road/Beeliar Drive. For cars to take a 10 second detour, I believe it makes Brushfoot far safer.</p>
19	<p>With the construction of the new roundabout at Russell and Hammond roads there is no reason why Brushfoot can't be closed. Before we purchased our block we were told Brushfoot would not become a busy road and the opposite</p>

	has happened. Please use this opportunity to fix our road.
20	Please note it's not as simple as just closing Brushfoot. What impacts has it had on adjacent roads? Caterpillar and Oak Ridge Meander in particular. Fair enough Brushfoot is more constrained with bends and narrower road sections
21	We would be very happy to see the road closed completely as currently only 50% of the problem has been solved. Early in the mornings and during the school drop off/pick up times the road still has constant one way traffic on it. Whilst walking past the lake we have also witnessed several cars mounting the footpath to avoid the traffic bollards and some even going the wrong way around the round-about so they can still enter Brushfoot. A bollard on the corner footpath we would strongly recommend for safety.
22	Love my location, less traffic less accidents, more peaceful with less traffic, bend just on entry is hazardous and when open cars speed and enter wrong side of road.

Other	
1	Give us Lauderdale back. No reason that it is bus only access and cars have to go through carpark to get to Russell Road. Give right of way to buses but cars to turn from Lauderdale to Russell with care, giving way to buses.
2	<p>The opening of Aubin Grove station has resulted in a ludicrous decision made by Transperth/local council (?) to have a bus only lane between Aubin Grove station and Lauderdale Drive at the western boundary of the station.</p> <p>Please, please open this road to all vehicular traffic. Remove the no left turn signs when entering the station from Russell Road and remove the no left turn sign preventing a left turn onto Lauderdale Drive.</p> <p>Motorists are ignoring these signs anyway. It should never have been designated a bus only lane. Ridiculous situation.</p>
3	The traffic lights at Brushfoot and Russell road are often banked back as cars try to exit Success estate (heading East, West or into Hammond Park). The lanes need to be widened to cater for all the traffic turning left towards the freeway, or driving straight toward Hammond Park. Currently only about 4 cars can make it through, leaving more waiting for another set of lights. A more accessible way needs to be opened. The new train station car park with a new set of lights would see a great deal of traffic avoid the residential streets of

	Success.
4	Thank you for your consideration in this matter. I would like our community and the children (and elderly) within this suburb feeling safe.
5	<p>The traffic situation a this time has reduced to a much more acceptable level, it is a lot safer travelling North on Brushfoot Blvd especially at the acute bend after Awl Way as there very little oncoming traffic to contend with, this must surely make it safer for all residents especially those living in that vicinity.</p> <p>Although not as high as previous we still have a high volume of traffic entering Brushfoot Blvd from Russell Road this route is used to access Hammond Road through Awl Way and also continuing along Brushfoot Blvd to access Wentworth Pde, in saying that this only occurs first thing in the morning and late afternoon Mon-Fri.</p> <p>I don't feel that since Aubin Grove station has commenced operation the reduction can be attributed to this as car park spaces at the station are plentiful during the day, maybe people are now taking the bus as this could well be the preferred option by local residents. Thank you for the opportunity to voice opinion.</p>
6	I think the greatest input needs to come from those who live on Brushfoot Blvd and not those who just use it as a thoroughfare
7	Curious as to why wasn't Lauderdale drive connected to Russell Road for vehicles other than buses? Seems to make more sense than the current quantity of cars that just cut through anyway either illegally via the no entry points or by going through the car park which only ever has minimal cars parked there. Surely this would be less of a disturbance to fewer households than opening Brushfoot back up completely? Every time I pass through that direction I see a string of cars using either access to get to Russell Road / or vice versa to get to Wentworth Parade.

City of Cockburn

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17. COMMUNITY SERVICES DIVISION ISSUES

Nil

18. EXECUTIVE DIVISION ISSUES

Nil

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**19.1 CONSTRUCTION OF THE MURDOCH DRIVE CONNECTION TO IMPROVE ACCESS TO MURDOCH ACTIVITY CENTRE (MAC)**

Author(s)	C Sullivan and D Arndt
Attachments	<ol style="list-style-type: none">1. Murdoch Drive Connection 20/21 Traffic Volume Comparison ↓2. City of Cockburn Presentation November 2017 ↓3. City of Cockburn Presentation Feb 2018 ↓

RECOMMENDATION

That Council

- (1) restates its objection to the Roe 8 Extension project and requests the State Government to initiate an amendment to the Metropolitan Region Scheme removing the primary regional road reservation;
- (2) endorses the preferred option for the Murdoch Activity Centre Link Road announced by the State Minister for Transport, Planning and Heritage in January 2018; and
- (3) seek legal and technical advice on a possible amendment to the current Environment Protection Authority approval described in Ministerial Statement 1008 issued on 2 July 2015 to remove the Roe 8 extension element.

Background

On 19 March 2018 Deputy Mayor Cr Smith proposed a Notice of Motion to be considered by Council at the April 2018 OCM as follows:

That Council

- (1) *reiterates its in-principle support for the construction of the Murdoch Drive Connection designed to improve access to the Murdoch Activity Centre (MAC);*
- (2) *write to the WA Minister for Transport expressing serious concern with the lack of public consultation and final concept design announced by the State and Federal Governments, which differs significantly from the original design proposed by Main Roads;*
- (3) *request the Chief Executive Officer to:*
 1. *Advise the State and Federal Minister for Transport and all surrounding Local State and Federal Parliamentarians of*

the City of Cockburn's objection to the proposed design and lack of consultation.

2. *Advise City of Cockburn residents in Leeming, Bibra Lake, Northlake and Murdoch Chase by way of mail out of the city's objection to the proposed design and lack of public consultation.*
- (4) *hold a community meeting as previously adopted by Council and further invite the Minister for Transport and surrounding Local - State and Federal Members of Parliament to attend.*

Reason for Motion

Nobody denies the Murdoch Drive Connection provides a vital link to Fiona Stanley and St John of God hospitals;

We all understand the connection forms part of a \$2.3 billion package of road and rail infrastructure works, funded by the Australian (\$1.6 billion) and State (\$750 million) Governments, announced by Premier Mark McGowan on 7 May 2017.

We all acknowledge the project has been planned in various forms for more than 10 years and is required to reduce congestion, provide better access to Fiona Stanley Hospital and help the Murdoch Activity Centre (MAC) meet its economic potential as a major employment and research centre.

However,

1. *The final concept design announced by the State and Federal Governments varied considerably from the original design proposed by Main Roads.*
2. *Since the announcement there has been a significant rise in anger and concern from residents across all Wards of Cockburn demanding action from those who represent them across all tiers of Government including Local, State and Federal;*
3. *The primary reason for the backlash stems from a narrow and limited process of consultation with Cockburn residents and significant variation to the original concept design proposed by Main Roads;*
4. *Writing to the Minister will go a long way to restoring faith in those that we represent across the City of Cockburn; and*
5. *As outlined in Elected Members Code of Conduct we agree to:*

- a) *(2.3) effectively translate the community's needs and aspirations into an agreed direction and future for the City;*
- b) *(2.4) always agree to openly encouraging the participation of residents in the opinion forming and decision making process of Council;*
- c) *(2.4) showing tolerance acknowledge the right of individuals both on Council and in the community, to hold differing opinions and to express those opinions;*
- d) *(2.4) act independently and free of undue influences created by pecuniary interests and other conflicts of interest*
- e) *(3.1) represent the whole community first and the interests of pressure groups or individuals only in a context of the greater community good.*

At no stage did Elected Members vote nor reach an agreement on this proposed option, nor did they take into consideration wider consultation or feedback from a growing number of concerned residents. Whether Elected Members agree or do not agree with the consultation process, one thing we can all agree on is that there has since been an undeniable increase in concern from both residents and pressure groups.

The rising concern in relation to the the proposed option and lack of community consultation gives reason for Elected Members to consider that perhaps this option does not meet the needs, aspirations nor greater community good of residents of the City of Cockburn.

Submission

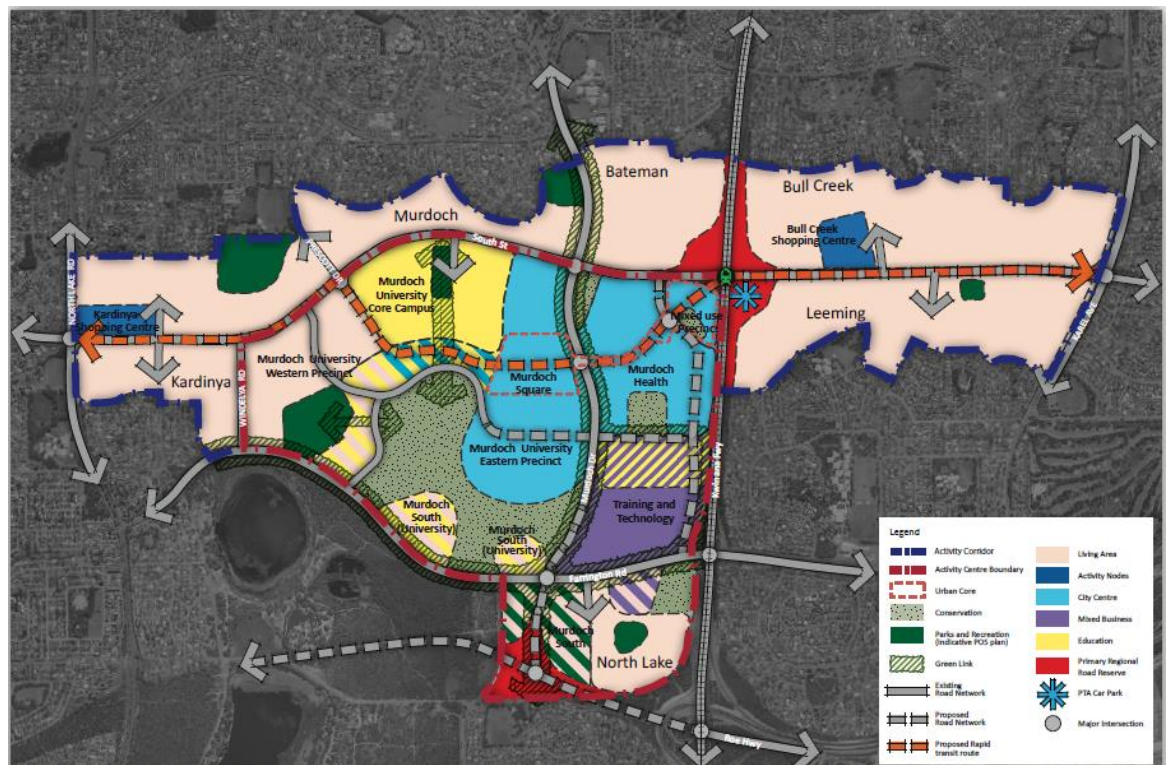
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Report

Planning Context

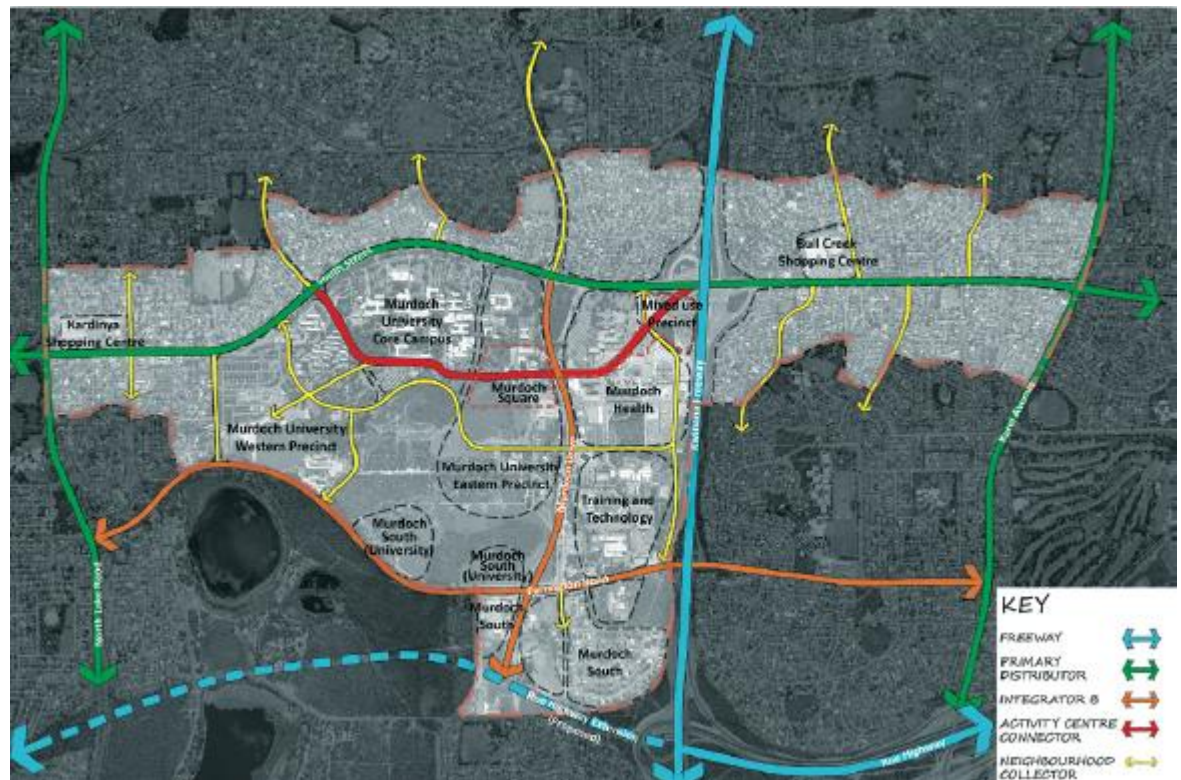
In October 2013 the Western Australian Planning Commission (WAPC) endorsed the Murdoch Specialised Activity Centre Structure Plan (MSACP), which was subsequently released to the public in March 2014. The MSACP superseded the previous Murdoch Activity Centre Structure Plan adopted in 2007.

The MSACP was developed by the Department of Planning in collaboration with the WAPC, City of Melville and Murdoch University.



The MSACP identifies Murdoch Drive as a major boulevard traffic artery linking to the planned extension of Roe Highway and/or Kwinana Freeway to the south. The associated Murdoch Activity Centre Access and Parking Policy states “*The volume of traffic to and from the centre is to be managed within the capacity of the planned external road network, especially during peak periods.*”

This is reflected in the major road network plan (below), whereby the hierarchy of roads has been split into those which carry large traffic volumes and those which can support a more pedestrian-friendly environment. The Kwinana Freeway, South Street, Murdoch Drive (south of South Street) and Farrington Road will continue to be high-volume or longer distance traffic routes.



The MSCAP recommends that an interdepartmental State Government traffic model is be prepared and managed to monitor and determine the extent of the impact on future traffic needs. The MSACP goes on to state that the previous modelling underpinning the existing Murdoch Activity Centre Public Transport Master Plan remains valid to this new Activity Centre framework.

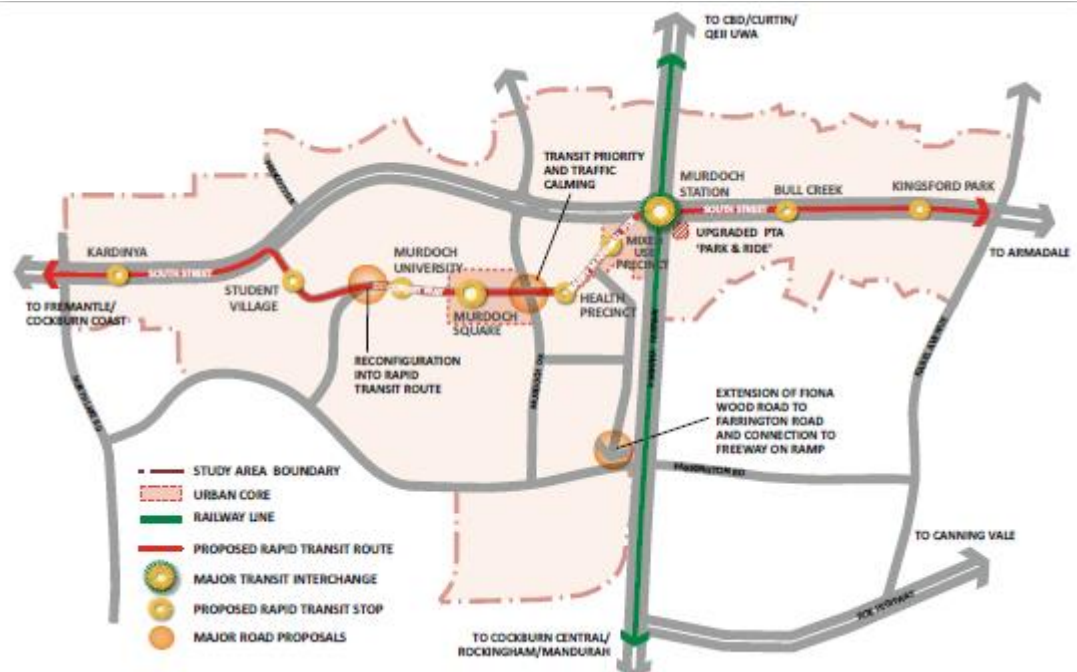
The MSCAP identifies a number of short term road upgrades that were committed by State Government to be completed by 2014.

- Kwinana Freeway third lane construction (between Roe Highway and Leach Highway). *Completed in 2013.*
- Kwinana Freeway/South Street northbound off-ramp realignment. *Completed in 2013.*
- Additional turning lanes at the South Street/Murdoch Drive intersection. *Completed in 2014.*
- Connection of Barry Marshall Parade to Murdoch Station. *Currently under construction.*

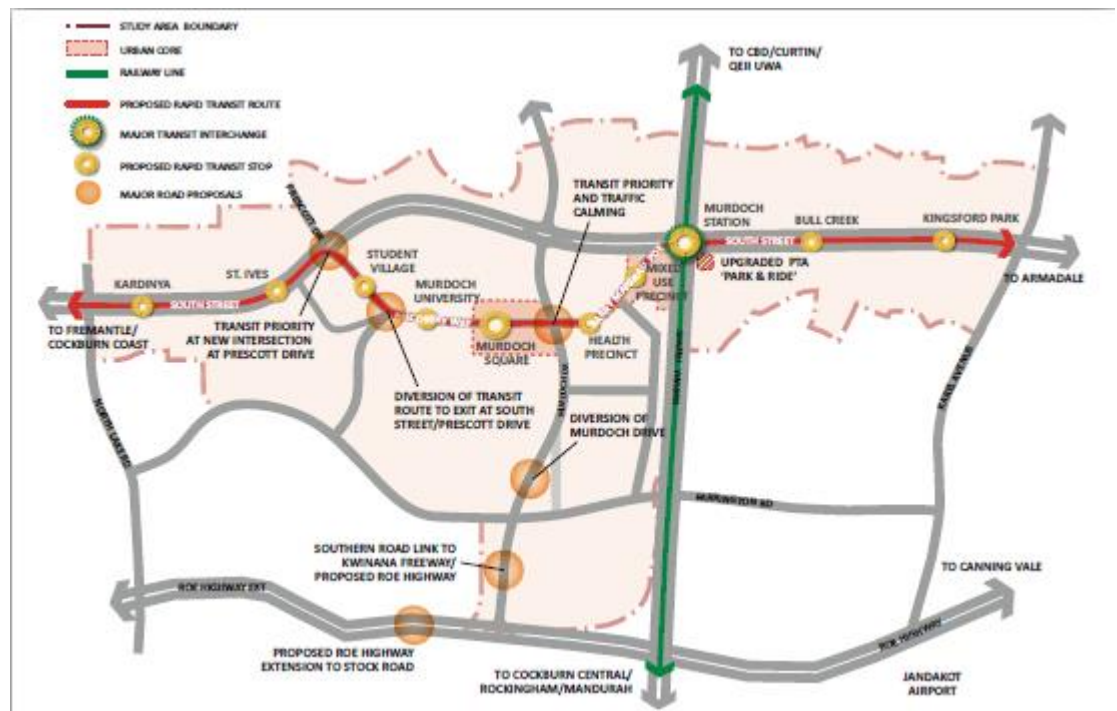
The MSCAP also indicates that in the mid to longer term and based on current traffic growth trends, there is significant risk that the traffic volumes could result in the road network around the Kwinana Freeway/South Street interchange exceeding its original design capacity. The situation will need to be monitored as new local

developments begin to generate more trips. Therefore it identifies the following road infrastructure improvements, or suitable alternatives, are under consideration by the State Government and transport authorities by 2021.

- Modifications to Kwinana Freeway/Farrington Road on/off ramps (*this forms part of the Managed Motorway concept currently in development*)
- Southern extension of Fiona Wood Road to Farrington Road (including a link to Kwinana Freeway northbound).
- Southern connection of Murdoch Drive to Kwinana Freeway via Roe Highway or connection to extended Roe Highway (including realignment of Murdoch Drive near Farrington Road). (*This is the MAC link road currently under construction*)



For the period beyond 2021, the State is considering further upgrading of South Street/Murdoch Drive intersection, including options to grade separate.



The MSCAP recognises that without the southern connection, direct access to the freeway network from the activity centre will continue to be solely from the South Street interchange and that until alternative strategic road access to the activity centre is committed to, traffic flows through the South Street corridor, particularly at the junction with Murdoch Drive, will continue to be monitored to ensure that the road network is performing without adverse effects.

In relation to emergency vehicle access to the Fiona Stanley Hospital the MSCAP states that in the short term, the measures required for the opening of Fiona Stanley Hospital have been accounted for. However, if traffic volumes increase as predicted, this will need to be continually monitored with upgrades considered as part of the future management strategy for emergency vehicles across the activity centre.

In 2015 AECOM was engaged by the Department of Transport to develop a Commuter microsimulation model for the Murdoch Activity Centre (MAC), which formed part of the *Murdoch Activity Centre Transport Assessment*. The 2031 traffic model includes the entire MAC Structure Plan Area and future planned surrounding road upgrades such as the extension of Roe Highway and associated southern connection as well as the southern extension of Fiona Wood Road to Farrington Road.

The City has raised the issue of the capacity of Murdoch Drive north of Farrington Road through the activity centre on a number of occasions with MRWA even though this section of the road link is in the City of Melville. The response was that this section of Murdoch Drive is outside the project scope but still needs to be advocated for future funding. The

most recent advice from MRWA is that the four lane dual carriageway configuration will be sufficient to cater for the expected traffic volumes, however, as additional activities are developed within the MAC precinct this will need to be monitored and reviewed.

Project Development

The proposed MAC Link Road connection forms part of a \$2.3 billion package of road and rail infrastructure works, funded by the Australian (\$1.6 billion) and State (\$750 million) Governments, announced by Premier Mark McGowan on 7 May 2017.

The project is an important part of MSCAP as noted above and is required to reduce congestion, provide better access to Fiona Stanley Hospital and to assist the Murdoch Activity Centre (MAC) development to meet its economic potential as a major employment and research centre.

That plan did not have detailed traffic projections, but did identify the road network improvements that would be required to support the growth of the MAC precinct. MRWA has developed the road network in order to facilitate the growth within MAC, notably in 2014 with the completion of a major upgrade to South Street, roads into the PTA carpark and to the entrance to Fiona Stanley off Murdoch Drive.

Traffic volumes modelled by MRWA in the Murdoch Activity Centre are shown as Attachment 1. The following points should be noted:

- Sheet 3 of Attachment 1 demonstrates the redistribution of trips with the project (i.e. reduction of trips from the north).
- Sheets 1 & 2 of Attachment 1 show forecast traffic for 2021 & 2031. This is predicated on full implementation of forecast land use for these years which appears unlikely. Main Roads Road Planning and Development Branch is currently liaising with the City of Melville regarding further assessment of the forecast land use and any related traffic modelling for the MAC precinct.
- The 2021 forecast traffic volumes for Murdoch Drive are considered within the capacity of a four lane dual carriageway; albeit with the potential for some congestion at intersections at peak periods.

The City went through a detailed analysis of road concept options over the period August to November 2017 – these options are described in Attachments 2 and 3 of this report. The results of the traffic modelling carried out by engineering consultants Cardno were published on the City website. To demonstrate why the City supported the preferred option over the MRWA options requires some discussion of the constraints as well as the traffic modelling.

The Metropolitan Road Improvement Alliance (MRIA) proposed Murdoch Drive Connection design from 2017 (10-0100-010-RD-SK-1050-B) proposed to introduce a direct connection from Roe Highway onto Murdoch Drive and Bibra Drive, as well as indirect connection on to Farrington road via the Farrington Road/Murdoch Drive/Allendale Entrance Roundabout. In addition, the proposal included for the closure of vehicular access between Bibra Drive and Farrington.

The City of Cockburn had concerns with respect to extending Roe Highway via the Murdoch Drive Connection in accordance with the MRIA 2017 proposals. The below being the five key points:

1. The introduction additional heavy good vehicles (18% of total traffic using Roe Highway at Karel Avenue is classified as a heavy goods vehicle) onto Farrington Road, Bibra Drive and Hope Road, towards commercial areas to the west of the Freeway.
2. The proposal promoted the flow of traffic from Roe Highway to the south west, via Bibra Drive. This would introduce significantly more traffic and trucks to Bibra Drive and Hope Road. These are local roads with residential homes directly fronting. In addition there are significant environmental and social constraints along the alignment of these roads, not least:
 - Beeliar Park Bush Forever Site to the West
 - Bibra Lake Reserve and Wetland to the West
 - Eliza Cave Park
 - Bibra Lake Primary School
 - Residential development abutting
3. The MRIA 2017 proposal is demonstrated to introduce additional traffic onto Farrington road, which is currently approaching capacity. Thus for MRIA proposals to function from a traffic perspective, Farrington Road would have to be duplicated (between Bibra Drive for 2.2km to North Lake Road). This is not possible due to environmental constraints at Farrington Road:
 - North Lake CCW wetland,
 - Melaleuca Swamp wetland,
 - Lower Swamp wetland,
 - Beeliar Park Bush Forever site.

It was because of the above environmental constraints that the EPA (DCE Bulletin 179) has blocked proposals for the construction of Farrington Road as a four-lane dual carriageway. Furthermore, the EPA concluded that *“provision of Farrington Road as a major through road for all vehicles is inappropriate, and that this would result in social amenity problems. Steps should be taken to restrict the use of the road to certain vehicles only and trucks should be prevented from using Farrington Road as a through route.”*

Thus, this significant additional traffic from Roe Highway to Farrington road would leave the City of Cockburn, local residents and users of this road with a long-term legacy that, in accordance with advice from the EPA, cannot be resolved by duplication of this road.

4. The closure of Bibra Drive, as was proposed by the MRIA, is unacceptable to the City of Cockburn and residents who use this road.
5. The proposed Murdoch Drive Connection (MRIA) design from 2017 (10-0100-010-RD-SK-1050-B) was assessed to fail from an intersection traffic performance perspective.

The MRIA proposed a full access link between Farrington road and the proposed roundabout connecting Roe Highway directly into Murdoch Drive. This is the key intersection to this project and the 2017 design by MRIA was ill conceived. Based on traffic assessments the 2017 proposal failed to meet core project objectives with respect to relieving congestion on Murdoch Drive, as well as failed to provide shorter more predictable journey times for those who live and work in the Murdoch Precinct and finally failed to improve access to and from Fiona Stanley Hospital for visitors and staff in peak traffic hours.

This was due to the configuration of the proposed roundabout. The very significant traffic volumes that have been projected to use this roundabout and the conflicting turning movements were modelled by third party Traffic Engineers. The analysis confirmed the City of Cockburn's concerns. Adopting projected traffic figures, as provided by the MRIA, there will be very significant congestion and ultimately the intersection would fail from a traffic serviceability perspective.

The traffic analysis was presented to the MRIA and all further considered configurations of the Murdoch Drive Connection, by the MRIA, did not provide a full access link between Farrington Road and the Murdoch Drive Connection. This is likely (based on Traffic Engineers advice provided to the City of Cockburn) due to the fact that a roundabout in this location could not accommodate both the traffic figures to/from Roe Highway **and** inbound/outbound traffic from Farrington Road. As a result, it was not possible to provide full movement at Farrington Road.

It is important to note that for vehicular movements from west to east (of the Freeway) will now be far more easily assessable to Cockburn residents living west of the Freeway, via the proposed roundabout at Bibra Drive and the Murdoch Drive Connection. For the opposite, east to west (of the Freeway), the options do not change from what is currently available.

In accordance with MRWA projected traffic figures, once completed, the Murdoch Drive Connection project will result in a reduction in traffic volumes on Karel Avenue and Farrington Road. For Farrington road, at Casserly Drive, the reduction will be just under 30% (17,500 vehicles per day in both directions 2021), when compared to a do nothing scenario (22,400 vehicles per day in both directions 2021).

As such, the proposed Murdoch Drive Connection project will represent an improvement in access. The City supports delivery of the MAC based on option 4, noting this design facilitates the strategic movement of traffic into MAC with the least amount of impact on the City's local road network.

With reference to emergency vehicle access to Fiona Stanley Hospital from the freeway northbound, the MRWA advised that this option was considered several years ago during MAC/FSH planning. However, with confirmation of a southern access (initially through Roe 8 and now through Murdoch Drive Connection) it was not considered necessary to progress this option. If there is congestion on the network around the MAC precinct (or on any other areas of the Perth Metropolitan road network) emergency vehicles are able to activate lights and sirens to ensure fast passage.

Such a direct access into the hospital precinct from the Kwinana Freeway for emergency vehicles only had also been raised by the South West Group in 2015. The constraints on the horizontal and vertical alignments due the level difference between the freeway and the hospital indicated that only a tunnel option was a possibility which was an extremely high cost option and not considered feasible by the State.

Project Environmental Approval

MRWA is developing the MAC link under the blanket environmental approval contained in Ministerial Statement 1008 (refer <http://www.epa.wa.gov.au/sites/default/files/1MINSTAT/Statement%20No.%201008.pdf>)

The Statement, issued on 2 July 2015, covered the breadth of works for Roe 8 and included the connectivity to Murdoch Drive. The City formally registered its objections to Roe 8 at Council meetings held on 14 May 2015 and 8 September 2011. The City notes the Government has advised it will seek amendment of the Metropolitan Region Scheme

(MRS) to formally remove Roe 8; a similar process was used to remove the Fremantle Eastern Bypass.

While it necessary for MRWA to use this approval for construction of the MAC link, it has been suggested to the City by the Conservation Council of WA that it may be possible to seek an amendment to the Statement to remove the Roe 8 element. That course of action could prevent construction of Roe 8 from being constructed, even if an amendment to the MRS had not been finalised or approved in this time period.

There is a level of technical and legal detail that the City would have to research in order to prove up this proposition. The existing environmental approval has a validity period of five years, but works have to be substantially commenced in that time for the approval to remain valid. As works will be partially commenced, albeit just for the MAC element, the standing of the approval for anything further is uncertain. The City will seek technical and legal advice, following which a further report to Council will be considered.

In the meantime, the City continues to facilitate the revegetation project for the former Roe 8 reserve with the MRWA with a legal agreement to define the revegetation plan now with the Minister for Transport for signature. Under this agreement, the City will manage the revegetation of the road corridor to achieve a satisfactory level of reinstatement. The City will work through a Steering Group with all costs for the revegetation project to be met by the MRWA.

Strategic Plans/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.

Improve connectivity of transport infrastructure.

Community, Lifestyle & Security

Provide for community facilities and infrastructure in a planned and sustainable manner.

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management.

Budget/Financial Implications

The City has expended \$49,356.00 excluding GST on engineering consultants Cardno in 2017 and almost \$8000.00 on letter drops and public meetings carried out by the City on this project, excluding the large number of hours expended by the Executive and many staff members, costs of the venues and their associated costs.

Legal Implications

In terms of the question of the road project being undertaken in accordance with current State and Federal Government environmental approvals, there has been no indication from either agencies or the responsible Ministers regarding the inability of the environmental approvals at State and Federal levels to be utilised for the purposes of the MAC link.

In terms of the road design, this reflects the objective of delivering accessibility to the specialised activity centre of Murdoch. The structure plan appears to have been given due regard in terms of achieving this intended “major boulevard traffic artery...” Importantly the preferred design provides for multi-dimensional accessibility, which helps to preserve the intended boulevard function of the link.

The preferred design concept is considered to have appropriate regard for the planning framework.

Community Consultation

This is an MRWA project so primary responsibility for public consultation rests with the MRWA and the MRIA as the implementation group. The first public information sessions took place during August 2017. Overall, the City believes the public consultation on this project by the MRWA was poorly managed and caused considerable community angst.

The City has provided advice and support to the process of community consultation, specifically the public presentations by City staff on 20 February 2018 at a community briefing event hosted by the Bibra Lake Residents Association and 21 November at the Cockburn ARC.

As noted above, the City proposed to co-host a public meeting with MRWA which the MRWA were instructed by their Minister’s office to

conduct the event only with MRWA and MRIA. This public information event took place on 10 March 2018. The City sent out a letter of notification to promote attendance at this event to over 3000 properties in the local area.

As part of the consultation process as the project developed, Elected Members were given e-mail updates on the progress of the project on 17 Oct 2017, 1, 7 and 15 Nov 2017, 20 Feb 2018 and 6 Mar 2018.

There were also presentations given to Elected Members at briefing sessions on 28 Sep 2017 when the City had MRWA present and 17 November 2017, as well as a presentation to the Bibra Lake Residents Association (BLRA) representatives on 8 November 2017 in preparation for the public meeting conducted at the Cockburn ARC. As noted above, a copy of the City presentations from November 2017 and February 2018 are included as Attachments for reference.

Risk Management Implications

The risk to the City of objecting to the preferred option will be two fold. First there is the reputational damage of the City objecting to the preferred design which was the option proposed by the results of the City's investigations in 2017.

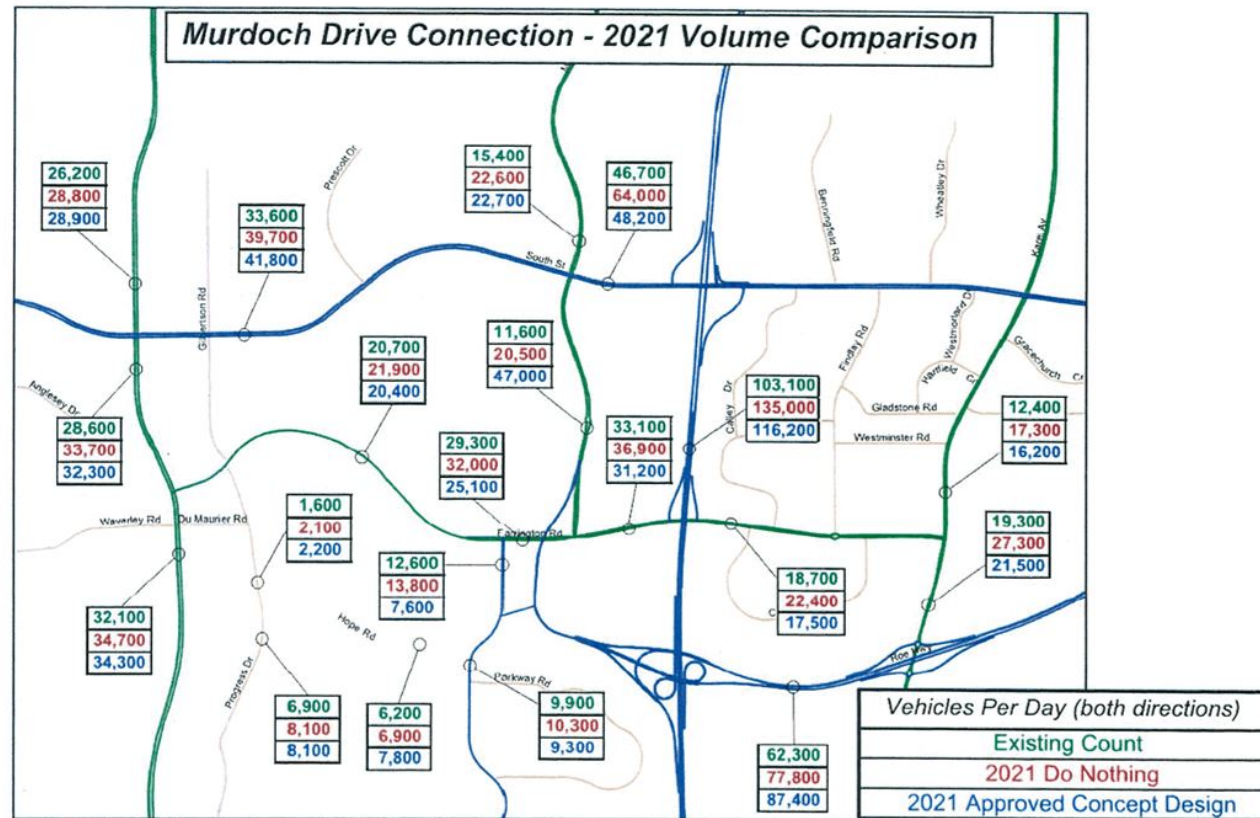
Second, there will be the disruption to the current cooperative relations that the City has built up with State and Government Agencies, which are vital to the influencing of projects and programs that are not the remit of local authorities. That is where the local authority is impacted but is not the decision maker and hence must rely on the ability to influence the outcomes through effective management of key Government stakeholder relationships and expectations, to get the best possible result for the local authority area.

Advice to Proponent(s)/Submitters

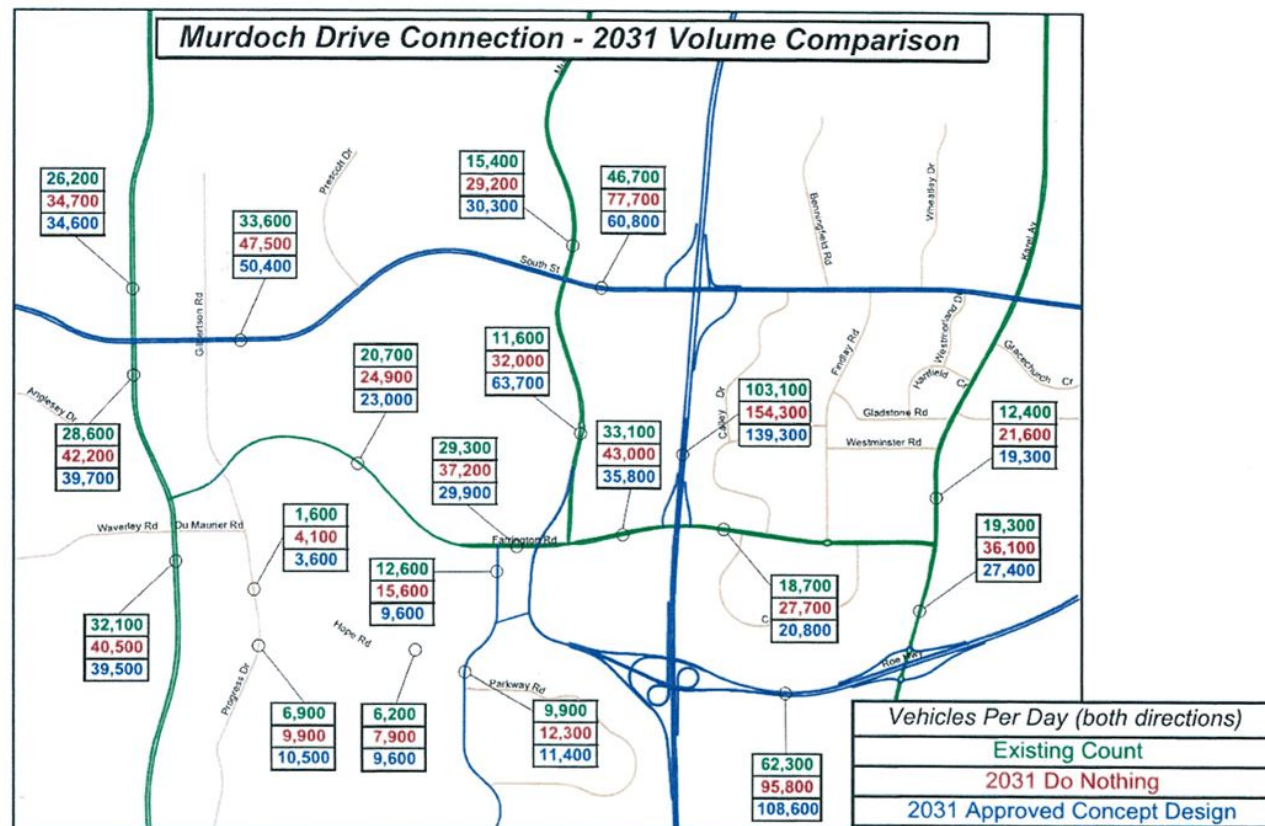
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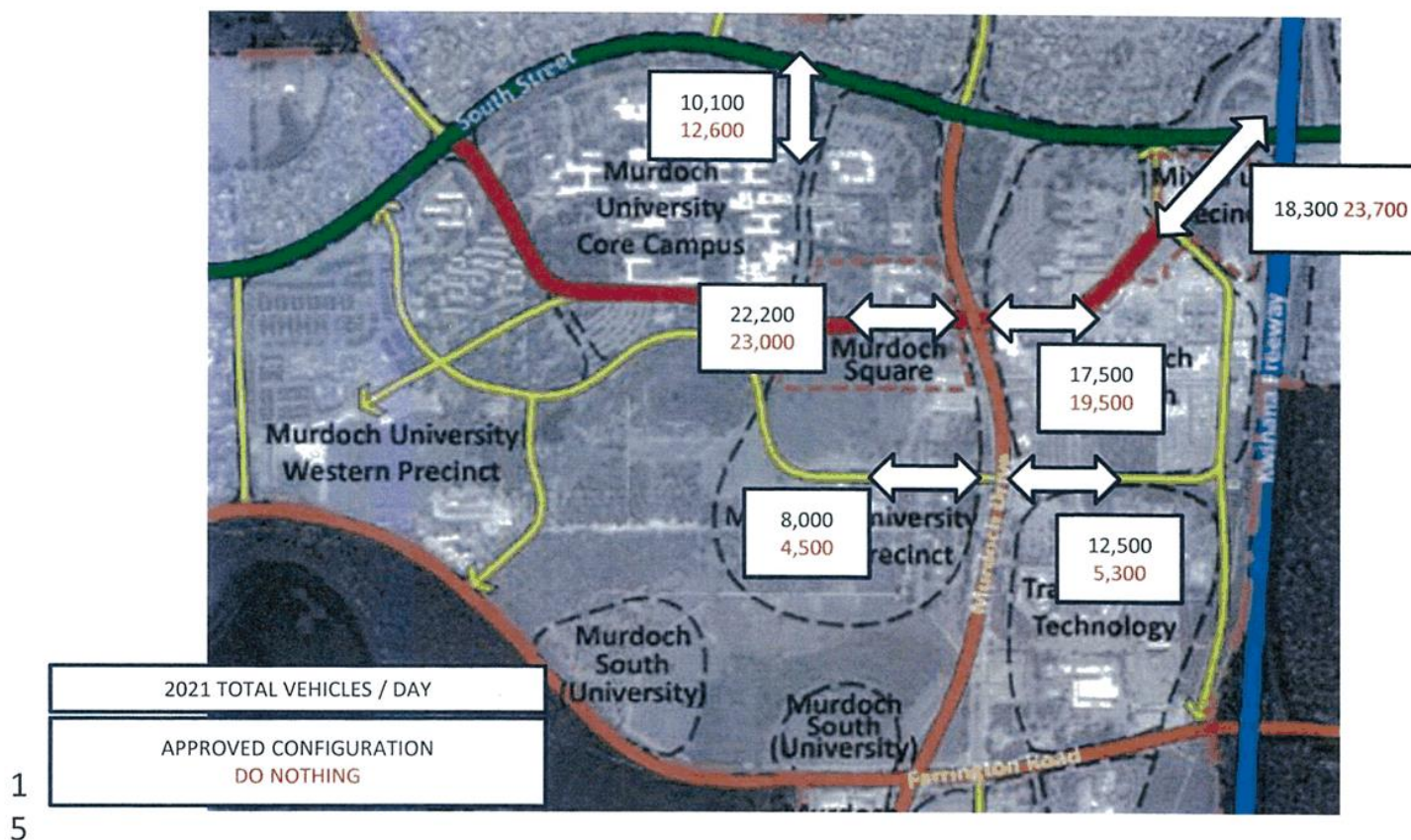
Implications of Section 3.18(3) *Local Government Act, 1995*

Nil.



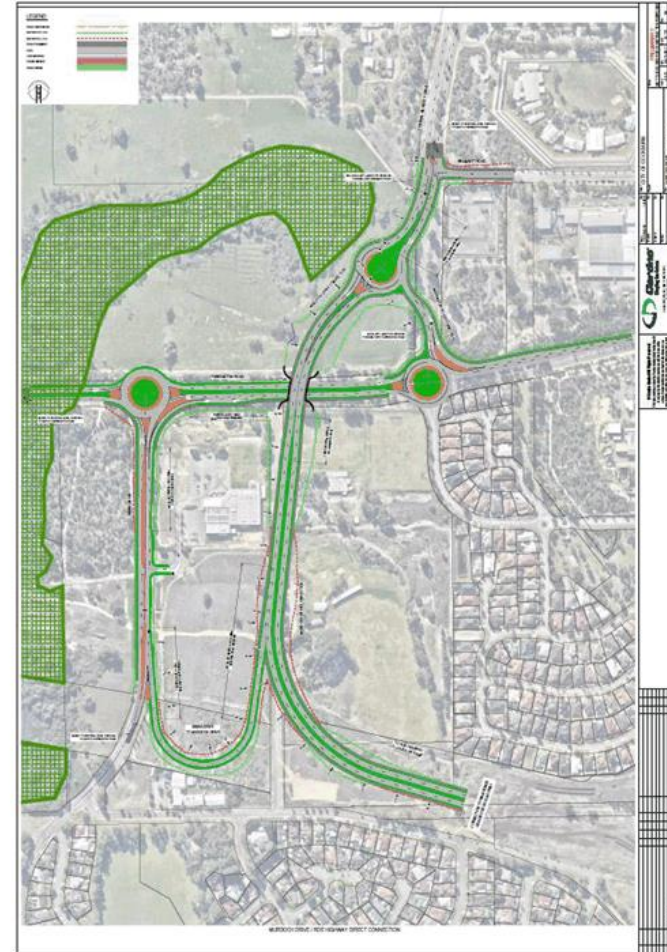
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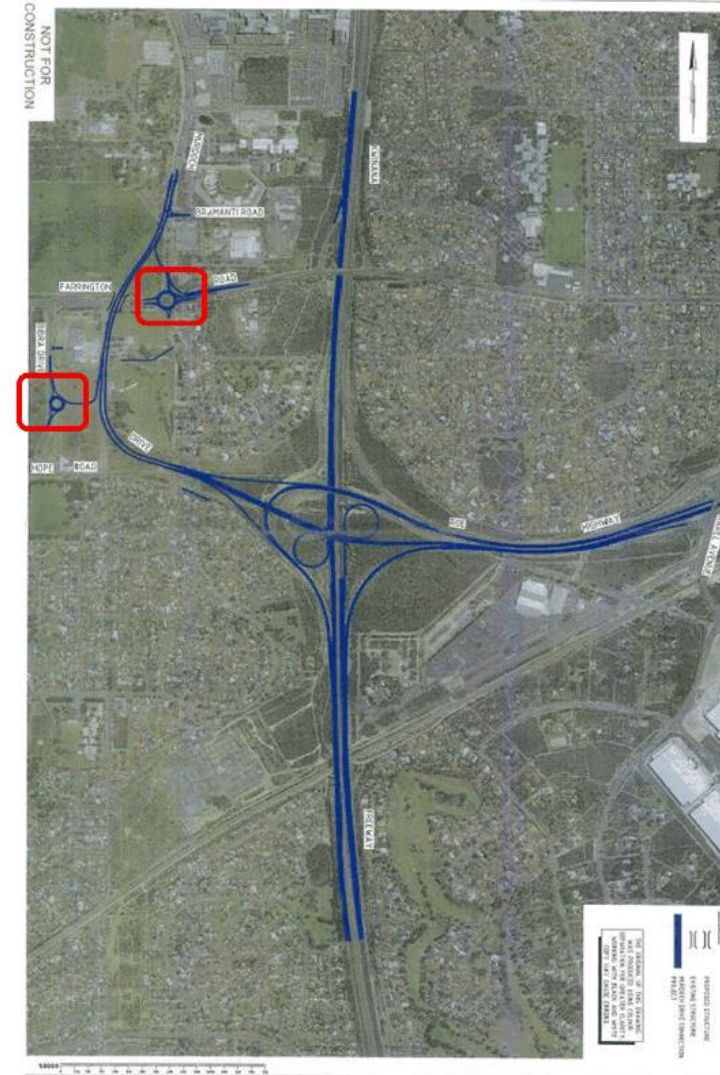
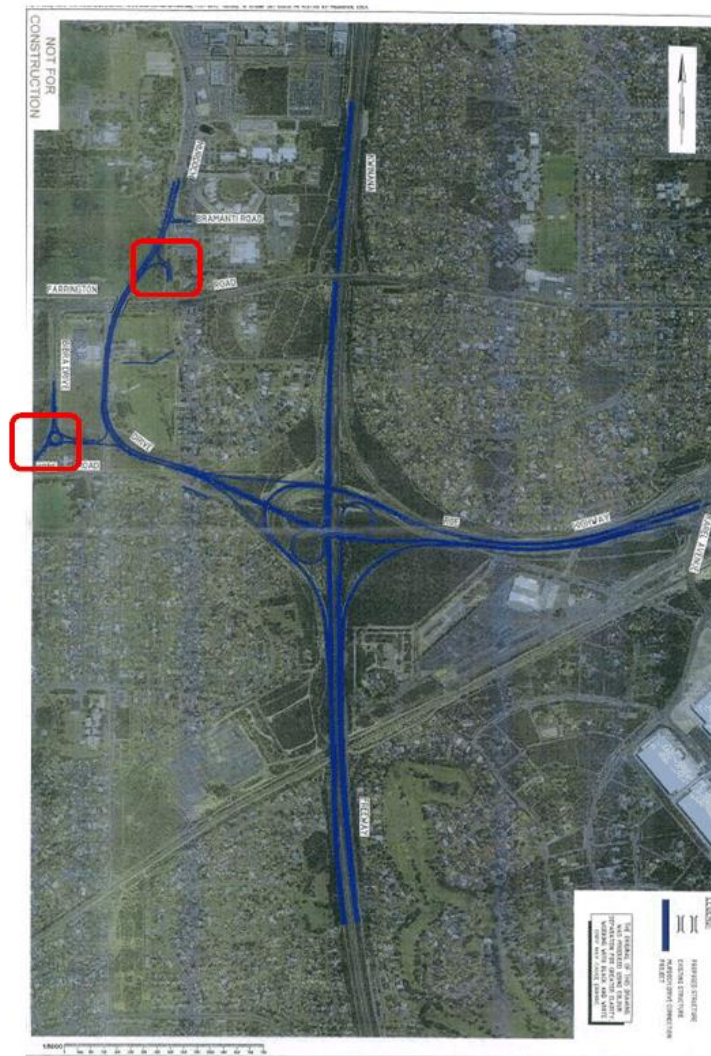


MAC Link and Impacts

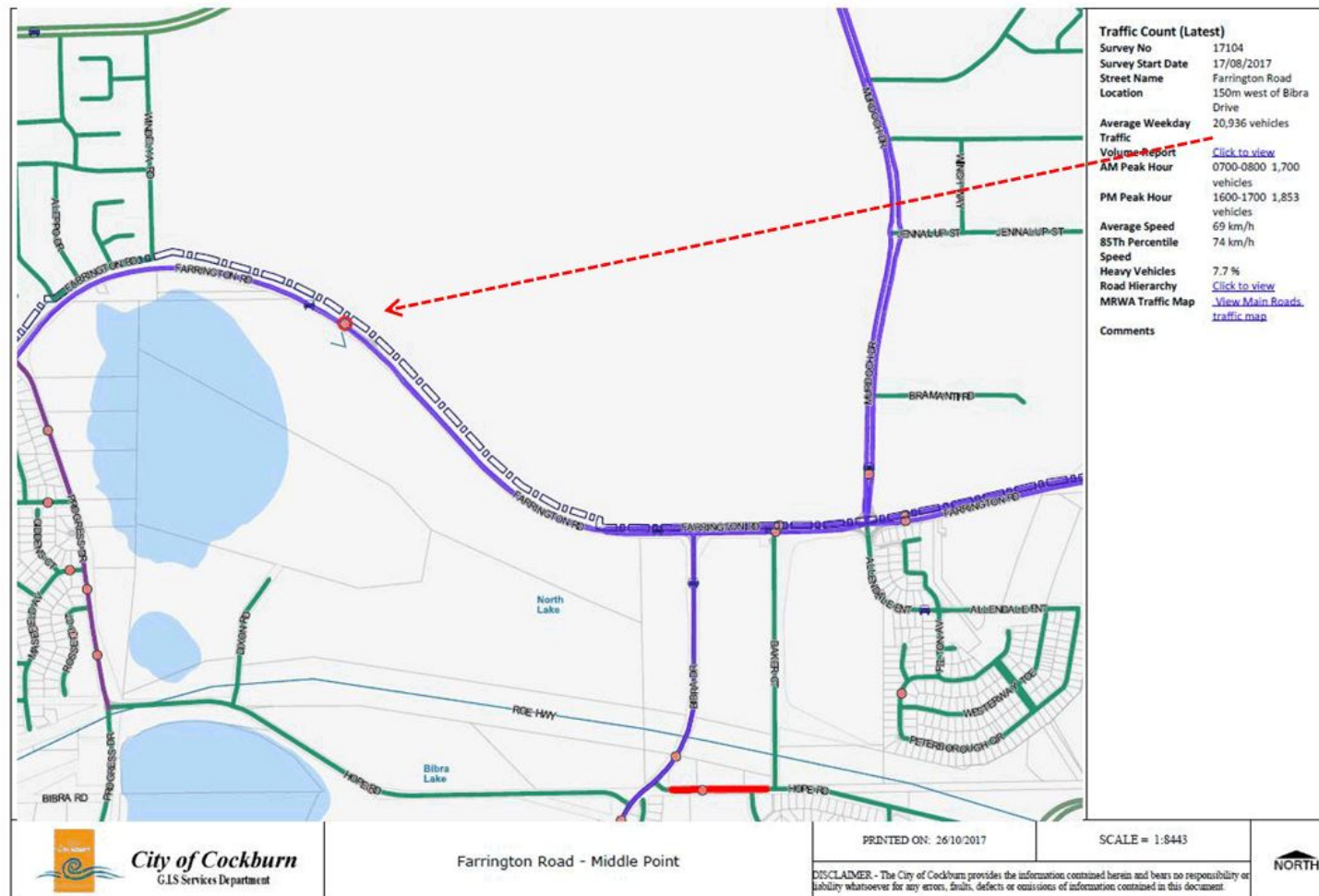
Farrington Connections

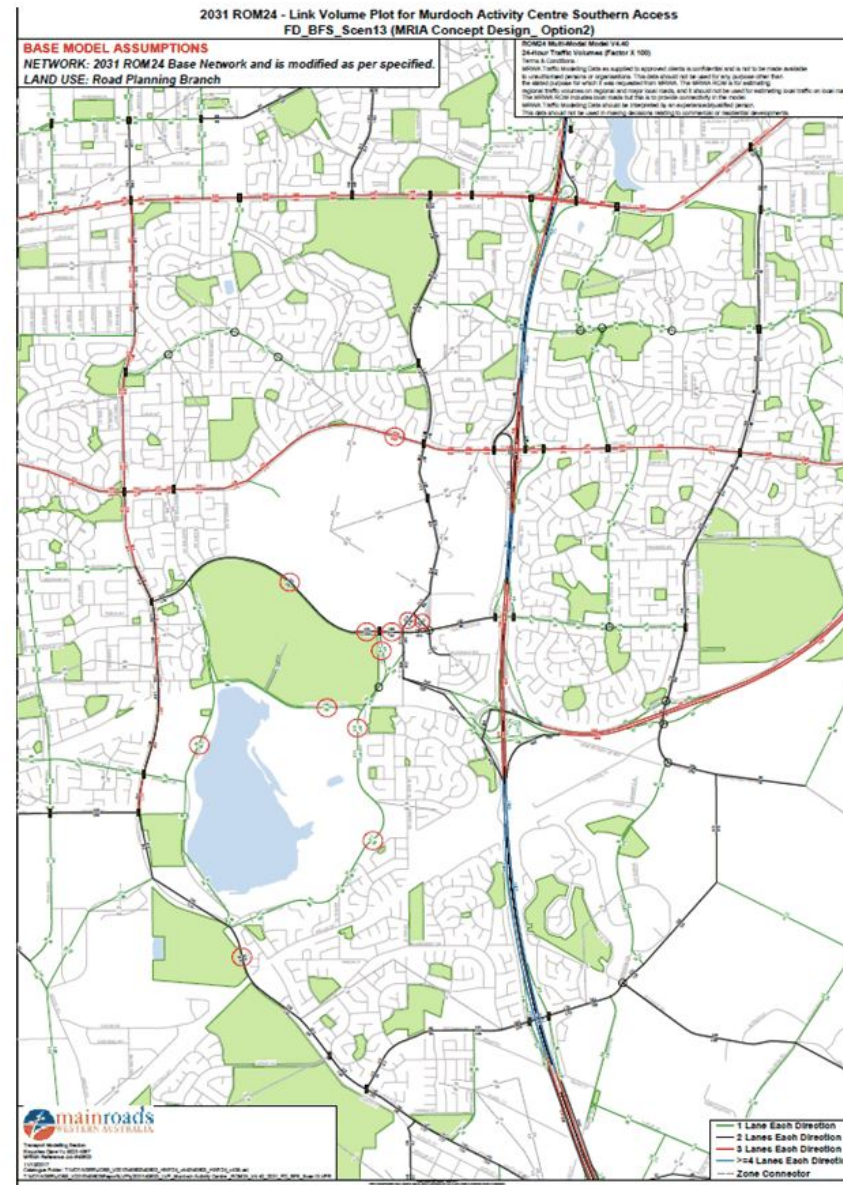


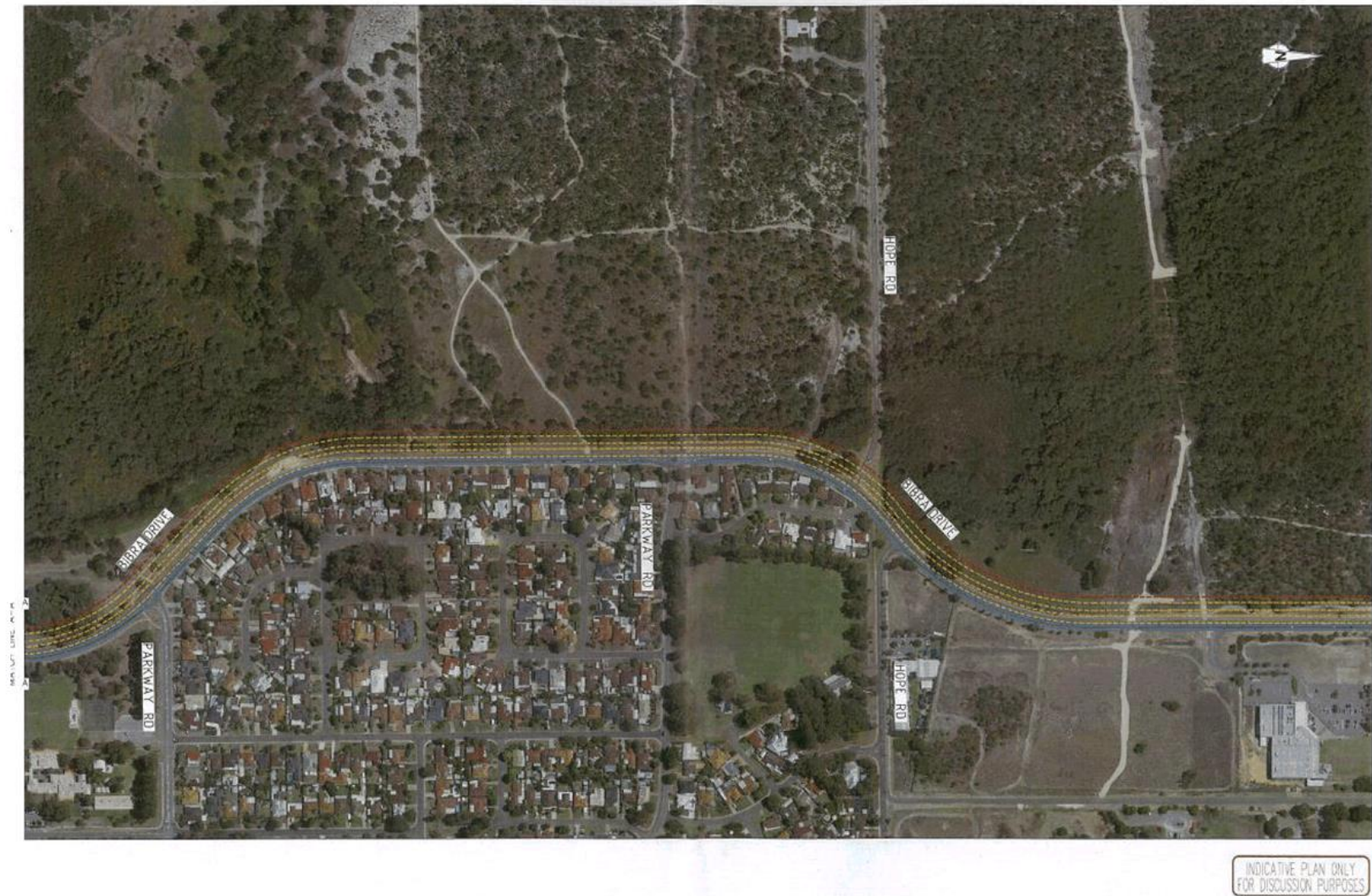
Options 2 & 4



Traffic Counts







Key Issues

- **Farrington Road** – at the mid point the Aug 17 traffic count was 20,900 vpd; MRWA's ROM plots have the volumes significantly lower than this. Where did 7,000 vpd go? What happens to the options if they are still there? There is an EPA decision recommending it remain as single carriageway at the mid point.
- **Bibra Drive** – gains between 4 – 12,000 extra vpd. This road can't be widened. The impact is most significant on the intersections. The Bluegum and Bibra Lake primary schools are most impacted.
- **Hope Road** – traffic would double. While the road can accommodate this, the locations where traffic is despatched to cannot. (Children's playground, Aboriginal Cultural precinct, Waldorf school)

Conclusions

- ROM – still have fundamental concerns that MRWA's data is understated for Farrington Road. If it wrong, Option 2 intersections may fail (Murdoch/Farrington and Bibra / MAC)
- Option 2 has significant impacts for the City's local road network
- Option 4 is workable, it is not the preferred configuration with Farrington Road; but does not require additional land to be acquired from Murdoch Uni.
- Community Engagement – we have not done extensive discussion as we have tried to work through the local members and Minister's office. However, a general briefing to the BLRA and school representatives should now occur.
- MRWA have been directed to meet with the City next Monday and we believe are required to re-do their ROM models.



Murdoch Drive Connection

Charles Sullivan

Director Engineering and Works, City of Cockburn

February 2018

cockburn.wa.gov.au

State Government Project

\$100M project extends Murdoch Drive south from Farrington Road to the Roe Highway/Kwinana Freeway interchange



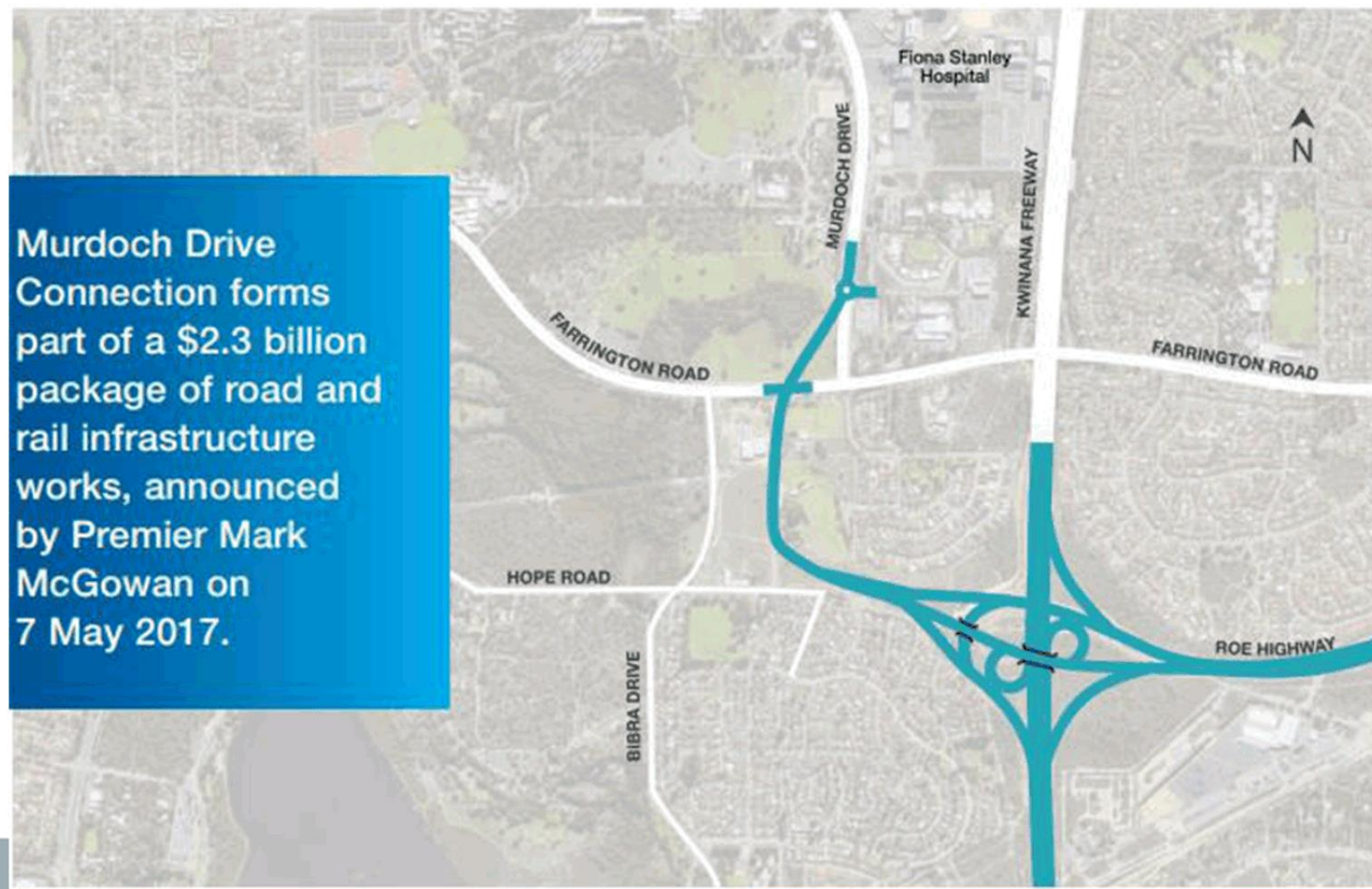
- 10 May 2017 -- Project announced by State Government
- August 2017 -- Main Roads WA consultation based on second concept
- September 2017 -- Revised concept with bridge over Farrington Road and retains a Bibra Drive/Farrington Drive connection
- City continues traffic modelling and analysis on multiple options
- Main Roads forms Community Reference Group – traffic study demanded
- Preliminary site works start
- November 2017 – Bibra Lake Residents Association hosts meeting, accepts option proposed by City and starts petition to the Minister





Original
map May
2017

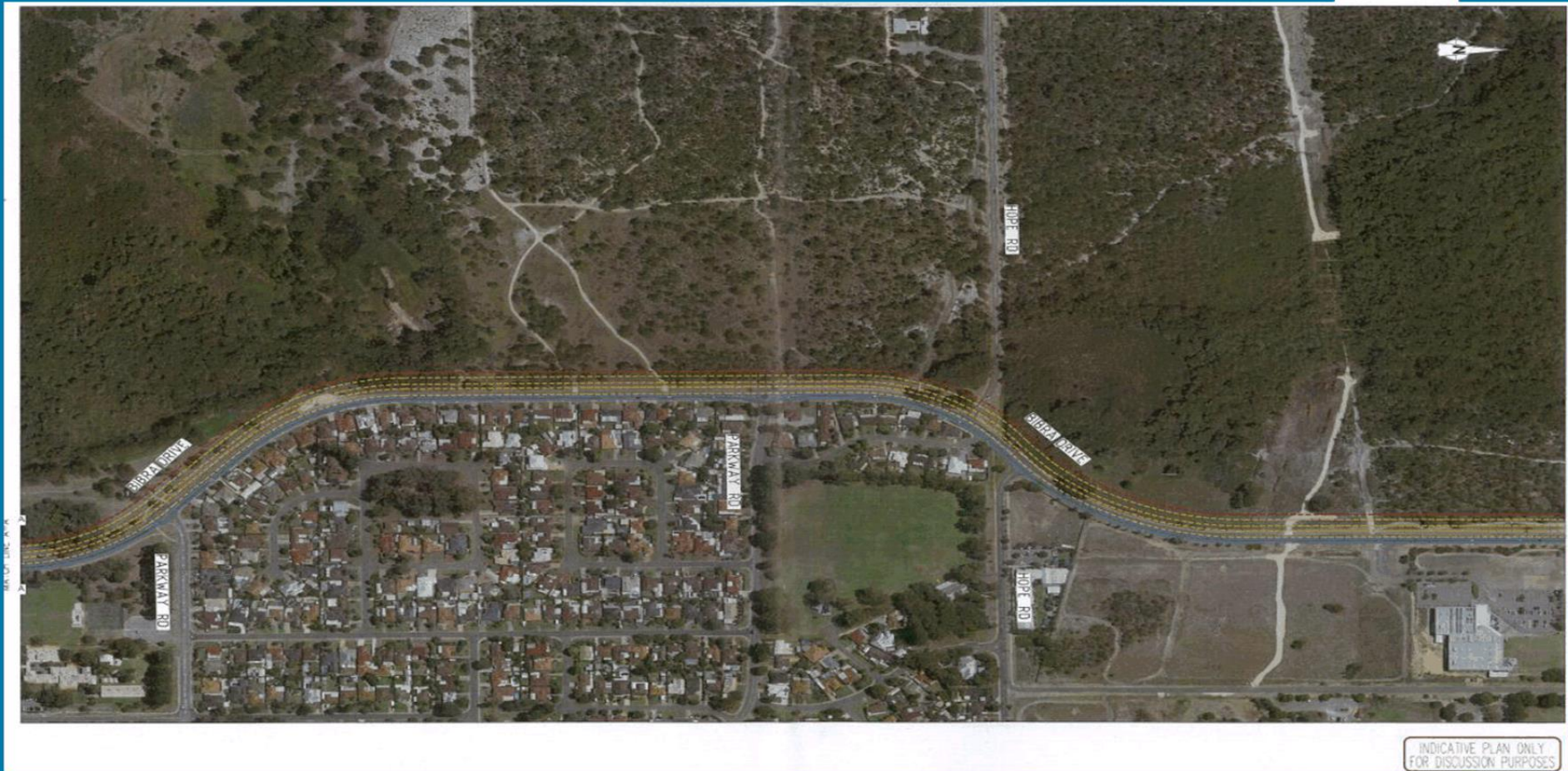
Murdoch Drive
Connection forms
part of a \$2.3 billion
package of road and
rail infrastructure
works, announced
by Premier Mark
McGowan on
7 May 2017.



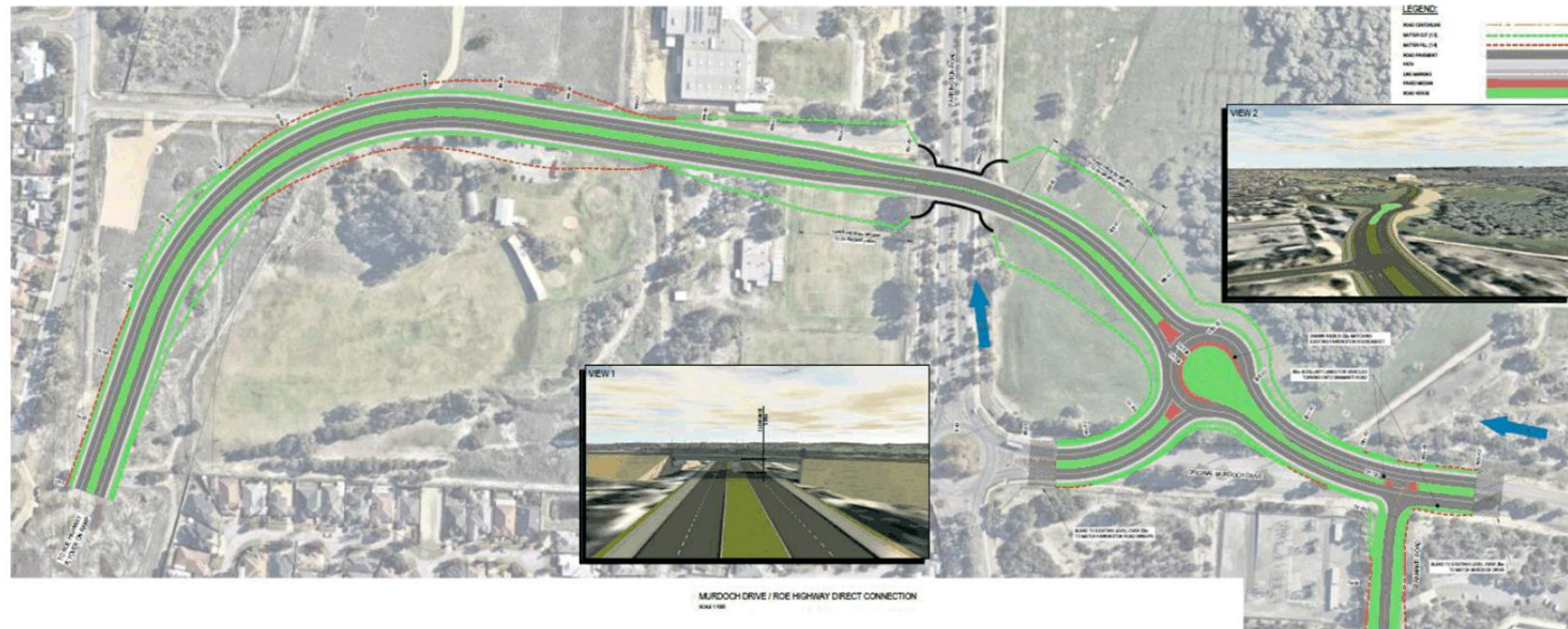


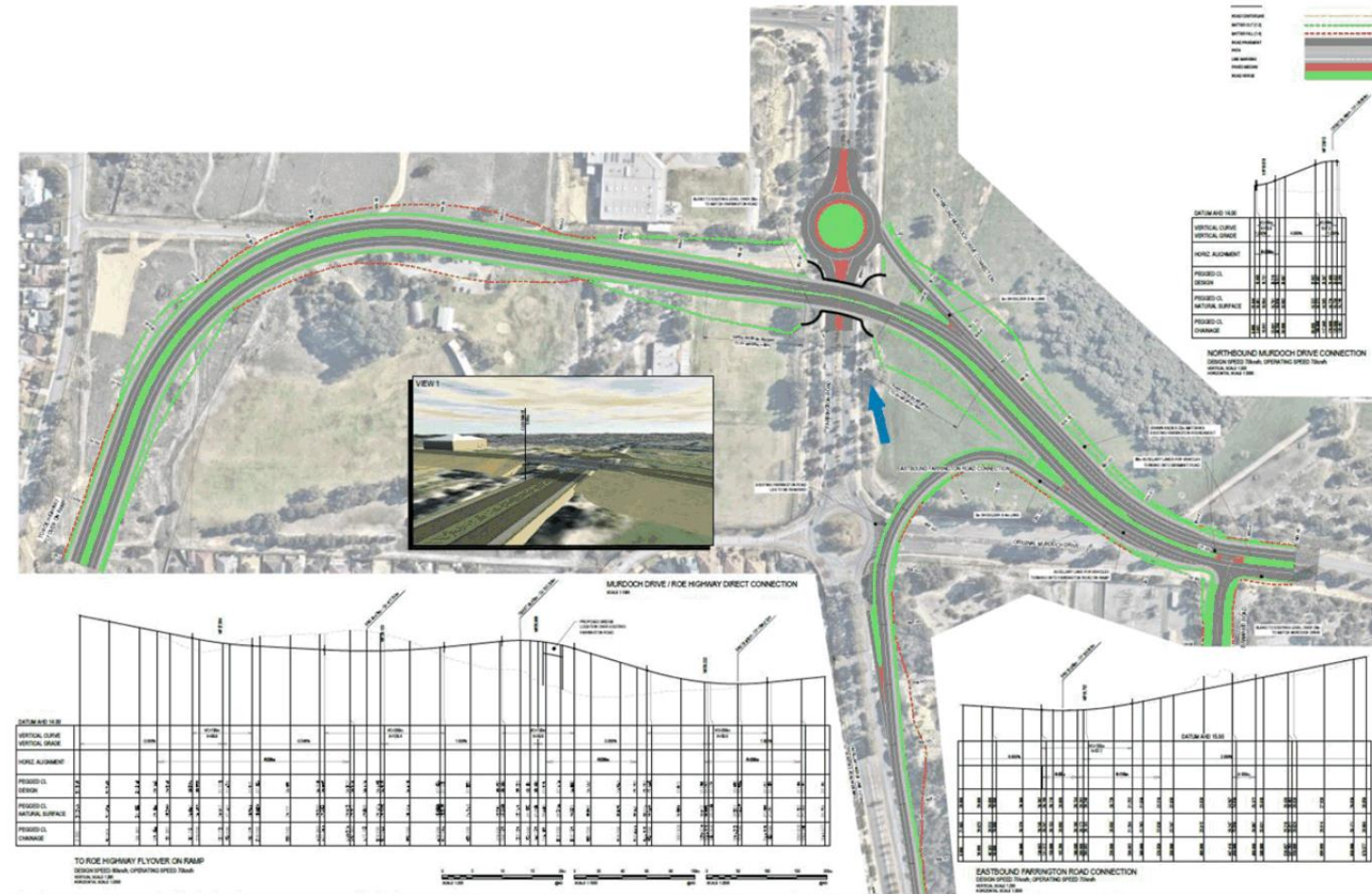
Map shown to
residents in
August 2017 at
public display

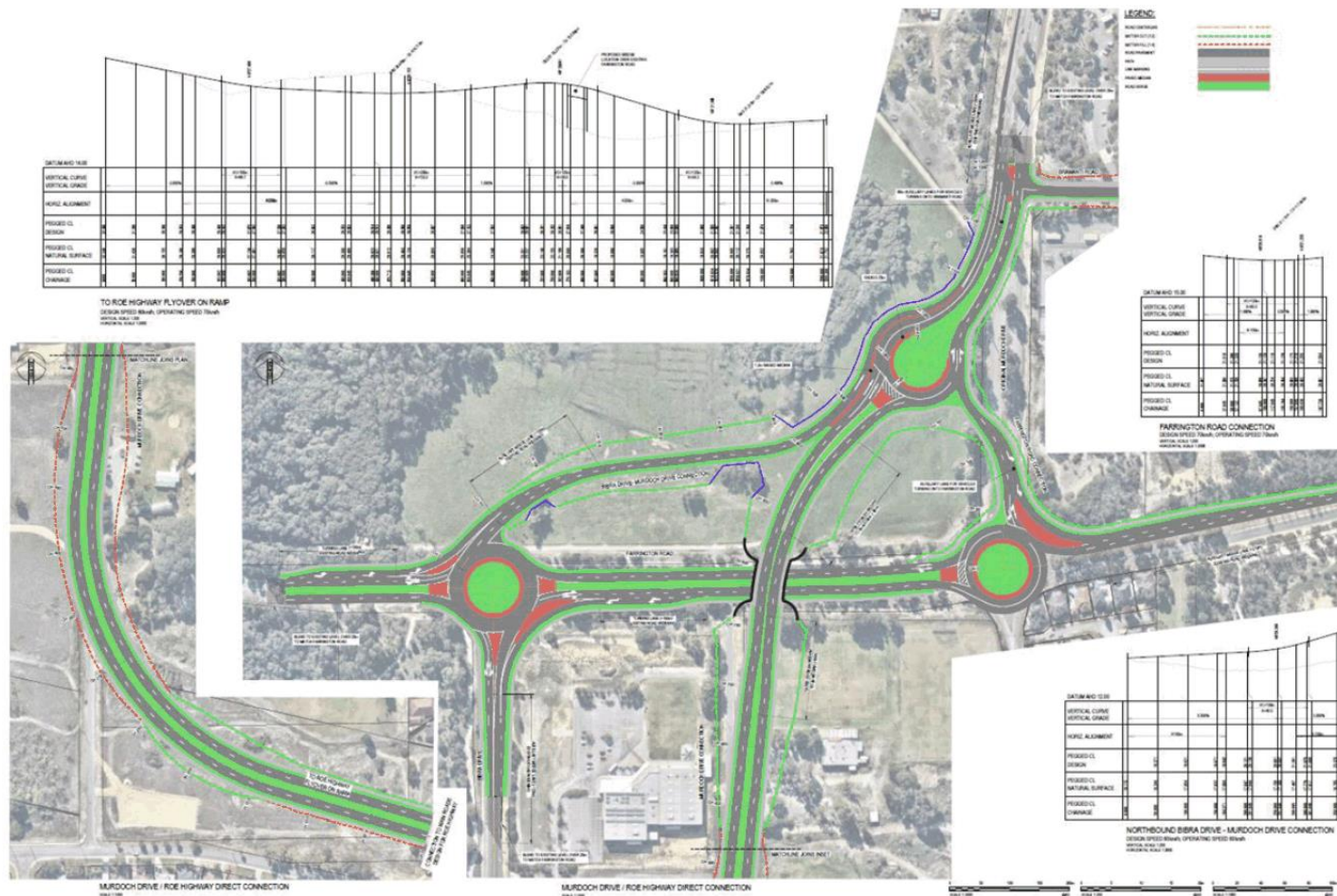


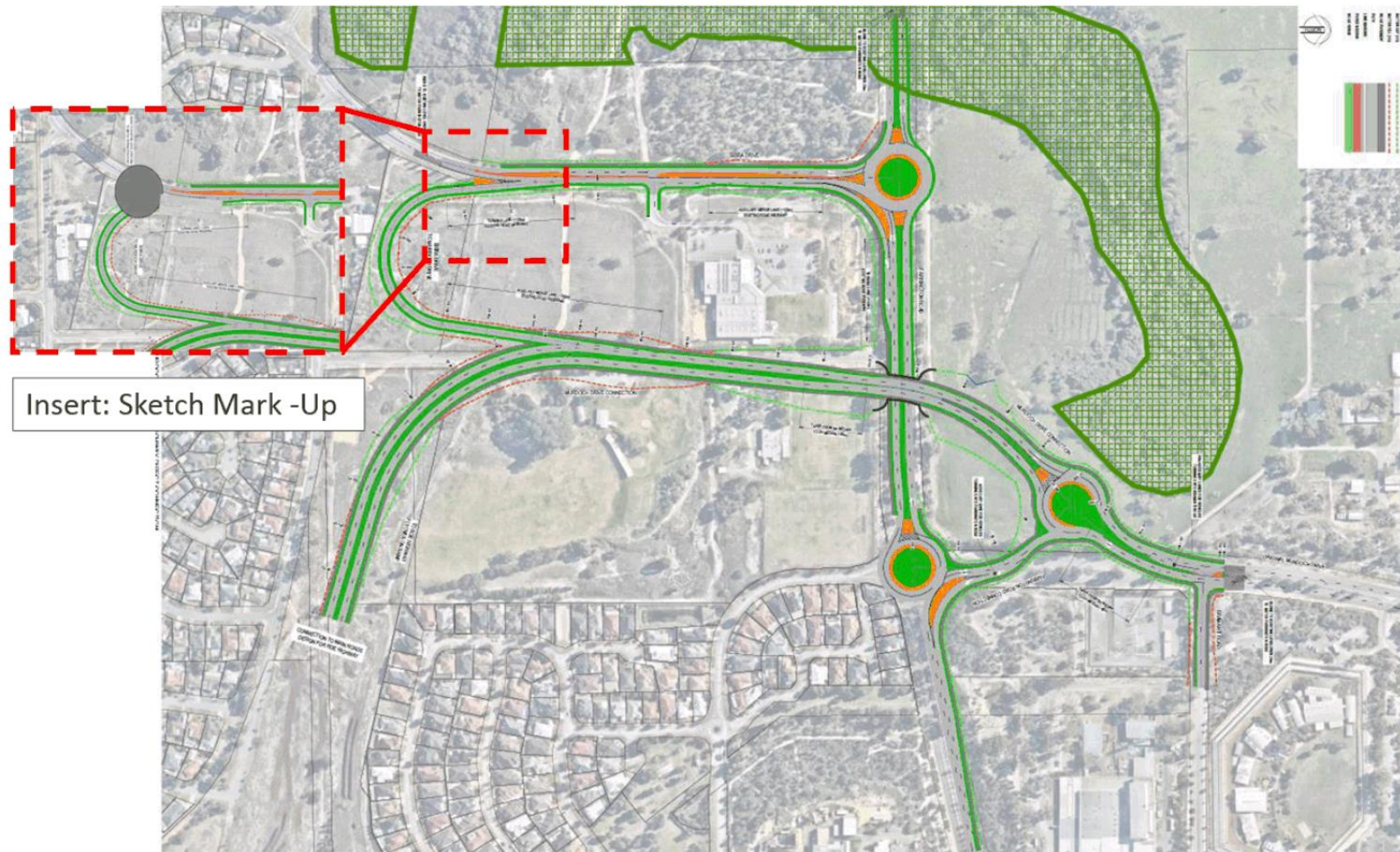


City of Cockburn looked at many possible traffic arrangements









Option 2

MRWA Preferred Option

Provides a left-in, left-out connection between the existing Bibra Drive and the proposed Murdoch Drive Connection, and similarly between Murdoch Drive and Farrington Road



Option 4

City of Cockburn preferred option

Provides a left-out connection from the existing Bibra Drive to the proposed Murdoch Drive Connection, as well as a similar connection from Murdoch Drive to Farrington Road.



Key issues



- **Farrington Road** – August 2017, traffic count was 20,900 vehicles per day. Option 2 increases this to 26,000. At this level it should be dual carriageway, however, there is an EPA decision recommending it remain as single carriageway at the mid point.
- **Bibra Drive** – the State Government has underestimated the volumes along the section Farrington Road to Hope Road at 9,400.

Likely to be gains of between 18,000 to 20,000 vehicles in this section. Widening this road would be difficult, but at the section near Hope Road, it would be impossible. The most significant impact is at the intersections. The two local primary schools are most impacted.

- **Hope Road** – traffic would double. While the road can accommodate this, the locations where traffic is despatched to cannot. (Children's playground, Aboriginal cultural precinct, Waldorf school)



Conclusions



- State Government has made a decision on the route and started the project, based on the City's preferred option
- Still have concerns that the traffic count is understated for Bibra Drive.
- The final option is not the best configuration with Farrington Road; but it does not require extra land from Murdoch University.
- The City has provided verbal and written feedback to Main Roads about these concerns.
- Acknowledge that we have put a lot of engineering work into this project
- Acknowledge the assistance from Bibra Lake Residents Association
- Main Roads will host further information sessions for residents in March.



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

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

22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

23. CONFIDENTIAL BUSINESS

Nil

24. 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.

25. CLOSURE OF MEETING