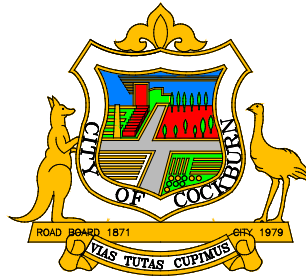


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 13 OCTOBER 2016

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 13 OCTOBER 2016 AT 7:00 PM

	Page
1. DECLARATION OF MEETING.....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	1
3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER).....	1
4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER).....	1
5. APOLOGIES & LEAVE OF ABSENCE.....	1
6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE.....	1
7. RESPONSE TO PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE	1
8. PUBLIC QUESTION TIME	1
9. CONFIRMATION OF MINUTES.....	2
9.1 (OCM 13/10/2016) - MINUTES OF THE ORDINARY COUNCIL MEETING - 8/9/2016.....	2
9.2 (OCM 13/10/2016) - MINUTES OF THE SPECIAL COUNCIL MEETING - 29/9/2016.....	2
10. DEPUTATIONS	2
11. PETITIONS.....	2
12. BUSINESS LEFT OVER FROM PREVIOUS MEETING (IF ADJOURNED).....	3
13. DECLARATION BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING	3
14. COUNCIL MATTERS.....	3
14.1 (OCM 13/10/2016) - LOCAL GOVERNMENTS AND PRAYER PROVISION AT COUNCIL MEETINGS (082/006) (JNGOROYEMOTO) (ATTACH).....	3
14.2 (OCM 13/10/2016) - REVIEW OF WARD BOUNDARIES AND COUNCILLOR REPRESENTATION (084/001) (R.AVARD) (ATTACH)	7
15. PLANNING & DEVELOPMENT DIVISION ISSUES	16
15.1 (OCM 13/10/2016) - PLANNING APPLICATION - MEDICAL CENTRE - LOCATION: NO. 21 (LOT 6) MELL ROAD, SPEARWOOD - OWNER: AD CANCI NOMINEES PTY LTD - APPLICANT: MEYER SHIRCORE & ASSOCIATES (DA16/0326 & 052/002) (D BOTHWELL) (ATTACH).....	16

15.2	(OCM 13/10/2016) - LOCAL GOVERNMENT INVENTORY (ADMINISTRATION SITE/SENIORS CENTRE/BOWLING CLUB) - ADDITIONAL INVENTORIES (148/004) (D DI RENZO) (ATTACH)	28
15.3	(OCM 13/10/2016) - LOT 2 FANSTONE AVENUE - CONSIDERATION TO ADOPT SCHEME AMENDMENT 110 AND STRUCTURE PLAN (109/046 & 110/133) (R PLEASANT) (ATTACH).....	33
15.4	(OCM 13/10/2016) - PROPOSED STRUCTURE PLAN - LOCATION: PART LOT 22 AND LOT 51 MAYOR ROAD, MUNSTER - OWNER: MICHAEL IVAN TOMASICH AND DANICA TOMASICH - APPLICANT: TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE (110/150) (T VAN DER LINDE) (ATTACH).....	43
15.5	(OCM 13/10/2016) - INITIATION OF PROPOSED SCHEME AMENDMENT NO. 120 - LOCATION: PORTION OF LOT 9501 BARTRAM ROAD, SUCCESS - OWNER: ALLVIVID PTY LTD – APPLICANT: PLANNING SOLUTIONS / JOHN CHAPMAN TOWN PLANNING CONSULTANT (109/121) (T VAN DER LINDE) (ATTACH)	61
15.6	(OCM 13/10/2016) - PROPOSED RE- NAMING OF PUBLIC OPEN SPACE RESERVE 47410 (RESERVE FOR PUBLIC USE & RECREATION) - LOT 4881 (20) RAVELLO VISTA, Yangebup - (6000808) OWNER: STATE OF WA (MGT ORDER: CITY OF COCKBURN) (147/001) (A KHAN/ A TROSIC) (ATTACH).....	65
15.7	(OCM 13/10/2016) - PROPOSED SCHEME AMENDMENT NO. 121 - LOT 100 PORT KEMBLA DRIVE AND LOT 4 GEELONG COURT, BIBRA LAKE - APPLICANT: MW URBAN PLANNING & DEVELOPMENT CONSULTANTS (109/122) (D DI RENZO) (ATTACH)	70
15.8	(OCM 13/10/2016) - ACQUISITION OF RESERVE 45009 LOT 2102 GARSTON WAY, NORTH COOGEE (041/001) (L GATT) (ATTACH).....	79
15.9	(OCM 13/10/2016) - CONSIDERATION TO INITIATE SCHEME AMENDMENT NO. 119 TO DELETE LOCAL PLANNING POLICY 1.13 'BUSHFIRE PRONE AREAS' - APPLICANT: CITY OF COCKBURN - OWNER: VARIOUS (109/119) (L SANTORIELLO) (ATTACH)	82
15.10	(OCM 13/10/2016) - PLANNING APPLICATION - STORAGE YARD WITH HARDSTAND (CARAVANS, BOATS ETC) - LOCATION: NO. 59 (LOT 46) POWER AVENUE, WATTLEUP - OWNER: G HIGGS & R WINDON (DA16/0519 & 052/002) (D J VAN RENSBURG) (ATTACH)	99
15.11	(OCM 13/10/2016) - PLANNING APPLICATION - RETROSPECTIVE STORAGE YARD (CARAVANS & MOTOR HOMES) - LOCATION: NO. 27 (LOT 13) LORIMER ROAD, WATTLEUP - OWNER/APPLICANT: C & M MURPHY (DA16/0506 & 052/002) (D J VAN RENSBURG) (ATTACH).....	105

15.12	(OCM 13/10/2016) - PLANNING APPLICATION - 32 MULTIPLE DWELLINGS - LOCATION: 23 (LOT 118) O'CONNOR CLOSE, NORTH COOGEE - OWNER: GRACEVALE PTY LTD - APPLICANT: GMPM CONSULTING PTY LTD (052/002 & DA16/0213) (G ALLIEX) (ATTACH)	112
16.	FINANCE & CORPORATE SERVICES DIVISION ISSUES	130
16.1	(OCM 13/10/2016) - LIST OF CREDITORS PAID - AUGUST 2016 (076/001) (N MAURICIO) (ATTACH).....	130
16.2	(OCM 13/10/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - AUGUST 2016 (071/001) (N MAURICIO) (ATTACH)	131
17.	ENGINEERING & WORKS DIVISION ISSUES.....	141
17.1	(OCM 13/10/2016) - TRAFFIC MANAGEMENT - KNOCK PLACE, JANDAKOT (163/001 (C SULLIVAN) (ATTACH).....	141
17.2	(OCM 13/10/2016) - MATTERS TO BE NOTED FOR INVESTIGATION WITHOUT DEBATE - FOOD IS FREE PROJECT (144/005) (A LEES) (ATTACH).....	144
17.3	(OCM 13/10/2016) - COOGEE BEACH SURF LIFESAVING CLUB CARPARK UPDATE AND OPTION 1 COST ESTIMATE (164/002) (ALEES) (ATTACH).....	148
17.4	(OCM 13/10/2016) - TRANSPORT @ 3.5MILLION SUBMISSION (110/046) (C SULLIVAN) (ATTACH)	151
17.5	(OCM 13/10/2016) - TENDER NO. (C100341) RFT 09/2016 - TREE MANAGEMENT SERVICES (RFT 09/2016) (A WATERS) (ATTACH).....	164
18.	COMMUNITY SERVICES DIVISION ISSUES.....	171
18.1	(OCM 13/10/2016) - REQUEST FOR TENDER NO. RFT14/2016 (M900003) - HEALTH CLUB EQUIPMENT (COCKBURN ARC) - 31 VETERANS PARADE, COCKBURN CENTRAL (078/002; 154/006) (B.MCEWIN) (ATTACH).....	171
18.2	(OCM 13/10/2016) - ADOPTION OF COMMUNITY DEVELOPMENT STRATEGY 2016-2020 (021/004) (G BOWMAN) (ATTACH)	182
18.3	(OCM 13/10/2016) - COCKBURN AQUATIC AND RECREATION CENTRE FOUNDATION MEMBERSHIP FEES AND CHARGES - APPROVAL (154/006) (B MCEWIN)	186
19.	EXECUTIVE DIVISION ISSUES	189
20.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	189
20.1	(OCM 13/10/2016) - BUSINESS FORUMS (059/004) (S SEYMOUR-EYLES).....	189
21.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING.....	193
22.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY MEMBERS OR OFFICERS	193

	Page
23. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	193
24. CONFIDENTIAL BUSINESS.....	193
25 (OCM 13/10/2016) - RESOLUTION OF COMPLIANCE	193
26. CLOSURE OF MEETING.....	194

CITY OF COCKBURN

AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 13 OCTOBER 2016 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**
- 8. PUBLIC QUESTION TIME**

9. CONFIRMATION OF MINUTES

9.1 (OCM 13/10/2016) - MINUTES OF THE ORDINARY COUNCIL MEETING - 8/9/2016

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 8 September 2016 as a true and accurate record.

COUNCIL DECISION

9.2 (OCM 13/10/2016) - MINUTES OF THE SPECIAL COUNCIL MEETING - 29/9/2016

RECOMMENDATION

That Council confirms the Minutes of the Special Council Meeting held on Thursday, 29 September 2016, as a true and accurate record.

COUNCIL DECISION

10. DEPUTATIONS

11. PETITIONS

12. BUSINESS LEFT OVER FROM PREVIOUS MEETING (if adjourned)

Nil

13. DECLARATION BY MEMBERS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS CONTAINED IN THE BUSINESS PAPER PRESENTED BEFORE THE MEETING**14. COUNCIL MATTERS****14.1 (OCM 13/10/2016) - LOCAL GOVERNMENTS AND PRAYER PROVISION AT COUNCIL MEETINGS (082/006) (JNGOROYEMOTO) (ATTACH)****RECOMMENDATION**

That Council notes the information.

COUNCIL DECISION**Background**

The Chief Executive Officer received an email from Cllr Chamonix Terblanche dated 31 August 2016 requesting for research to be undertaken in regards to prayer provisions at local government Council Meetings, and for a report to be presented to Council.

Submission

N/A

Report

Prayer traditionally allows the devoted the opportunity to talk to their God. 138 Western Australian Local Governments were consulted to find out whether they conducted prayers at their Council meetings and 75 responded as follows:

- 67 do not conduct prayers
- 5 conduct prayers before Council meetings (adopted by resolution)
- 3 conduct prayers during Council meetings (part of Standing Orders)

The following local governments in Western Australia indicated in their responses that they conduct prayers:

- Kwinana
- Joondalup
- Wanneroo
- Perth
- Albany
- Victoria Park
- Stirling
- Busselton

A review of the Western Australian Local Government Association model Standing Orders Local Law was also conducted, and it is evident that there has been a trend away from incorporating an opening Prayer within a Council's Agenda as part of Standing Orders, with the City of Perth, Busselton and Albany the only Councils that retain such a prayer in their Standing Orders. The rest of the Councils that conduct prayers, decided to do so by Council resolution. The City of Kwinana cited long standing tradition as its reason, for conducting prayers. The City of Busselton invites churches of different denominations to say a prayer at each Council meeting. On the other hand, the City of Shark Bay has resolved through Council resolution not to conduct prayers, and the City of Greater Geraldton removed provision of prayers from their Standing Orders in 2007 when Geraldton merged with Greenough.

The decision on how to commence the meeting is entirely a decision of the elected Council members at the time and can be commenced or finalised at the discretion of the Council. However the eligibility criteria to be elected as a Council member is silent on the matter of religious or personal beliefs and as such the Council should be cognisant and respectful of individual Council member's beliefs and values. As there is no requirement under the Local Government Act 1995 for Council meetings to commence with an opening Prayer, most of the local governments that conduct a prayer, do so before the meeting starts, and have adopted this practice through a Council resolution.

A Council may open its meetings with a prayer if it chooses. This decision should be made after considering the religious beliefs and views of the Councillors and the community. Councillors have sworn to faithfully represent their entire community, and therefore should consider pledging allegiance to a faith that is shared by all its members. Non-Christian or non-religious Councillors should not be forced to partake in Christian rituals, as this could be considered as discriminatory.

.id – the population experts website outlines the following:

In the 2011 census nearly half of the population reported either being Catholic (25.3%) or having no religion (22.3%). In City of Cockburn, the number of Christians experienced the greatest change (+9,017) compared to the non-religious and non-Christians in 2011. City of Cockburn's religion statistics provide an indicator of cultural identity and ethnicity when observed in conjunction with other key variables. Religion data reveal the major concentrations of religions as well as revealing the proportion of people with no religious affiliation. There are a number of reasons for different religious compositions across areas including the country of birth and ethnic background of the population, the age of the population (belief in religion is generally stronger, the older the population) and changes in values and belief systems.

City of Cockburn's religion statistics should be analysed in conjunction with other ethnicity statistics such as Country of Birth data and Language Spoken data to assist in identifying specific cultural and ethnic groups. Analysis of the religious affiliation of the population of City of Cockburn in 2011 compared to Western Australia shows that there was a higher proportion of people who professed a religion and a lower proportion who stated they had no religion. Overall, 67.4% of the population nominated a religion, and 24.4% said they had no religion, compared with 63.9% and 25.5% respectively for Western Australia.

The largest single religion in City of Cockburn was Western (Roman) Catholic, with 32.9% of the population or 29,533 people as adherents.

The major differences between the religious affiliation for the population of City of Cockburn and Western Australia were:

- *A larger percentage who nominated Western (Roman) Catholic (32.9% compared to 23.6%)*
- *A smaller percentage who nominated Anglican (16.2% compared to 18.8%)*

The largest changes in the religious affiliation of the population in City of Cockburn between 2006 and 2011 were for those who nominated:

- *Western (Roman) Catholic (+4,338 persons)*
- *Anglican (+1,711 persons)*
- *Christian,nfd (+1,187 persons)*

- *Buddhism (+704 persons)*

In conclusion it would appear that the move away from an opening prayer by local governments is in response to the multicultural mix of a Council's local community. Council meetings are, by their nature, inclusive and should be focussed on achieving effective outcomes in the best interest of the community. If Council chooses the act of praying, it is recommended the prayer should be apolitical and non-denominational.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

No consultation has been undertaken at this stage.

Risk Management Implications

There are no risks associated with the recommendation. However if Council chooses to have a prayer at Council meetings, there is a potential reputational risk, as Council might be perceived as not being inclusive to all its community members.

Attachment(s)

City of Cockburn Religion Statistics – Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011 – compiled and presented by .id, the population experts.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.2 (OCM 13/10/2016) - REVIEW OF WARD BOUNDARIES AND COUNCILLOR REPRESENTATION (084/001) (R.AVARD) (ATTACH)

RECOMMENDATION

That Council in accordance with Clause 7 Schedule 2.2 of the Local Government Act, 1995:

- (1) gives public notice advising of the review of ward boundaries and Councillor numbers per Ward; and
- (2) invites submissions from the public in respect of the review for a period closing 1 December 2016.

COUNCIL DECISION

Background

The City has received a letter from the Chair of the Local Government Advisory Board dated 29 August 2016, requiring the City of Cockburn review its Ward representation across the City.

A review of the boundaries should be carried out each 8 years or more frequently should the Council find that the representation of Electors to each Councillor varies by more than plus or minus 10% across all Wards or is likely to do so before the next election.

It is a requirement of the act that the report to Council on consideration of ward boundaries and representation include a number of options and that there be no bias shown for or against any option prior to community consultation.

Submission

N/A

Report

The Council formally sought from the Minister for Local Government an amendment to Ward boundaries at the Ordinary Council meeting of 10 July 2008. The amendment to the boundaries was subsequently made.

There are a number of criteria that Council needs to consider when reviewing ward boundaries or choosing to not have wards at all.

- Extent to which a community of interest is represented.
- Physical and topographical features that assist in defining boundaries.
- Demographic trends in the district.
- Economic factors; and
- Importantly the ratio of councillors to electors in the various wards.

The City of Cockburn has for many years had a ward system rather than a non-ward system. The City covers a broad area of 167 sq.km. ranging from older residential areas in the north and north eastern areas of the City through to the more rapidly growing urban population in the eastern areas. The City is further divided east west by the Beeliar wetlands chain, conservation areas and several major roads. The industrial areas are concentrated in the south western coastal area and more centrally in the district. There is a steady decrease in the rural area in the farther eastern portion of the City and on the southern boundaries. These factors lead to a small number of clear options in relation to Ward size and boundaries. As is required by the Act a number of options have been prepared for public comment and future consideration by Council. The use of the Ward system ensures representation from across the district which reflects the diversity of interests across the district.

An important consideration made by the Minister is the ratio of Electors per Councillor across the district which is referred to as the % ratio deviation per Ward. This is calculated by subtracting the Councillor/Elector ratio for a Ward from the average Councillor/Elector ratio for the whole City and multiplying by 100.

The City's Councillor to Elector ratios at the time of the October 2015 Elections were as follows:

WARD	2015 No. Councillors	2015 No. Electors	Ward Ratio Average	% Ratio Deviation
Central	3	20,892	6964	0.0
East	3	24,450	8150	-17.0%
West	3	17,364	5788	16.9%
Total	9	62,706	6967	

The Minister is unlikely to support any arrangement where the ratio is greater than + or - 10%. The % ratio deviation per Ward will be provided for each option. A – (negative) means that the Ward is under represented by Councillors compared to the rest of the Wards and a +

(positive) means that the ward is over represented compared to the rest of the Wards.

Option 1 (3 Ward System)

Community of Interest:

This option clearly divides the City into East, Central and West Wards. West Ward includes the older well established suburbs of Hamilton hill and Spearwood and the more mixed residential areas of Coogee and Munster. The new residential areas of Spearwood, Coogee and North Coogee are included in the Ward as is the industrial strip on the southern coastal areas of the City. There are a range of Council services through the Ward that serve both the immediate area and the broader ward and City. Notable among these facilities are the Jean Willis Centre, Wally Hagen Stadium, Spearwood Library, Cockburn's Seniors Centre, Coogee Surf Club and a range of active sporting reserves. Not-for-profit Clubs such as the Cockburn Bowling Club and the Spearwood Dalmatinac Club also serve this Ward area. The Port Coogee Marina over time will become an entertainment and leisure focus for the Ward.

Central Ward progressively moves from the older suburbs such as Coolbellup and North Lake in the north to the newer suburbs such as Beeliar and to the industrial/ rural areas of Wattleup in the south of the Ward. The Bibra Lake industrial area is quite central in the Ward. This Ward has a distribution of local services to serve their local communities; generally people who require higher level services feed into the services provided in the adjoining Wards.

East Ward includes significant new residential areas and semi-rural areas in Banjup. The Ward includes the Jandakot Airport and the associated industrial/commercial areas. The Cockburn Central and Cockburn Shopping Centre is the service centre for the Ward. The Success Library and the new Cockburn ARC will be significant services offered in the Ward and to those who live outside of the Ward and the City.

Physical and topographical boundaries:

Stock Road being a major north south arterial link clearly separates the West Ward from the Central Ward.

The separation between the Central and East Ward is reasonably clear and acceptable as it skirts around the eastern side of the Beeliar wetlands chain. The boundary from south to north is along Frankland Avenue, Branch Circus, Hammond Road, Beeliar Drive and North Lake Road.

Demographic trends in the district/economic factors:

Population growth will occur primarily in North Coogee area of the West Ward and in the East Ward in the new locality of Treeby and in the south of the Ward in Hammond Park. There will be some population growth around the Cockburn Central Area in Central Ward. In relation to Electors the following is expected with 3 Councillors per Ward:

West Ward- year/electors/% ratio deviation

2016	19,745	-8.37%
2021	25,040	-3.01%
2026	29,500	-0.71%

Central Ward- year/electors/% ratio deviation

2016	22,713	+5.4%
2021	25,737	-0.32%
2026	28238	-4.96%

East Ward- year/electors/%ratio deviation

2016	22,189	+2.97%
2021	26,680	+3.33%
2026	31,395	+5.67%

Ratio of Councillors in the proposed Wards

This option retains the same number of Councillors as currently exist on Council. As can be seen this option improves the % Councillor/elector deviation over time while in the first year remaining within the accepted standard.

Option 1A (3 Ward System)*Community of Interest:*

As can be seen from the attached map this option creates a West Ward which covers the older more established suburbs such as Hamilton Hill, Spearwood, Coogee and Coolbellup. There are new growth areas such as North Coogee and Munster. The older areas are seeing some urban infill which also improves the quality and density of the housing stock in the Ward. This area is the classic older Cockburn area.

South Ward is a large area which covers the newer residential suburbs such as Beeliar, Success, and Hammond Park which can be described as having a community of interest due to the new nature of these suburbs. The Ward also includes the industrial areas of Henderson and Wattleup.

East Ward would comprise a mix of medium age residential areas such as North Lake, Bibra Lake (east) and South Lake, Jandakot and Atwell. The Ward also includes the growth areas of Cockburn Central, Aubin Grove and the semi-rural area of Banjup.

Physical and topographical boundaries.

Option 1A boundaries are less clear separating West Ward and South Ward as can be seen on the attached plan.

The East Ward shares boundaries with South Ward and North Ward.

The Freeway is the boundary between east and south up to Beeliar Drive then the boundary becomes Beeliar Drive then Poletti and then North Lake Road separating East Ward from North Ward. For a 3 Councillors per Ward the following is anticipated to occur.

Demographic trends in the district/economic factors:

West Ward- year/electors/%deviation ratio

2016	21,902	+1.6%
2021	27,535	+6.7%
2026	32,002	+7.7%

South Ward- year/electors/% deviation ratio

2016	21,636	+0.4%
2021	26,377	+2.1%
2026	29,402	-1.0%

East Ward- year/electors/%deviation ratio

2016	21,107	-2.0%
2021	23,545	-8.8%
2026	27,727	-6.7%

Ratio of councillors in the proposed wards:

As can be seen from the % above this option is fairly even over the first few years but in later years East Ward became progressively under represented.

Option 2 (2 Ward System)*Community of Interest:*

This option clearly divides the City in two, the generally older west from the new residential areas of the east. Both areas have some industrial areas but they are primarily in the West Ward. Both have some semi-rural areas. The Council facilities are generally provided evenly to both West and East Wards. The East Ward has its concentration of civic and commercial around Cockburn Central and Cockburn Gateways. Cockburn Central will become even more significant over time as the ward 'centre'.

The Phoenix precinct will remain the primary civic and commercial centre for the West Ward with Port Coogee becoming an entertainment and leisure focal point.

Physical and topographical boundaries

The strongest physical division between the West and East Wards in this option is the Beelair wetland chain. The actual boundary is south to north Hammond Road, Poletti Road and North Lake road. This is a simple and clear boundary between the two Wards.

Demographic trends in the district/economic factors.

This option sees a similar electorate growth rate between the East and West Wards with the West Ward starting from a higher base. With 5 Councillors each the following is expected.

West Ward- year/electors/%deviation ratio

2016	34,091	-2.54%
2021	40,927	-4.89%
2026	45,836	-7.44%

East Ward - year/electors/%deviation ratio

2016	30,345	+5.61%
2021	36,530	+6.11%
2026	43,296	+9.29%

Ratio of councillors in the proposed wards:

This option creates an ongoing and increasing under and over representation in the East Ward.

Option 3 (4 Ward System).*Community of Interest:*

The West Ward includes the traditional and established urban areas of the City with the important coastal growth areas of North Coogee. There are a significant number of Council services in this Ward compared to that provided in for example the South ward.

South Ward is a mix of established residential and industrial and rural. While there are a number of local level Council recreation and community facilities in the area with some retail centres residents of this ward would generally need to move outside of the Ward to get services.

East Ward is primarily new urban areas and semi-rural in Banjup. Other than the Banjup area the majority of the electorate is homogeneous young families. This Ward has a number of local neighbourhood services and facilities with the Gateways Shopping Centre being the main service centre in the north of the Ward.

North Ward is also a mix of established residential but also includes the significant Jandakot Airport development and Cockburn Central. local services are well provided for but people need to go out of the district or go to the Cockburn Central area for more significant services.

Physical and topographical boundaries

Ward boundaries are generally along major arterial roads under the option other than the boundary between the West Ward and South Ward which is more difficult to follow.

Demographic trends in the district/economic factors.

This option creates 2 larger Wards west and East and 2 smaller North and South Wards with both groups having similar numbers of Electors. West Ward and East Ward would have 3 Councillors each and south Ward and North Ward would have 2 Councillors each.

West Ward- year/electors/% deviation ratio

2016	18,868	-2.7%
2021	24,194	+8.8%
2026	28,536	+6.7%

South Ward- year/electors/% deviation ratio

2016	15,434	+19.4%
2021	16,738	+8.1%
2026	17,305	-2.9%

North Ward- year/electors/%deviation ratio

2016	11,330	-12.4%
2021	13,979	-9.8%
2026	17,768	-0.1%

East Ward- year/electors/% deviation ratio

2016	19,014	-0.2%
2021	22,550	+0.15%
2026	17,768	-4.5%

Ratio of councillors in the proposed wards

This option creates a large disparity in the % ratio deviation across the City of Cockburn particularly in the South Ward who would be very much over represented in the first few years but improve by 2026. The West Ward would then become over represented to some degree.

Conclusion

The submission of Council consideration of ward boundaries is required to be submitted to the Local Government Advisory Board by the 31st March 2017 so that they can come into effect for the October 2017 Council elections. There is a period of no less than 6 weeks for comment from the date of public notice. Should the Council agree to go out for public comment on the ward boundaries and representation at the Ordinary Council meeting of the 13 October 2016, it is proposed that the public submissions be closed on the 2 December 2016 and the report with public comment be submitted to the February 2017 meeting of Council for the recommendation to the Minister.

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

Any cost associated with this matter can be covered by existing budgets.

Legal Implications

The Council has a legal requirement to review its Ward boundaries and to address the requirements of the Local Government Advisory Board.

Community Consultation

The Act requires options on Wards to be advertised for public comment. There will also be consultation with the Community Associations/Committees.

Risk Management Implications

A fundamental principle of democratic institutions such as local government is that Electors have fair representation. Council's public reputation will seriously be compromised should it not recommend to the Minister a fair and just Ward system.

Attachment(s)

1. Option1 three (3) wards
2. Option 1A three (3) wards.
3. Option 2 two (2) wards.
4. Option 3 four (4) wards.
5. Current Ward Structure

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15. PLANNING & DEVELOPMENT DIVISION ISSUES

15.1 (OCM 13/10/2016) - PLANNING APPLICATION - MEDICAL CENTRE - LOCATION: NO. 21 (LOT 6) MELL ROAD, SPEARWOOD - OWNER: AD CANCI NOMINEES PTY LTD - APPLICANT: MEYER SHIRCORE & ASSOCIATES (DA16/0326 & 052/002) (D BOTHWELL) (ATTACH)

RECOMMENDATION

That Council

- (1) grant planning approval for a Medical Centre at 21 (Lot 6) Mell Road Spearwood, in accordance with the attached plans and subject to the following conditions and advice notes:

Conditions

1. The Medical Centre is limited to the following maximum number of medical consultants/practitioners at any one time:
Tenancy 1 - 1 consultant
Tenancy 2 - 1 consultant
Tenancy 3 - 2 consultants
Tenancy 4 - 2 consultants
Tenancy 5 - 2 consultants
Tenancy 6 - 2 consultants
2. The hours of operation for all tenancies are restricted to between 7:00am and 7:00pm Monday to Friday, 9:00am-3:00pm Saturday and not at all on Sunday and Public Holidays.
3. Prior to the issue of a Building Permit, the owner/applicant shall:
 - submit to the City for approval a preliminary proposal for an art work designed by a professional artist at a cost of 1% of the total project cost (to a maximum of \$250,000), to be located within the subject site as an integral part of the development;
 - submit to the City for approval an 'Application for Art Design'; and
 - enter into a contract with a professional artist/s to design and install (if appropriate) the art work approved by the City. The art work shall then be installed prior to occupation of the building/development and maintained thereafter to the satisfaction of the City.
4. Prior to the issue of a Building Permit, a detailed material,

colour and finished schedule for the development shall be submitted to and approved by the City. The details of the schedule shall be implemented and maintained in the development thereafter.

5. Prior to the issue of a Building Permit, 4 bicycle parking bays are to be designed and installed to comply with Australian Standard 2890.3 within designated bicycle parking areas marked on the site plan. Details of the bicycle parking shall be submitted to the City for assessment and approval.
6. Prior to the issue of a Building Permit, a Construction Management Plan shall be submitted to and approved by the City and all measures identified in the plan shall be implemented during the construction phase to the satisfaction of the City.
7. Prior to the initial occupation of the development, the parking bays, driveways and points of ingress shall be sealed, kerbed, drained and line marked in accordance with the approved plans to the satisfaction of the City. Car parking and access driveways shall be designed constructed and maintained to comply with Australian Standard 2890.1 to the satisfaction of the City.
8. Landscaping is to be installed and reticulated in accordance with an approved detailed landscape plan prior to the occupation of the dwellings. Landscaped areas are to be maintained thereafter in good order to the satisfaction of the City.
9. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.
10. Walls, fences and landscape areas are to be truncated within 1.5 metres of where they adjoin vehicle access points, where a driveway and/or parking bay meets a public street or limited in height to 0.75 metres to the satisfaction of the City.
11. stormwater being contained and disposed of on-site to the satisfaction of the City.
12. All earthworks, cleared land and batters must be stabilised to prevent sand or dust blowing to the satisfaction of the

City.

13. No building or construction related activities associated with this approval causing noise and/or inconvenience to neighbours between the hours 7.00pm and 7.00am, Monday to Saturday, and not at all on Sunday or Public Holidays (unless prior written approval of the City is issued).
14. The external bin enclosure shall be of an adequate size to contain all waste bins, at least 1.8m high, fitted with a gate and graded to a 100mm diameter industrial floor waste with a hose cock, all connected to sewer.
15. Outdoor lighting, particularly illuminating ground floor entries must be in accordance with the requirements of Australian Standard AS 4282-1997: 'Control of the Obtrusive of Outdoor Lighting'.
16. Prior to the issue of a Building Permit, details of the outdoor lighting for the development are to be provided to the satisfaction of the City.
17. A minimum of 75% of the linear frontage for tenancies 1 & 2 fronting Mell Road is required to contain unobscured, transparent glazing that is visually permeable to the satisfaction of the City.

Advice Notes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the Council, or with any requirements of the City of Cockburn Town Planning Scheme No. 3. Prior to the commencement of any works associated with the development, a building permit is required.
2. With regards to Condition 2, the art work shall be in accordance with Council's Local Planning Policy APD 80 Percent for Art and the 'Application for Art Work Design' and shall include a contract between the owner/applicant and the artist, full working drawings (including an indication of where the art work is located) and a detailed budget being submitted to and approved by the City. Further information regarding the provision of art work can be obtained from the City's Community Arts Officer on 9411 3444.

3. With regards to Condition 6, the Construction Management Plan shall detail:
 - a. Access to and from the site;
 - b. Delivery of materials and equipment to the site;
 - c. Storage of materials and equipment on the site;
 - d. Parking arrangements for contractors and subcontractors;
 - e. Management of construction waste; and
 - f. Other matters likely to impact on the surrounding properties.
 4. With regards to Conditions 7, the parking bay/s, driveway/s and points of ingress and egress are to be designed in accordance with the Australian Standard for Offstreet Carparking (AS2890.1) and are to be constructed, drained and marked in accordance with the design and specifications certified by a suitably qualified practicing Engineer and are to be completed prior to the development being occupied and thereafter maintained to the satisfaction of the City.
 5. With regards to Condition 11, all stormwater drainage shall be designed in accordance with Australian Standard AS3500.
 6. The occupier of premises in which clinical waste is produced shall comply with in all respects with the Environmental Protection (Controlled Waste) Regulations 2004. For further information please contact the Department of Environment and Conservation.
 7. The development is to comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
 8. Any liquid waste disposal via the sewer shall be with approval of the Water Corporation, if sewer is not available, any on-site liquid waste disposal shall be with the approval of the Water Corporation.
 9. Any signage which is not exempt under Schedule 5 of the City of Cockburn Town Planning Scheme No. 3 must be the subject of a separate development approval.
- (2) notify the applicant and those who made a submission of Council's decision.

COUNCIL DECISION**Background**

The subject site is located on the southern side of Mell Road in Spearwood, is 2059m² in area and contains an existing single storey house and outbuildings. There is a fall across the site of approximately 2m from north to south and approximately 1.5m from west to east. The site is adjacent to residential dwellings on all three boundaries and on the opposite side of Mell Road. The site is 50m from St Michaels and All Angel Anglican Church also on the southern side of Mell Road, 45m from the Aegis Amberley Aged Care Facility on the northern side of Mell Road and approximately 200m from the Coogee Plaza Local Centre on Hamilton Road.

A development application for 4 single storey grouped dwellings was conditionally approved under delegated authority from Council on 23 March 2007; however, this proposal did not proceed for reasons unknown.

The plans which are the subject of this report dated August 2016 were amended from the original plans submitted to the City (dated March 2016). Importantly, the amended plans include details of the internal layout of the medical centre showing how many consulting rooms are proposed for each tenancy which was requested by the City after the initial assessment.

The proposal is being referred to Council for determination due to objections that were received during consultation therefore removing staff delegation to determine the proposal.

Submission

N/A

ReportProposal

This proposal is for a Medical Centre, specifically comprising:

- Demolition of the existing house and outbuildings;
- Construction of a 660m² single storey building consisting of separate tenancies as follows:

Tenancy 1 – 93m² in area with 1 medical consulting room

Tenancy 2 – 81m² in area with 1 medical consulting room with separate frontage to Mell Road

Tenancy 3 – 118m² in area with 2 medical consulting rooms

Tenancy 4 – 123m² in area with 2 medical consulting rooms

Tenancy 5 – 123m² in area with 2 medical consulting rooms

Tenancy 6 – 123m² in area with 2 medical consulting rooms

- 46 on-site car parking bays;
- Vehicle access from a 6m wide double-width crossover to Mell Road;
- Landscaping area including tree plantings at the front and side of the site;
- Building Setbacks and wall heights designed to suit the Residential Design Codes;
- Building frontage to Mell Road; and

Neighbour Consultation

The application was advertised in the following ways:

- Letters sent to 42 landowners on both the northern and southern sides of Mell Road as well as properties located to the rear of the site on Garden Road;
- The development application plans and accompanying information were placed at the front counter of the City's Administration building; and
- The development application plans and accompanying information were listed on the City's website during the consultation period.

A total of 10 submissions and a petition (attached) against the proposal (containing 27 signatures) were received in response to the advertising of the proposal. Five of the submissions raised objections to the proposal and five of the submissions were in support of the application. The petition (attached) was sent to the West Ward Elected Members on 7 September 2016 and contained signatures of landowners mainly in Mell Road.

Objections to the proposal can be summarised as follows:

- Concern over increased traffic from the development on an already busy street;
- Concern over potential decrease in property values;

- Concern over noise and security and the potential for the development to attract vandalism;
- Concern that the development is occurring in a residential area, not commercial;
- Concern over duplication of services in the area;
- Concern over visual sightlines;
- Comment that Mell Road needs to be classified as a busy road (like Rigby Avenue); and
- Request for landscaping along rear boundary in-lieu of large gum tree being removed on the lot.

Consultation with other Agencies or Consultants

Consultation with other agencies or consultants has not been necessary.

Planning Framework

Zoning and Use

The land is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and Residential R30 under the City of Cockburn's Town Planning Scheme No. 3 (TPS3) and is located within Development Area 1 (Packham).

The proposed land use of 'Medical Centre' is an 'A' use under TPS3, meaning that:

'the use is not permitted unless the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with clause 9.4.'

It should be noted that Clause 9.4 is in effect superseded by Clause 64 (3) of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Therefore the use is capable of approval under TPS 3.

Planning Considerations

Land Use

There was some concern expressed that the proposed Medical Centre should not be permitted within a residential area. However, as discussed above, a Medical Centre is an 'A' use within a residential zone, meaning it can be considered on its merits subject to the application being advertised. In relation to concerns raised about a duplication of services in the area, this is not a valid planning matter with the demand for this type of use determined by the market. Council cannot limit the number of Medical Centres within its boundaries.

Building Siting and Design

Clause 5.9.1 – *Building Setbacks* of TPS3 requires:

‘A building shall be setback from the boundaries or erected on boundaries so that the impact on the use and amenity of the adjoining buildings are minimised and the bulk and scale of the building is compatible with the streetscape.’

The proposed building is setback 5m from the primary street (Mell Road), 1.5m from the western boundary, 17m from the eastern boundary and 11.5m from the southern (rear) boundary. The front and side setbacks are consistent with the deemed to comply provisions for a single storey residential dwelling in the area and other dwellings in Mell Road and are not expected to detract from the amenity of neighbouring properties.

Clause 5.9.3 (b) of TPS3 requires:

‘Buildings shall be designed so that they are complementary with their surroundings and adjoining development in terms of their external appearance, design, height, scale and bulk.’

The building has been designed to complement its surroundings which is predominantly single storey residential dwellings. Due to the building being single storey and amount of open space on the site, the bulk and scale of the building is consistent with other residential dwellings in the street and will not appear out of context in the streetscape.

Some of the design elements incorporated into the proposal include:

- Feature colorbond metal pan façade;
- Colorbond metal deck roof at 20 degree pitch;
- Louvred screen wall to plant area;
- Angled sun louvres to glazing;
- Rendered masonry wall; &
- Awning extending over front and side of building.

The above design elements incorporated into the development are considered to provide an attractive development which has high levels of articulation on the respective elevations. The awning extending out over the front of the building and the covered walkway running down the eastern side of the building provides a pedestrian friendly environment with protection from weather elements.

One of the improvements with the amended plans (dated August 2016) the subject of this report is the active frontages to tenancies 1 and 2

fronting Mell Road. The previous plans dated March 2016 had just one large tenancy at the front of the building facing Mell Road with no entrance directly onto Mell Road. Following a meeting between the applicant and owner and an officer from the City, the plans were amended to include an additional tenancy with a separate entrance fronting Mell Road along with a number of other changes. The additional access fronting Mell Road, combined with the extensive glazing to the front elevation makes for an active and engaging street frontage. If Council resolve to approve the application, a condition should be imposed for tenancies 1 and 2 fronting Mell Road to contain transparent/visually permeable glazing for passive surveillance.

Car and Bicycle Parking

The proposed development requires a total of 50 car parking bays based on the proposed 10 practitioners/consulting rooms and the required car parking rate of five car bays for each consulting room as per TPS 3. The development proposes a total of 46 car bays which is a deficit of four bays (8%). The reduction of four car parking bays across the site is considered satisfactory based on the following:

- The site is within 200m of a high frequency bus route on Hamilton Road therefore the site is well located for public transport patronage.
- The site is within 45m of the Aegis Amberley Aged Care facility on the northern side of Mell Road (to the south-east) and it is expected that patients from this facility may walk to the site.
- Some patients may attend more than one of the tenancies in the same visit providing a joint use of facilities.
- The shortfall is relatively minor.

The proposal is also required to provide four bicycle parking spaces (likely to be used by staff) which are not shown on the plans. Should Council resolve to approve the application, a condition for the provision of bicycle parking facilities should be imposed.

Traffic

A Traffic Impact Assessment for the development prepared by Shawmac was submitted to the City as part of the application. Two of the conclusions of the traffic report were as follows:

- *The location of the proposed access is considered acceptable and no adverse impacts associated with the access were identified; and*
- *The adjacent intersection is expected to perform satisfactorily in both the AM peak and PM peak periods.*

The above findings of the traffic study indicate that there will be no undue impacts in terms of traffic generated from the development on

the local road network. The City's Engineering services have advised that:

- Mell Road currently experiences 2234 vehicles per day with the Local Access Road designed to accommodate 3000 per day.
- The proposed development would not result in Mell Road exceeding the maximum capacity of 3000 vehicle movements per day and will not result in adverse traffic issues in the immediate locality.

Whilst the proposal will obviously generate more traffic than the existing single house, it will not result in an unreasonable level of traffic in the area at a level that would impact negatively on the amenity of residents.

In relation to the issue of visual sightlines, the proposal satisfies the requirements for visual sightlines/truncations with no fencing proposed close to the proposed crossover from Mell Road. The relatively wide road reserve adjoining the property with the absence of a footpath will also ensure there are safe and clear sightlines at the vehicular access point to the development.

Noise

The proposal is unlikely to generate a level of noise that would negatively impact on the amenity of neighbours and based on this, the City did not request any form of noise assessment from the applicant. Notwithstanding this, the development will be required to comply with the *Environmental Protection (Noise) Regulations 1997* at all times. In addition, should Council support the proposal, a condition restricting hours of operation should also be imposed given the residential setting.

Landscaping

The landscaping proposed satisfies the relevant requirements of TPS 3 Clause 5.9.2 – *Landscaping*. In accordance with Clause 5.9.2 (f) Shade Trees have generally been provided at a rate of one tree per ten car parking bays. There is also a row of trees proposed on the landscaping plan (attached) along the front of the property. These trees adjacent to the Mell Road reserve combined with the proposed new lawn in the verge area are considered to provide for an attractive street frontage to Mell Road.

In relation to the comment regarding the removal of the existing mature gum tree from the property, there is no legislation empowering local governments to prohibit the removal of trees within private land that are not listed on the City's Significant Tree register. The request that the rear boundary be landscaped along the rear boundary in-lieu of the Gum Tree being removed is noted. The Landscaping Plan submitted does show a portion of the rear boundary landscaped with trees

screening the bin store in the south-east corner of the property; however, the majority of the tree planting proposed is along the front (northern) boundary and the eastern boundary. The majority of the rear boundary is occupied by car parking spaces required to satisfy the car parking requirement for the development.

Lighting and Security

Concern was identified in relation the development attracting vandals to the property. According to designing out crime principles, the best means of deterring this activity is through passive elements such as passive surveillance and lighting which will need to be provided as part of the development. Lighting associated with the proposed development as well as security cameras are expected to assist in adequately deterring the potential for anti-social behaviour on or around the site.

Given the proposal does not include details of outdoor lighting, should Council support the proposal, a condition should be imposed requiring this detail prior to the issue of a building permit.

Other Considerations

Concern over the potential decrease in property values for surrounding residential properties was conveyed by some nearby landowners in the advertising period; however, this is not a planning consideration.

Conclusion

The proposed development will provide a well-articulated building that has an active and engaging street frontage to Mell Road. The proposed single storey building has been designed to be sympathetic to the existing streetscape with appropriate setbacks and open space similar to those required for residential development. The proposal is not considered to generate unreasonable levels of traffic congestion in the area or detract from the amenity of neighbours or the street.

The location of the site is considered suitable for use as a medical centre due to its close proximity to public transport, shops, aged care housing and other amenities that the area offers which will encourage non-car based transport to the site. The Medical Centre will provide an increase in medical services in the area which has a large and growing residential catchment. It is therefore recommended that Council approve the application subject to conditions and advice notes.

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Increase local employment and career opportunities across a range of different employment areas through support for economic development

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

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

Attachments

1. Site & Ground Floor Plan
2. Elevations & Perspectives
3. Landscaping Plan
4. Location Plan
5. Petition

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 13 October 2016 Ordinary Council Meeting.

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

Nil.

15.2 (OCM 13/10/2016) - LOCAL GOVERNMENT INVENTORY (ADMINISTRATION SITE/SENIORS CENTRE/BOWLING CLUB) - ADDITIONAL INVENTORIES (148/004) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) include the 42 trees located on the City's Administration site / bowling club / seniors centre on the 'Significant Tree' list pursuant to the Local Government Inventory; and
- (2) receive a report at the next available Council meeting on the remedy actions that are available to the City to address the planning compliance issues and breach of restrictive covenant issues that the unlawful removal of the three trees located on Lot 121 Coleville Crescent.

COUNCIL DECISION

Background

At the 11 February 2016 Ordinary Council Meeting Deputy Mayor Carol Reeve-Fowkes raised the following matter for investigation:

"That a report be prepared and presented to Council on the mature trees on the Administration Site/Senior Centre/Bowling Club with a view to incorporating in the City's Heritage Significant Tree Inventory".

Subsequently staff undertook an inspection of the trees across the sites with the assistance of an Arboricultural consultant. This identified 45 tree species that were considered to meet Council's criteria for 'Significant Trees pursuant to the Local Government Inventory ("LGI").

Each tree was assessed in accordance with the nomination criteria, photographed and mapped with GPS locations enabling loading into the City's Intramaps layer.

At the Ordinary Meeting of Council of 14 July 2016 Council resolved to advertise the proposed inclusion of these 45 trees on the 'Significant Tree' list pursuant to the LGI.

The proposed inclusion of the trees was subsequently advertised for a period of 30 days, ending 2 September 2016.

Submission

N/A

Report

The purpose of this report is for Council to consider including the trees on the 'Significant Tree' list pursuant to the LGI.

Subject Land

The City's administration centre / senior centre/ bowling club are located on Lot 20 Coleville Crescent, Spearwood which is owned by the City in fee simple. It also includes Lot 121 Coleville Crescent, owned by the Department of Health, containing the Dental Clinic.

The land extends over 5.93 Ha, and in addition to the built infrastructure has a mature landscape reflecting the fluctuating topography and environmental constraints. The landscape is framed through a series of mature trees which have been strategically located throughout the site creating a unique character that can be admired and treasured by the community.

Removal of Trees 1-3

On the weekend of 10 September 2016 three of the trees on the proposed 'Significant Tree' list (Trees 1, 2 and 3) were removed without the consent of the Council.

These three trees were Eucalyptus cladocalyx (Sugar Gum), and were part of a corridor of ten of the species along Rockingham Road.

It was identified that these three trees were in fact located on Lot 121 (No. 1) Coleville Crescent, owned by the Department of Health, rather than the verge area of Rockingham Road.

By way of background, Lot 121 Coleville Crescent was subdivided by the Council and sold to the Department of Health in 2004 for the purposes of establishing a dental clinic.

From early in the process of creating this lot these three trees were identified for retention, as follows:

1. At the Ordinary Meeting of Council 17 September 2002 Council resolved to sell the portion of land. This report states that the placement of the buildings will need to ensure the protection of significant trees.
2. At the Ordinary Meeting of Council 17 June 2003 the proposed lot to be created was increased by 64sqm to 'allow for the preservation of significant trees'.
3. A condition of subdivision approval (WAPC No. 121255) to create Lot 121 Coleville Crescent was: *"Measures being taken to the satisfaction of the WAPC to ensure identification and protection of any vegetation on the site worthy of retention prior to commencement of site works."*
4. The development plans for the dental clinic show the trees specifically marked. In addition, further information was requested by the City prior to commencement to construction regarding how the trees would be protected, to which the following measures were advised: *"Footings for retaining walls were dug out by hand to ensure no root damage, and an arborist would be consulted to ensure minimal damage to tree health."*
5. Critically, a restrictive covenant was imposed (dated 11 November 2004) for Lot 121 Coleville Crescent that prohibits the removal of vegetation.

The City therefore believes that removal of the trees was carried out in contravention of the Deed of Restrictive Covenant.

The City has engaged Paperbark Technologies Pty Ltd to undertake a Helliwell Valuation of the three trees removed, which identifies the average value of each tree as \$40,000.

On 14 September 2016 the City wrote to the Department of Health setting out these facts, and requesting a remedy and restitution to the value of the assets lost.

On 19 September 2016 the Department of Health (Dental Health Services) has advised that they are currently investigating the incident. Resolution of this matter is therefore still pending.

With regard to the three trees removed from Lot 121 Coleville Crescent, it is not recommended that the place records be included on

the 'Significant Tree' list, given that the purpose of including the trees is to protect them.

However, should replacement trees be planted it is recommended that these be considered for inclusion on the 'Significant Tree' list at that time.

City of Cockburn Criteria for Significant Trees

In order for a tree to be considered for inclusion on the Significant Tree list pursuant to the City of Cockburn Local Government Inventory, a nomination form is required to be completed to enable consideration of the trees location and status within the environment. A nomination form for each tree is included at Attachment 2.

The criteria are outlined below, however not all require addressing for the submission to be received and assessed.

Historical Significance

Tree(s) commemorating a particular occasion including plantings by notable people and/or having associations with an important event in local, state or national history. Tree(s) that possess a history specifically related to the City or its surrounding areas.

Horticultural Value

Tree(s) of outstanding horticultural or genetic value and that which could be an important source of propagating stock, including specimens particularly resistant to disease or exposure.

Rare or Localised

Tree/s species or variety rare or very localised in distribution, enhancing the diversification of the local urban forest.

Location or Context

Tree(s) that occur in a unique location or context so as to provide a major contribution to landscape and/or local place character. Includes outstanding aesthetic value which frame or screen views, or act as a landmark.

Exceptional Size, Age and Form

Tree(s) noted for particular age, size or irregular form relative to other normal mature tree species that currently reside within the City. Also

includes curious forms, particularly abnormal outgrowths, fused branches or unusual root structures.

Indigenous Association

Tree/s that has a recognised association with Indigenous people, or that is valued for continuing and developing cultural traditions.

Site Evaluation

Although the subject land has a vast number of trees, an inspection by officers and the City's Arboricultural consultant identified 45 tree species for consideration in the Local Government Inventory 'Significant Tree' list.

Each tree has been assessed in accordance with the nomination criteria, photographed and mapped with GPS locations enabling loading into the City's Intramaps layer. Typically these trees are valuable in terms of the exception size and age, have prominent canopies and are of good health and vitality. In addition they make a major contribution to the landscape character and are prominent within the immediate precinct.

Community Consultation

Clause 45 (4) of the *Heritage of Western Australia Act* requires that local governments compile a LGI with proper public consultation.

The proposed 'Significant Tree' listings were advertised for a period of 30 days, ending 2 September 2016.

An advertisement was included in the newspaper seeking comments on the proposal, and one submission of support was received.

Conclusion

It is recommended that Council include the 42 trees located on the City's Administration site / bowling club / seniors centre on the Local Government Inventory Significant Tree Registry.

Strategic Plan/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

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Clause 45 (4) of the *Heritage of Western Australia Act* requires that local governments compile a LGI with proper public consultation.

An advertisement was included in the newspaper seeking comments on the proposal, and one submission was received supporting the proposed listings.

Risk Management Implications

The trees located within the administration site have been identified as significant and the City needs to minimise the risk of their removal and support the retention in perpetuity.

Attachment(s)

City of Cockburn Administration Site Significant Tree Map.

Advice to Proponent(s)/Submissioners

N/A

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

N/A.

15.3 (OCM 13/10/2016) - LOT 2 FANSTONE AVENUE - CONSIDERATION TO ADOPT SCHEME AMENDMENT 110 AND STRUCTURE PLAN (109/046 & 110/133) (R PLEASANT) (ATTACH)

RECOMMENDATION

That Council

- (1) endorse the Schedule of Submissions prepared in respect of Amendment 110 to City of Cockburn Town Planning Scheme

- No. 3 ("Scheme") and the proposed structure plan;
- (2) adopt Scheme Amendment No. 110 for final approval for the purposes of:
 1. Rezoning part of Lot 2 Fanstone Avenue, Beeliar from Special Use zone to Development zone; and
 2. Reserve part of Lot 2 Fanstone Avenue, Beeliar from 'Special Use zone to 'Local Reserve Lakes and Drainage'.
 - (3) amend the Scheme map accordingly;
 - (4) note the amendment referred to in resolution (2) above is a "standard amendment" as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:
 - 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; and*
 - e) *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment.*
 - (5) 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;
 - (6) pursuant to Schedule 2, Part 4, Clause 20 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, recommend to the Western Australian Planning Commission the proposed Structure Plan for Lot 2 Fanstone Avenue, Beeliar, be approved, subject to the following modifications:
 1. Part 1 of the Structure Plan be modified to include the following requirement in order to maximise tree retention as part of the future subdivision process:
 - i. GPS location of the significant trees
 - ii. Overlay this information with the levels plan
 - iii. Consider how road reserves can be adjusted to retain trees
 - iv. Consider how POS can be adjusted to retain trees
 - v. Ensure such is reflected in the subsequent subdivision application process.

2. Recommend to the Western Australian Planning Commission the structure plan be updated as per the schedule of modifications identified within attachment 5 relating to the Traffic Impact Assessment.
- (7) advise those parties that made a submission of Council's decision accordingly.

COUNCIL DECISION

Background

At the Ordinary Council Meeting of 8 October 2015, Council initiated Scheme Amendment No. 110 to the City of Cockburn Town Planning Scheme 3 (TPS3) to:

- Rezone the subject site from 'Special Use 11' to 'Development'.
- Reserving a portion as 'Local Reserve – Lakes & Drainage'.

The same resolution supported a draft Structure Plan to be advertised concurrently with the Scheme Amendment subject to modifications.

The purpose of this report is for Council to consider adopting Scheme Amendment No. 110 for final approval, and to consider making a recommendation on the Proposed Structure Plan, in light of the advertising process that has taken place.

Submission

N/A

Report

The site

The subject site is located to the North of the Cockburn Cement works area (refer to Attachment 1 for the Locality Plan) and is surrounded by residential development to the North, East and West.

The land was previously utilised as a quarry in keeping with the allowed uses of the zone until approximately the mid-1990s. Since this time the site has been subject to a rehabilitation program by Cockburn Cement that has resulted in an extensive replanting program. The applicant seeks to transition a portion of this land, of which is located outside of the Kwinana air quality buffer, to a residential use. This land is zoned urban under the Metropolitan Region Scheme, and is identified as suitable for urban development on the basis of both its zoning and location outside the Kwinana air quality buffer.

Figure 1: Views across the site illustrate the current site condition resulting from remediation work undertaken by Cockburn Cement.



Figure 2: The perimeter of the site remains relatively untouched by quarrying activities and as a result 57 advanced Tuart Trees are scattered around the sites edges.



The proposal - Scheme amendment 110

No changes are proposed to the Scheme amendment post Council's support for advertising. Attachment 2 illustrates the current and proposed Scheme amendment maps as advertised. The following provides a summary of the Scheme amendment proposal.

It is noted the subject land formed an amendment to the Metropolitan Region Scheme (MRS) in 1995 at which time the site was zoned from

Rural to Urban. In effect, the City is bringing its Scheme into consistency with the MRS.

Special Use 11 – Cockburn Cement

Special Use 11 encompasses approximately 3.5ha of land that was defined under the Cement Works (Cockburn Cement Limited) Agreement Act 1971. The Special Use relates to Cement Works and Conservation Areas linked to the manufacture of cement lime and associated products for use in the construction industry.

The subject site is the northern extremes of the Special Use 11 area.

The proposal to rezone to Development will allow for residential development to occur on the subject site. All proposed residential areas, as depicted on the draft Structure Plan, would fall outside the industrial buffer that applies to the land.

Local reserve - Lakes and Drainage

The area of Local Reserve – Lakes and Drainage sits to the south of the area to be rezoned. This area is anticipated to receive all run-off of water from the proposed subdivisional roads. This approach is considered beneficial as it will allow the 10% public open space requirement within the Development Area to be fully utilised as unrestricted Public Open Space, rather than be constrained partially by the need to accommodate drainage runoff. This Reserve will sit within the Cockburn Cement Industrial Buffer; however as it forms no function other than drainage this is considered appropriate.

Draft Structure Plan

As stated the Draft Structure Plan was advertised concurrently with the Scheme Amendment. The advertised structure plan is provided at Attachment 3, outlining a relatively formal street grid pattern with multiple connections to the existing road network and the provision of 2 Public Open Space (POS) areas. The POS is aligned in a frame like structure around the internal residential subdivision, recognising the opportunity associated with protecting the older growth trees that exist in this peripheral frame of the land.

The Draft Structure Plan proposes three different residential density codes (R20, R25 and R40) to facilitate residential development across the site. The proposal would see the structure plan reflect the pattern of residential development taking place around it.

Two POS areas are proposed in the southern corners of the structure plan area of which provide for the retention of 20 out of 57 advanced Tuart Trees.

With the exception of the 20 Tuarts, all vegetation is proposed to be cleared across the site. This is the common practice in contemporary residential development on the Swan Coastal Plan, with POS areas providing the only limited opportunity in which to retain and integrate remnant vegetation.

Community consultation

Amendment No. 110 was advertised for public comment from 5 July to 15 August and the structure plan was advertised from 19 July to 15 August 2016. Letters were sent to all affected landowners and residents explaining Amendment No. 110 and the structure plan.

A total of 38 submissions were received, of which included:

- 17 objections;
- 7 support of which 3 are subject to modifications, and;
- 13 from Government agencies and service providers not objecting to the proposal.

Of the 17 objections the key issues relate to; the loss of natural bush and loss of Black Cockatoo habitat (10), congestion, noise, odour and dust from Cockburn Cement, including loss of flora and fauna including black cockatoos (3), contaminated soils (2).

All of the submissions are outlined and addressed in Attachment 4.

Summary of response to key issues

Loss of natural bush and Carnaby Cockatoo habitat

A key concern raised by the objectors relates to loss of vegetation and the potential impact on the environment, local amenity and fauna habitat such as the Black Carnaby Cockatoo. In total 10 objections relating to this topic were received, with 2 further submissions of support subject to the retention of trees along McLaren Avenue.

Response

The only opportunity which comes with the protection of remnant vegetation once the decision has been made to urbanise an allotment is through the careful planning and provision of POS areas, and opportunities to carefully articulate road reserves to enable tree retention within such reserves. In terms of the concerns regarding

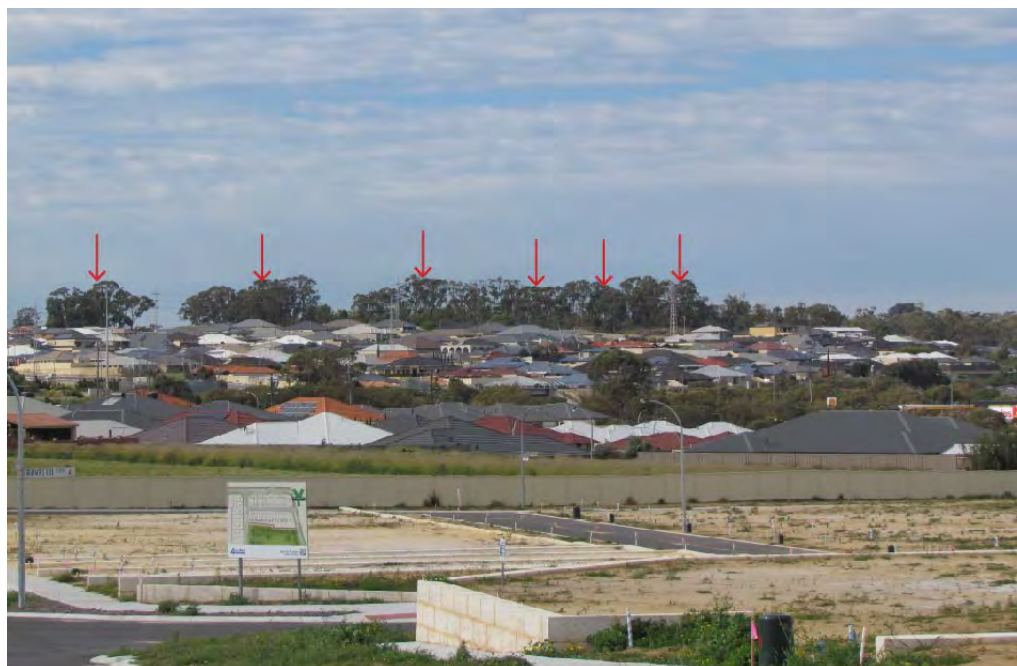
impacts on threatened fauna and loss of local bushland, the Federal Government's environmental assessment process, in addition to the State Government's environmental assessment process have deemed the proposal as acceptable from an environmental perspective.

The City would be familiar with the extensive clearing that has occurred as it has grown (and continues to grow) at significant rates. This clearing however follows a planning process which has occurred at the rezoning stages, whereby only environmentally acceptable proposals are successful in achieving an urban zoning for development to occur. As this land is already zoned urban under the MRS, the City is bringing its Scheme in to conformity with the MRS, and providing a framework to structure layout development on the site.

The key focus is placed upon the provision of open space, and protection of significant trees both within the POS areas and road reserves.

In addition to the abovementioned considerations, the Tuart trees, particularly those located along the prominent ridge line along Mc Laren Avenue, are considered to be locally significant given they form a cluster of remnant vegetation that provides a natural backdrop for the locality that can be viewed from multiple locations. This is shown in Figure 4 below.

Figure 4: The northern portion of the site (land located immediately to the South of, and running parallel with, McLaren Avenue is the location of a significant strand of trees, viewable from surrounding district views. Red arrows indicate the line of trees to be removed.



As a result, the various clusters of trees within the perimeter of the site need detailed examination at the subdivision stage so as to ensure any opportunity to retain trees either within articulated road reserves and POS areas is maximized. This should ensure the following:

1. GPS location of the significant trees
2. Overlay this information with the levels plan
3. Consider how road reserves can be adjusted to retain trees
4. Consider how POS can be adjusted to retain trees
5. Ensure such is reflected in the subsequent subdivision application process.

There are a number of local precedents where this has occurred, a notable one being Wellard Village. As shown in the image below, it is both viable and achievable that significant trees can be safely and securely protected as part of an area developing.



Proximity to Cockburn Cement

Submissions received also relate to the negative impact resulting from proximity to Cockburn Cement. Concerns relate to existing residents – stating that dust and pollution is likely to increase as a result of tree loss. Also of concern is the amenity for future residents within the subject site.

In response the City notes the Environmental Protection Authority's (EPA) Environmental Protection Guidance Statement No.3: Separation Distances between Industrial and Sensitive Land Uses (Guidance Statement No.3) prescribes generic separation distances between industrial and sensitive land uses.

In respect to the quarry to the south of the subject site, Guidance Statement No.3 requires a separation distance of 300 to 500 metres for

a sand and limestone extraction. A separation distance of approximately 580 metres is achieved between the Structure Plan Area and the quarry.

The Structure Plan Area is also located outside of the northern boundary of Area B of the Environmental Protection (Atmospheric Wastes Kwinana) Policy 1992 and as a result it is considered that the Structure Plan Area is suitable for residential development.

Furthermore, adjoining land to the east and west of the subject site has already been approved for residential development abutting the boundary of Area B of the Environmental Protection (Atmospheric Wastes Kwinana) Policy 1992.

With regard to ongoing resident issues resulting from the Cockburn Cement operation, a process is in place whereby the Department of Environment and Regulation undertake a monitoring role of Cockburn Cement and are responsible for monitoring complaints. The Scheme Amendment and the structure plan were formally referred to the DER and no objection was raised to the proposal with the exception of potential soil contamination issues of which is stated as being able to be addressed at the subdivision stage.

On the above basis, the Scheme amendment and Structure Plan are recommended for adoption and recommendation to the Western Australian Planning Commission.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces

Economic, Social & Environmental Responsibility

- Improve the appearance of streetscapes, especially with trees suitable for shade

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Amendment No. 110 was advertised for public comment from 5 July to 15 August and the structure plan was advertised from 19 July to 15 August 2016. Letters were sent to all affected landowners and residents explaining Amendment No. 110 and the structure plan.

Risk Management Implications

Should the structure plan proceed without further investigation of retention opportunities for vegetation, a missed opportunity will exist to protect a significant piece of local bushland. This is addressed as part of the recommended text modification.

Attachment(s)

- 1 Locality Plan
- 2 Current and proposed scheme amendment
- 3 Advertised structure plan
- 4 Schedule of submissions
- 5 Schedule of modifications – Traffic Impact Assessment

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 13 October 2016 Council Meeting.

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

Nil.

15.4 (OCM 13/10/2016) - PROPOSED STRUCTURE PLAN - LOCATION: PART LOT 22 AND LOT 51 MAYOR ROAD, MUNSTER - OWNER: MICHAEL IVAN TOMASICH AND DANICA TOMASICH - APPLICANT: TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE (110/150) (T VAN DER LINDE) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to *Schedule 2, Part 4, clause 19 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015*, endorse the Schedule of Submissions prepared in respect of the proposed part Lot 22 and Lot 51 Mayor Road Structure Plan ("Structure Plan") and advertise the following modifications proposed to the structure plan to address the issues raised in the submissions, utilising

the plan included in Attachment 2 to this report 'City's Alternate Structure Plan' for a period of 28 days:

1. Change all "LSP" and "Local Structure Plan" references to "Structure Plan", including the title of Plan 1, to be consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015*.
2. Amend Plan 1 to include the whole of Lot 22 Mayor Road within the Structure Plan area. Designate an R60 coding over the portion of Lot 22 on the corner of Rockingham and Mayor Road and an R40 coding over the other portion of Lot 22. Amend Figures 1-5 accordingly.
3. Executive summary, paragraph 1 is to refer to Lot 22 in its entirety and refer to the total site area as 2.1615 hectares in accordance with modification 2 above. Amend the Executive Summary table and section 1.2.2 of Part Two to reflect this larger area.
4. Executive summary table, amend the *Total estimated lot yield*, *Estimated number of dwellings* and *Estimated residential site density*, as well as section 3.3 of Part Two to reflect updated Structure Plan map in accordance with modification 2 above. Calculations for dwellings per gross hectare and dwellings per site hectare should be rounded down.
5. Executive summary table, amend the *Estimated area and percentage of public open space* to read "0.2162 ha, representing 10% of the gross subdivisible area". Reflect this change in section 3.2 of Part Two.
6. Executive summary table, include *Estimated Population* as per the Planning and Development Regulations Structure Plan Framework and reference this in section 3.3 of Part Two.
7. Part one, section 1, paragraph 1 needs to be amended to refer to the Structure Plan encompassing all of Lot 22 and Lot 51 Mayor Road as per modification 2 above.
8. Part one, section 4.3, notification 1 and 2 are subject to the BMP being updated as per the modifications listed in recommendation (2) below.
9. Include additional Notifications on Title within Part One, section 4.3 as follows:

- a) *“3. This land may be affected by midge from nearby lakes and/or wetlands. Enquiries can be made with the City of Cockburn Environmental Services.”, and*
 - b) *“4. This lot is in close proximity to Munster Pump Station No. 1 and 2 waste water treatment plants and may be adversely affected by virtue of odour emissions from that facility.”*
10. Include additional Subdivision and Development Requirements within Part 1, section 4 table of Structure Plan report stating:
- a) *“No direct access to Mayor Road is permitted, and applications will also need to facilitate access from existing dwellings to proposed Road 2 rather than via Mayor Road.”*
 - b) *“On street visitor parking is to be provided within the northern verge of proposed Road 2 as well as within the southern verge adjacent to the POS to service the proposed grouped dwelling sites.”*
 - c) *“The proposed POS is to be maintained in perpetuity at the standard prescribed for the Building Protection Zone by the Bushfire Management Plan prepared by FirePlan WA and dated January 2016 (or as updated).”*
 - d) *“Pedestrian paths shall be provided along all subdivisional roads to the satisfaction of the City.”*
 - e) *“A shared path shall be provided along proposed Road 1.”*
 - f) *“Detailed intersection analysis and assessment of the Mayor Road/Road 1 intersection will need to be undertaken to determine the form of the intersection treatment and geometric requirements as part of any subdivision application.”*
 - g) *“In the event development is not yet completed over Lot 20 and 21 Rockingham Road and Lot 50 Mayor Road, temporary cul-de-sacs of 18m diameter are to be provided at the eastern termination of proposed Road 2 and at the intersection of proposed Road 1 and 3 as illustrated at Figure 4, and maintained until such time that the roads are extended.” Update Figure 4 to show this.*
11. Part One, section 5, modify reference to date of BMP following modifications to the BMP in accordance with recommendation (2) below.
12. Part One, section 5, include additional requirements for

Local Development Plans as follows:

- a) *'3. The R60 lot gaining battleaxe access from proposed Road 2 as well as the two lots adjoining the battleaxe driveway for the purposes of appropriate bin pad locations and vehicular access and egress.'*
 - b) *'4. Lots sharing a boundary with Mayor Road for the purpose of appropriate vehicular access and egress to proposed Road 2.'*
13. Amend Plan 1 to be consistent with the City's preferred design concept at Attachment 2 particularly with regards to road layout and location of POS. Amend Figures 3-5 accordingly.
 14. Increase the battle-axe driveway width providing access from Road 2 to the R60 site in the north-east to 8m.
 15. Erie Lane to the south of Lot 51 is to be shown on Plan 1 as intersecting with and being accessible via proposed Road 1.
 16. Amend Plan 1 to ensure that the north-eastern corner of Lot 22 at the intersection of Mayor Road and Rockingham Road is truncated appropriately.
 17. Amend Plan 1 to ensure the POS to the south-west of the Structure Plan area is truncated appropriately in order to accommodate future services and road infrastructure within standard road reserves so that it does not compromise the POS.
 18. Amend the Plan 1 and Figure 3 Legend title "*Region Scheme Reserves*" to "*Local Scheme Reserves*".
 19. Add "*Local Roads*" under the abovementioned "*Local Scheme Reserves*" title within the Plan 1 and Figure 3 Legend and colour white in accordance with the City's Scheme maps.
 20. Rename the Plan 1 and Figure 3 Legend title "*Other*" to "*Other Categories*" in accordance with the City's Scheme maps.
 21. Reword the Plan 1 and Figure 3 Legend item referring to 2m widening of Mayor Road to "*Land to be set aside as a separate lot to be ceded by the WAPC for Metropolitan Region Scheme 'Other Regional Road' Reserve*" and include under the "*Other Categories*" title;

22. Rename the Plan 1 and Figure 3 Legend title "*Local Planning Scheme Zones*" to "*Local Scheme Zones*" in accordance with the City's Scheme maps.
23. Include an additional section within Part Two referencing the Munster Pump Station No. 1 and 2 for the purposes of description and context of notification 4 required under modification 9 above.
24. Part Two, section 1.1, paragraph 3 should refer to the entirety of Lots 22 and 51 Mayor Road.
25. Part Two, section 1.2.1, paragraph 1 should refer to the entirety of Lots 22 and 51 Mayor Road.
26. Bus routes referred to in part two, section 1.2.1, paragraph 3 are not high frequency as it is defined under the Residential Design Codes (R-Codes).
27. Part Two, section 1.2.2, paragraph 1 should refer to the entirety of Lots 22 and 51 Mayor Road and the total Structure Plan area should be amended to 21,615m².
28. Remove reference within Part Two, section 1.2.2, paragraph 2 to existing dwellings being excluded from the Structure Plan area and remove the last sentence regarding a subdivision application.
29. Part Two, section 1.2.3 table should refer to the area of Lot 22 as 7,453m² and not 5,138m².
30. Part Two, section 1.2.3, paragraph 2 should be amended to state "*There is a caveat listed on the Certificate of Title for Lot 22 in favour of Ivanka Angela Gryska and Mark John Gryska, as to portion only, being the existing dwelling to the west of Lot 22.*" A copy of this caveat is to be provided within the documentation.
31. Part Two, section 1.3.1, first paragraph, last sentence should read "*As part of a future application for subdivision approval, this MRS reserved portion of the Site will be ceded for 'Other Regional Road' reserve and as part of the subdivision clearance process receive credit against the Development Contribution Area (DCA 6) liability for these properties.*"
32. Part Two, section 1.3.1, last sentence should read "*The*

Site is subject to Development Contribution Area 13 (DCA 13), which establishes a developer contribution arrangement for the upgrade of local and regional recreational and landscape facilities within the whole of the City of Cockburn and Development Contribution Area 6 (DCA6), which establishes a developer contribution arrangement specifically for the Munster locality, in particular for a proportional upgrading of Beeliar Drive (Mayor Rd) between Stock and Cockburn Roads."

33. The policy numbers referred to in Part Two, section 1.3.3.2 should be updated to be consistent with the City's new policy numbering on the City's website.
34. Part Two, section 3.1, paragraph 3 should be reworded to *"The Structure Plan identifies two (2) separate 'Parks and Recreation' reserves along the southern and eastern boundaries of Lot 51 Mayor Road, which will provide local community recreation spaces for the structure plan area."*
35. The 1.2207ha of residential area referred to in Part Two, section 3.1, paragraph 4, needs to be amended in accordance with modification 2 above.
36. Part Two, section 3.2, paragraph 2 should be updated to reflect the revised POS layout as per Attachment 2 and refer to the combined area of POS as 2161.5m², being 10% of the land area of Lots 51 and 22 Mayor Road.
37. Part Two, section 3.3 should include reference to the dwellings per gross hectare to ensure consistency with the *estimated residential site density* section of the Executive Summary table.
38. Part Two, section 3.3, paragraph 2 and 4 should be amended to take into consideration the two additional portions of Lot 22 as per modification 2 above.
39. Part Two, section 3.4, paragraph 2 should be removed.
40. Part Two, section 3.4 should refer to the City's requirement that two 2x18m diameter temporary cul-de-sac heads are constructed where proposed Road 3 intersects with proposed Road 1 and at the eastern end of proposed Road 2 where it is to be extended through Lot 21, for the purpose of waste truck movements as per Attachment 2.
41. Part Two, section 3.4, final sentence to state *"Pedestrian*

paths shall be provided on all road reservations within the proposed subdivision."

42. Part Two, section 3.5 needs to be updated to accord with the approved LWMS dated July 2016 (Rev B). Ensure repetition within the table against SW1 of "Manner in which compliance is achieved" is remedied.
 43. Amend Figure 4 to illustrate temporary cul-de-sacs referred to in modification 10g) above.
 44. The POS calculations included in the tables on Figures 3 and 5 are to be amended in accordance with modification 2 and 36 above.
 45. Include indicative bin pad locations on Figure 5, particularly for the R60 grouped site fronting Mayor Road.
 46. If required, update the Civil Engineering Servicing Report at Appendix D to address the concerns raised by the Water Corporation in the attached Schedule of Submissions (Attachment 4) regarding gravity sewer and filling of Lot 51.
- (2) adopt the Bushfire Management Plan (BMP) prepared by FirePlan WA in respect of the proposed Structure Plan dated January 2016 subject to the following modifications:
1. Update to reflect the requirements of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* ("SPP 3.7") and the *Guidelines for Planning and Bushfire Prone Areas* ("the Guidelines").
 2. Include at least two geo-referenced photographs to support the Bushfire Hazard Level (BHL) Assessment vegetation classification. Should any discrepancies arise between the classified vegetation referred to in the report and the actual vegetation types on site, the BMP will need to be updated to the satisfaction of the City in consultation with the WAPC.
 3. Update the BHL Assessment in accordance with the methodology set out in the Guidelines (Appendix 2, page 50-51). The bushfire hazard should be mapped as per Figure 10, page 52 of the Guidelines. Areas that are assessed as low hazard, but are within 100 metres of a moderate or extreme bushfire hazard are to adopt a moderate bushfire hazard within that 100 metres.

4. Figure 5 *Indicative BAL RATINGS and Building Protection Zone* is to be included at a size that allows it to be printed to scale in order to validate the distances from proposed lots to the classified vegetation. Should any discrepancies arise, section 5.7 of the BMP will need to be amended to the satisfaction of the City of Cockburn in consultation with the WAPC. The boundary of the Open Forest Extreme hazard as per Figure 3 needs to be shown on Figure 5.
- (3) advise the proponent that prior to subdivision of the Structure Plan area, coordination with the landowners of Lot 50 Mayor Road, Lots 20 and 21 Rockingham Road, Lot 230 Erie Lane and Lot 236 Monger Road, Munster is required to ensure that finished fill/excavation lot heights result in compatible and practical drainage flow paths and road levels across lot boundaries; and
- (4) advise the proponent and those persons who made a submission of Council's decision.

COUNCIL DECISION

Background

The proposed Structure Plan (Attachment 1) was previously considered at the 8 September 2016 Ordinary Council Meeting (OCM), whereby Council resolved:

To defer consideration of the item to allow further investigation into the Structure Plan and further discussions with the applicant.

The purpose of this report is to present the findings of these further investigations and allow Council the opportunity to reconsider the proposal and the recommendation provided to Council.

This report is supplementary to the previous report presented at the September OCM (Item 14.1) and should be read in conjunction with this report.

Following the September OCM, the City sought to meet with the applicant and landowner to negotiate the design issues and discuss a

potential redesign. However the applicant, under the client's instruction, refused to meet with the City as the client is not willing to make any changes to the Structure Plan design. The applicant also advised on behalf of their client that they are not willing to agree to a deferral to the WAPC. To correct the client, it is not their decision on whether an extension is permitted. This is the decision of the WAPC.

As per the previous Council report, the current design of the Proposed Structure Plan is unacceptable, through setting out a fragmented and inadequately design layout of structural elements particularly associated with public open space and road layout.

The City has continually advised the applicant of these issues, and that given the changes associated with the modifications will require readvertising of the proposal.

Submission

N/A

Report

Planning Background

The subject land is 1.9302ha in size and is bound by Mayor Road to the north, Rockingham Road to the east, and land progressively being redeveloped for residential purposes to the south and west. Market Garden Swamp No. 3 is located approximately 100m to the south-west.

The subject land contains an existing shed on Lot 51 but no dwellings. The two dwellings located within Lot 22 have been excluded from the Structure Plan area. Historically the land was used for market gardening. These operations have since ceased and the land remains cleared of significant vegetation.

The majority of the subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") with a 2m wide strip of land along the northern boundary reserved as 'Other Regional Roads' for the future widening of Mayor Road.

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

Structure plans have been approved and development has begun over Lot 150 Mayor Road and Lot 20 Rockingham Road. A structure plan was recently lodged with the City for Lot 21 Rockingham Road and is

currently undergoing assessment. The proposed Structure Plan design and layout is required to respond and assimilate with adjacent approved structure plans.

Additional Comments Post 8 September 2016 OCM

Since the September OCM, the City has further investigated the proposed subdivision of the two existing dwellings from Lot 22, as well as the alternate Structure Plan layout proposed by the City (Attachment 2) in terms of POS and road layout. The outcomes of these investigations and additional comments addressing these issues are provided below and are to be considered supplementary to the report presented to Council at the September OCM.

These additional comments are solely in response to the deputation presented by the landowner at the September OCM and cannot address any further correspondence between the City and the landowner since the landowner was not willing to meet with the City to discuss the concerns raised.

Subdivision of Existing Dwellings from Lot 22

The following comments are supplementary to those provided within the September OCM report under the heading 'Design and Density'.

Schedule 2, Part 4, Clause 15(a)(ii) of the *Planning and Development (Local Planning Schemes) Regulations 2015* states that a structure plan may be prepared over an area if the area is identified in the Scheme as requiring a structure plan to be prepared before any future subdivision or development is undertaken. Since the subject land is located within Development Area 5 and zoned 'Development' under the Scheme, a structure plan is required to be prepared over this land prior to subdivision or development of the land.

Furthermore, as per clause 5.2.2 of the Scheme, subdivision and development of land within a Development Area is to generally be in accordance with any structure plan that applies to that land. Thus, as per the provisions of the Scheme, the City cannot favourably consider a subdivision proposal over this land that does not yet have an approved Structure Plan prepared over the land to inform subdivision and development.

Such will also provide an inadequate/insufficient amount of public open space, as well as an ad hoc approach to development given the need to coordinate subdivision across the entire of Lot 22 in order to remove direct vehicle access to Mayor Rd once it is redeveloped as an upgraded Beeliar Drive extension. Effectively, by advancing the Proposed Structure Plan and these subdivision applications in a

completely uncoordinated way, the City faces serious risks in not being able to deliver upon effective planning and particularly the 17/18 road project to upgrade Beeliar Drive through to Fawcett Road. This difficulty is avoided if the redesign that the City had previously communicated was instead adopted.

POS Location and Layout

The following comments are supplementary to those provided within the September OCM report under the heading 'Public Open Space (POS)'.

The Department of Planning's *Liveable Neighbourhoods* states the following objectives for Public Parkland:

"To provide public open space that is safe and overlooked by nearby buildings"; and

"To ensure that public open space is integrated into the urban structure to produce both land use efficiency and long-term sustainability."

The proposed POS layout does not achieve these objectives as the configuration of the POS proposed by the Structure Plan results in the consolidated POS over Lots 51 Mayor Road and Lots 21 and 20 Rockingham Road being visually disjointed, reducing passive surveillance. In addition, none of the proposed lots are fronting or overlooking the POS. Instead, one side lot boundary is proposed to be adjacent to the north of the POS, which is a poor outcome from an amenity and safety perspective. The image below (Figure 1) is an example of the poor outcome of side lot boundaries adjacent to POS. These unobserved areas may be subject to graffiti and vandalism.



Figure 1 Poor visual and passive surveillance outcome as a result of side lot boundaries adjacent to POS

The current layout also limits options available for landscaping of the POS and is more difficult to maintain since it is of an irregular shape. In regards to local parks of up to 3,000m², Liveable Neighbourhoods specifically mentions that lot, street and landscape layout should provide good visual supervision of POS and provides the below image as an example (Figure 2). The POS is shown to be overlooked by numerous dwellings, consistent with the City's Alternate Structure Plan at Attachment 2 which shows a number of lots directly overlooking the POS. Design requirements to ensure habitable room frontage to both the POS and proposed Road 1 can be enforced via a Local Development Plan which will be required to be prepared for these lots as per Part 1 of the Structure Plan.

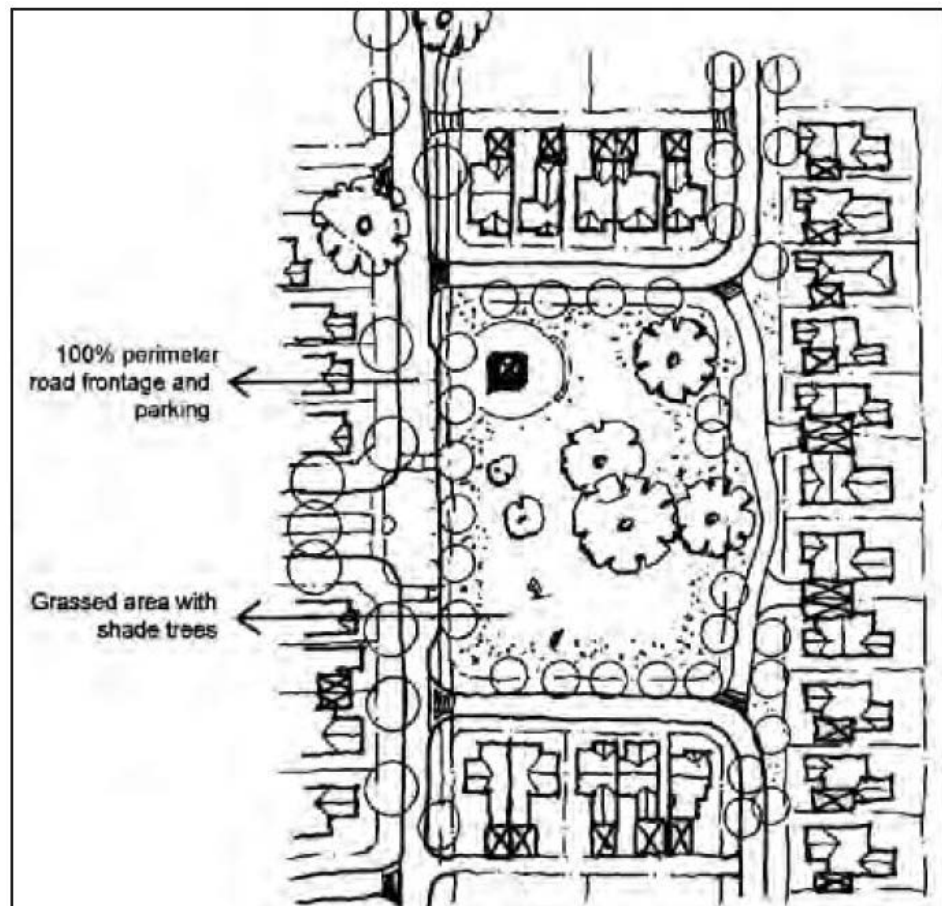


Figure 2 Liveable Neighbourhoods example of a local park fronted by numerous dwellings

An example of where direct frontage of lots to POS has resulted in good passive surveillance and amenity outcomes is provided below (Figure 3). Low and permeable fencing ensure there are no obstructions to sight lines from habitable rooms and outdoor living areas fronting the POS.



Figure 3 Good example of passive surveillance from dwellings directly

fronting POS

The current POS layout would also result in the narrow strip of POS proposed along the western boundary of Lot 21 Rockingham Road being isolated and too narrow to be an effective and useable space. This narrow strip would also ultimately be fronted by dwellings on both sides which would result in the space becoming closed in and potentially appearing privatised. The relocation of the POS over Lot 51 creates a larger, more open and useable space which is not so closely confined by adjacent dwellings (Attachment 3). A larger, consolidated area of POS also provides more options in terms of landscaping as there is more room to establish larger trees.

Road Layout

The following comments are supplementary to those provided within the September OCM report under the heading 'Roads, Traffic and Access'.

The road layout as per the current Structure Plan design is not workable from an engineering and safety perspective. The location of the POS is not acceptable to the City and is required to be relocated in accordance with the City's Alternate Structure Plan. Relocating the POS without changing the design of the road layout results in dwellings located on a right angle corner at the south-east of Lot 51, hindering sight lines for vehicles navigating this right angle bend and thus resulting in an unsafe road layout. This has been an issue along Brushfoot Boulevard, Success where a right angle bend in the road has resulted in a number of incidents and complaints, resulting in the City needing to spend ratepayer funds to provide signage and road markings to attempt to create a safer environment (Figure 4).

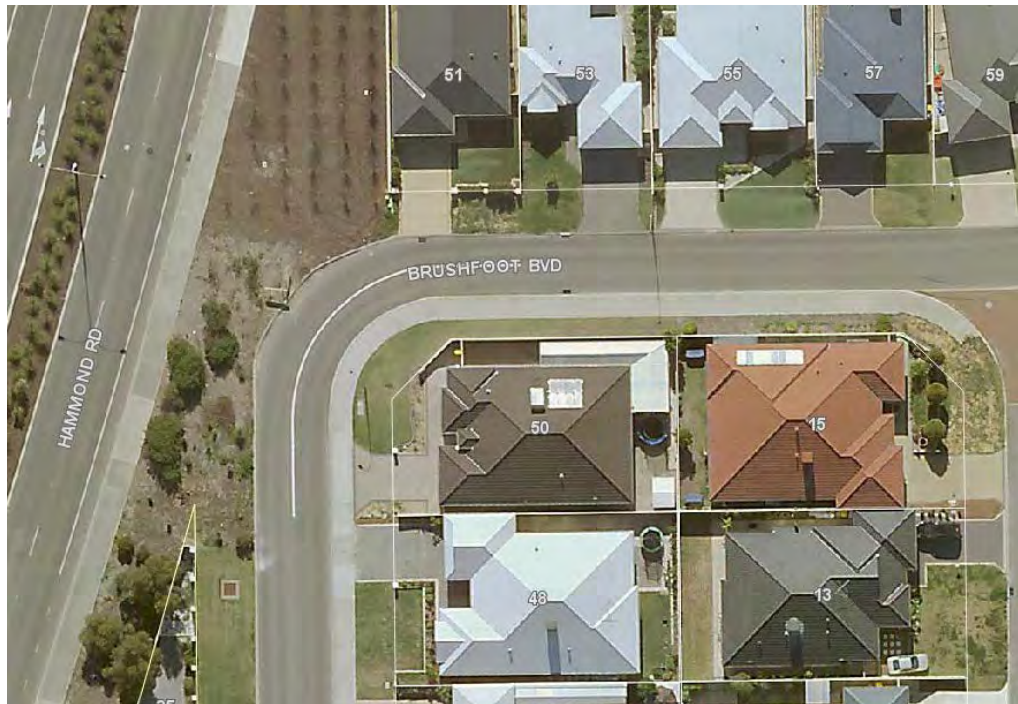


Figure 4 Right angle bend along Brushfoot Boulevard, Success

The suggested road layout proposed by the City's Alternate Structure Plan is a far safer option that responds to the location of the POS along the eastern boundary of Lot 51. The layout is also acceptable from an engineering point of view and will provide a more efficient path of travel for residents moving east-west through Lot 51. It does not propose any right angles and allows for clear sight lines in all directions at the T-junction of proposed Road 1 and Road 3. It is a more optimal design in this regard, and will prevent safety issues associated with the current design.

Lot Configuration and Size

The City's Alternate Structure Plan proposes lots along the western boundary of Lot 51 to have a depth of 25m, which at an R30 coding require a frontage of 12m to meet average lot area requirements. The applicant has expressed concerns regarding the dimensions of these lots, referring to these as "squat" lots and claiming that there is no appetite in the market for lots of this size. They have also stated that standard dwelling designs do not fit lots of these dimensions.

However, lots of this size exist elsewhere within the City of Cockburn, many of which have been recently subdivided and/or developed such as those within Calleya Estate, Lakeside Success, Packham Estate and to the west of the Structure Plan area along Wading Place. The basis of market acceptance of such lots is therefore not supported by the local evidence.

Furthermore, lots of the same dimensions have in fact been proposed by the applicant elsewhere within the Structure Plan area according to the Development Concept Plan submitted with the Structure Plan.

The City has also investigated dwelling designs that would fit lots of this size and has received advice from Perth-based residential building companies that there are popular standard house designs available for lots of these dimensions. Thus, the City does not accept that the proposed lot sizes are not viable. In fact, the City believes that such lots with an outlook to open space will sell potentially at a premium compared with non-open space fronting lots.

Parking

The City has concerns regarding the provision of parking and visitor parking for the proposed R40 and R60 coded lots within the Structure Plan some of which is likely to be developed as grouped dwellings or potentially multiple dwellings. These higher densities result in a greater number of dwellings within a smaller area, and thus an increased number of residents and potential visitors seeking parking.

Direct vehicle access and parking to Mayor Road is prohibited as Mayor Road is reserved 'Other Regional Road' under the MRS. The easternmost R60 coded land also has narrow frontage to proposed Road 2, further limiting parking options for residents and visitors of these lots. Thus, it is appropriate for parking to be provided within the road reserve of proposed Road 2 to avoid visitors and residents parking directly on the street and causing congestion or safety issues. This is addressed under recommendation 10b) above.

Critically, the applicant needs to recognise that no subdivision which relies upon frontage to a future Beeliar Drive extension is possible. Accordingly, this shows how the current subdivision application would jeopardise the City's committed project for 17/18 to extend Beeliar Drive.

Community Consultation Outcomes

The Structure Plan was advertised for public comment for a period of 28 days from 28 June 2016 until 26 July 2016 in accordance with Regulation requirements. A total of twenty-one (21) submissions were received, with fifteen (15) being from government agencies. The advice and comments of these government agencies particularly concerned the proposed road/access and POS layout, connection to sewerage, modifications to the BMP, as well as modifications to the LWMS which have now been completed and the LWMS approved by the Department of Water and the City of Cockburn.

Six (6) submissions were received from or on behalf of nearby landowners with three (3) supporting the proposal, two (2) objecting to the proposal and one (1) conditionally supportive of the proposal.

Major concerns raised by landowners and government agencies are addressed in the following sections of the report.

All submissions have been outlined and addressed in detail in the Schedule of Submissions (Attachment 4).

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces
- Ensure a variation in housing density and housing type is available to residents

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner
- Provide safe places and activities for residents and visitors to relax and socialise
- Create and maintain recreational, social and sports facilities and regional open space

Budget/Financial Implications

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

Legal Implications

Pursuant to *Schedule 2, Part 4, clause 19(2) of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015* and recommendation (1) above, the City is to take what it considers the appropriate steps to advertise the Structure Plan modifications for 28 days.

Pursuant to *Schedule 2, Part 4, clause 25 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015*, the proponent is permitted to apply to the State Administrative Tribunal (SAT) for a review of a decision by the WAPC not to approve the Structure Plan in accordance with Part 14 of the *Planning and Development Act 2005*. Should this be the case, a representative of the City may be required to attend SAT proceedings.

Community Consultation

Pursuant to *Schedule 2, Part 4, clause 18 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015*, public consultation was undertaken for 28 days commencing on the 28 June 2016 and concluding on the 26 July 2016.

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

Twenty-one (21) submissions were received during the advertising period of which fifteen (15) were received from government agencies and six (6) from or on behalf of landowners. Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions.

Risk Management Implications

The Structure Plan proposes a design that the City has raised a number of concerns over as discussed in the above Report and the previous report discussed at the 8 September OCM. The recommended officer modifications to the Structure Plan address these concerns and thus if these modifications are not supported, the result would be a Structure Plan that does not appropriately provide the coordination of key infrastructure or public amenity. It would also result in a situation that potentially prevents the future extension of Beeliar Drive due to lots front Mayor Rd. The current Structure Plan design is not consistent with orderly and proper planning and would not provide future residents with a safe and efficient local road network or sufficient and useable Public Open Space as discussed in the preceding report.

It is noted that the multitude of recommended modifications to the Structure Plan may result in ultimate refusal by the WAPC. The applicant would then have the right to review the decision at the State Administrative Tribunal. Despite this, the City has taken a proactive approach in recommending approval of the Structure Plan subject to these modifications which, if addressed appropriately, alleviates the City's concerns and will result in a good planning structure over the subject land.

Attachment(s)

1. Applicant's Structure Plan
2. City's Alternate Structure Plan
3. City's Alternate Contextual Plan
4. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 13 October 2016 Council Meeting.

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

Nil.

15.5 (OCM 13/10/2016) - INITIATION OF PROPOSED SCHEME AMENDMENT NO. 120 - LOCATION: PORTION OF LOT 9501 BARTRAM ROAD, SUCCESS - OWNER: ALLVIVID PTY LTD – APPLICANT: PLANNING SOLUTIONS / JOHN CHAPMAN TOWN PLANNING CONSULTANT (109/121) (T VAN DER LINDE) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the *Planning and Development Act 2005* ("Act"), initiate Amendment No. 120 to City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the purposes of:
 1. Reclassifying a portion of Lot 9501 Bartram Road from 'Residential R40' to 'Local Road' as depicted on the Scheme Amendment Map.
 2. Reclassifying a portion of Lot 9501 Bartram Road from 'Local Road' to 'Residential R30' as depicted on the Scheme Amendment Map.
 3. Amending the Scheme Map in accordance with recommendation (1) 1 and 2 above.
- (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* ("Regulations"):

- “(e) *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment*”; and
- “(f) *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* (“Regulations”) and the amendment be referred to the Environmental Protection Authority (“EPA”) as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, be advertised for a period of 42 days in accordance with the Regulations.

COUNCIL DECISION

Background

The subject land is bound by Bartram Road to the south, Wentworth Parade to the east, Hanbury Loop to the west and land reserved for Parks and Recreation to the north (Attachment 1 – Location Plan refers).

The site is currently vacant of any development.

The subject land was previously included within Development Area 14 and coded ‘Residential R20’. In February 2016, under Scheme Amendment No. 106, the subject land was removed from Development Area 14 and rezoned to ‘Residential R30’, ‘Residential R40’ and ‘Residential R60’ codings, as well as ‘Local Roads’ and ‘Parks and Recreation’ reserves.

Proposed Amendment No. 120 now seeks to relocate a portion of road reserve within the subject land to achieve a more desirable design outcome and to facilitate subdivision.

Submission

N/A

Report

The subject land is 4.2982 hectares and is zoned 'Urban' under the Metropolitan Region Scheme ("MRS"), with portions zoned Residential R30, R40 and R60 and reserved for 'Parks and Recreation' and 'Local Road' under the City's Town Planning Scheme No.3 as depicted in the Existing Zoning figure at Attachment 2.

The proposed Scheme Amendment seeks to relocate a portion of road reserve within the subject land to allow for additional, regular shaped R30 lots and a single row of R40 lots fronting Bartram Road. This arrangement requires a portion of 'Residential R40' coded land to be reclassified to 'Local Road', which is to provide rear access to the R40 lots, and a portion of 'Local Road' reserve to be reclassified to 'Residential R30' as depicted in the 'Proposed Zoning' figure at Attachment 2. The Amendment affects a relatively small portion of the subject land area. A concept Plan of Subdivision depicting lot location and access is included at Attachment 3.

Roads and Access

The portion of Bartram Road adjacent to the subject land is reserved as 'Primary Regional Road' under the MRS and thus direct lot access is not permitted from the subject land onto Bartram Road. The proposed amendment seeks to provide rear access to the R40 lots fronting Bartram Road by relocating the road reserve directly behind these lots.

The proposed Amendment is unlikely to have any impact on existing residents within the locality in terms of traffic or streetscape amenity, and all other road reserves within the subject land providing future access to the surrounding road network will remain unchanged.

Conclusion

In summary it is recommended that the City initiate the proposed Scheme Amendment No.120.

Strategic Plan/Policy Implications

City Growth

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

Moving Around

- Improve connectivity of transport infrastructure

Budget/Financial Implications

The Scheme Amendment fee for this proposal has been calculated in accordance with the *Planning and Development Regulations 2009*, including the cost of advertising and this has been paid by the applicant.

The subject land is located within Developer Contribution Area 1 (DCA 1) – Success North, which requires contributions towards the widening and upgrading of Hammond Road, between Beeliar Drive and Bartram Road. This contribution is required to be paid on a per hectare basis at the development stage.

Legal Implications

Planning and Development Act 2005
City of Cockburn Town Planning Scheme No. 3
Planning and Development (Local Planning Schemes) Regulations 2015

Community Consultation

As per Part 5 of the Regulations, there several amendment types: basic, standard and complex. These are defined in Part 5, Division 1, Regulation 34.

As a standard amendment, this proposal is required in accordance with the Regulations to be advertised for a minimum of 42 days, following local government initiation of the Scheme Amendment and the Environmental Protection Authority (EPA) advising that the proposal is environmentally acceptable.

Risk Management Implications

The officer's recommendation takes in to consideration all the relevant planning factors associated with this proposal and is appropriate in recognition of making the most appropriate planning decision. There is minimal risk to the City if the amendment is initiated for advertising as it will not have any impact on existing landowners or residents in the locality and is thus considered minor.

If the Scheme Amendment is not progressed, the R40 portion of land fronting Bartram Road will be too wide to develop as a single row of lots. Since direct access from lots onto Bartram Road is not permitted, rear access will be necessary between the two rows of R40 lots to

service those adjacent to Bartram Road, which could be provided via a laneway. However, this would result in these lots either fronting a laneway or fronting Bartram Road with its high volumes of traffic, neither of which are desirable streetscape amenity outcomes for residents. The Scheme Amendment thus allows for a more desirable option in terms of access to the R40 coded land.

Attachment(s)

1. Location Plan
2. Scheme Amendment Map – Existing and Proposed
3. Concept Plan of Subdivision

Advice to Proponent(s)/Submissioners

The Proponent(s) has been advised that this matter is to be considered at the 13 October 2016 Council Meeting.

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

N/A.

- 15.6 (OCM 13/10/2016) - PROPOSED RE- NAMING OF PUBLIC OPEN SPACE RESERVE 47410 (RESERVE FOR PUBLIC USE & RECREATION) - LOT 4881 (20) RAVELLO VISTA, YANGEBUP - (6000808) OWNER: STATE OF WA (MGT ORDER: CITY OF COCKBURN) (147/001) (A KHAN/ A TROSIC) (ATTACH)**

RECOMMENDATION

That Council

- (1) advise the applicant that, according to the policy requirements of the Geographic Naming Committee, it supports the renaming request; and
- (2) writes to the GNC seeking their formal approval for the renaming of Ravello Reserve to Dropulich Reserve.

COUNCIL DECISION

Background

The City received a request to rename Ravello Reserve to become Dropulich Reserve. Ravello Reserve is specifically Reserve 47410, and is located at No. 20 (Lot 4881) Ravello Vista, Yangebup. The Reserve is only now being formalised, as it has been made up of components of previous subdivisions of land

The renaming request is to rename Ravello Reserve to Dropulich Reserve, for the entire open space area as shown following:



The matter was previously reported to Council in August 2016, whereby the item was deferred to enable further community consultation to take place. The purpose of this report is to consider the matter in light of the further community consultation that has taken place.

Submission

The City received a request for the renaming of the public open space reserve from Ravello Reserve to Dropulich Reserve from Mate and Senka Dropulich, owners of 28 Shallcross Street, Yangebup.

Report

By way of background, Ravello Reserve was chosen by following the Policy set out by the City and Geographical Naming Committee (GNC). This being to name reserves after their adjoining street. In this case, 'Ravello' was chosen for the reserve due to this being the name

of the adjoining road. This name was formally approved by the GNC on 20 June 2013.

The name Ravello is from the historic town of Ravello, on the Amalfi Coast which is a well-known tourist destination. It generally reflects the southern European which is a common naming theme in Cockburn.

The rename to Dropulich Reserve, has been proposed by the applicant to recognise the contribution of the Dropulich family to the broader Cockburn community. The name Dropulich also reflects the surrounding Southern European Theme which is evident through much of Spearwood, Munster and western parts of Yangebup. The background letter submitted by the applicant is provided at Attachment 1.

On the basis of the initial public consultation that took place, there were a number of objections to the renaming received, and officers were not in a position to support the renaming request. GNC Policy guides that renaming be considered as an absolute exception, and only if clear community support can be demonstrated. This was not able to be shown through the first round of community consultation that occurred.

At the August Council meeting the matter was deferred to enable further community consultation, requested by Council, to take place. In accordance with Council's decision, further community consultation was undertaken through letters being sent to surrounding landowners on 18 August 2016, with a close off date of 8 September to make a submission. An important consideration that is taken in respect of any renaming request, noting that reserve names are meant to be enduring, is the community sentiment to such a proposal. The community consultation results are described following.

Community Consultation

All of the submissions that were received are set out in the Schedule of Submissions (Attachment 2). A total of 17 additional submissions were received, as well as a petition containing 58 signatures in support of the renaming.

Of the submissions received,

- eleven submissions marked support
- three submissions objected
- one submission was neutral, just wanted the park to be established so her family could make use of it
- one submission preferred the name change as it recognised

Croatian Heritage

- one submission fully supported the change

Officer Comment

It is important to consider the State Government Policy Guidance given in respect of renaming of reserves. This assists the City in considering what a fair and reasonable response to this request needs to take in to account. The relevant sections of the GNC Policy are extracted following:

5.4 Naming amendments

Official local park or recreational reserve names are expected to be enduring. Landgate discourages any changes to official names without good reason, however such proposals will be considered on an individual basis, and the merits of each case will be carefully evaluated.

Reasons that may be considered in support of a name change are:

- *changes made to bring official usage into agreement with well-established local usage;*
- *proposals to eliminate naming issues such as derogatory names, duplication or those previously approved on the basis of incorrect information; and*
- *proposals previously made at the request of persons or organisations (public or private) for commemorative or other reasons important to the proposer.*

Where a change to the name of a local park or recreational reserve is proposed, clear justification outlining sufficient reasons for consideration is required. As names are meant to be enduring, the current name has already been in use within the public domain. The proposed new name selected shall conform to all the necessary naming policies and standards.

It is clearly evident that renaming of parks is discouraged. This reflects the logic that park names are meant to be enduring, and that renaming requests start to undermine the significance once a park is named. In the case of this request, it is also proposed to be a Personal (family) name. The GNC guidelines provide the following additional advice in this respect:

1.4.2 Use of personal names

Requests to approve names that commemorate, or that may be construed to commemorate, living persons will not be considered. Community attitudes and opinions may change over time and as a

result any requirement to rename may lead to confusion and be costly to process.

The approval of a name to commemorate an individual will only be considered if:

- such application is in the public interest*
- there is evidence of broad community support for the proposal*
- the person has been deceased for at least two (2) years*
- the applicant requesting the new name is not an immediate relative, written permission of the family should be obtained*
- the person being honoured by the naming has had either some direct and long-term association, twenty (20) or more years, with the feature*
- has made a significant contribution to the area in which it is located*
- the proposal commemorating an individual with an outstanding national or international reputation has had a direct association with the area in which it is to be located.*

The following will not be considered as appropriate grounds for a commemorative naming request:

- current or recent ownership of the land*
- precedence of existing names*
- recent or ongoing public service within all levels of government*
- no direct association with the area.*

The naming request has been to recognise the contribution of the Dropulich name to the growth of Cockburn community over many years. Officers have had a number of discussions with the applicant, and understand how significant this issue is for the family. It is not specific to her family, but the immigrants and decedents that share the Dropulich name and who have contributed to Cockburn's growth. Given the extent of community support, mainly evidenced through the petition of surrounding residents containing signatures from 58 properties. it is considered that there is now community sentiment that supports the renaming request.

It is uncertain as to how the GNC will view this recommendation of the City, however officers are satisfied that it does now meet the policy guidance.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide safe places and activities for residents and visitors to relax and socialise

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

Budget/Financial Implications

Nil

Legal Implications

Nil

Community Consultation

Public consultation was undertaken as per Council policy and the GNC guidelines. The proposal was advertised from 16 August to 8 September 2016, including letters to landowners in the area.

Risk Management Implications

The key risk for Council is in making a decision which may upset a broader community who indicate support to the proposal.

Attachment(s)

1. Background letter
2. Schedule of submission
3. Petition

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 14 October 2016 Ordinary Council Meeting.

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

Nil.

15.7 (OCM 13/10/2016) - PROPOSED SCHEME AMENDMENT NO. 121 - LOT 100 PORT KEMBLA DRIVE AND LOT 4 GEELONG COURT, BIBRA LAKE - APPLICANT: MW URBAN PLANNING & DEVELOPMENT CONSULTANTS (109/122) (D DI RENZO) (ATTACH)

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") by:

Rezoning Lot 100 (No. 35) Port Kembla Drive and Lot 4 (No. 2) Geelong Court, Bibra Lake from 'Local Centre' to 'Mixed Business'.

- (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 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;

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;

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.

COUNCIL DECISION

Background

A request has been received to rezone Lot 100 (No. 35) Port Kembla Drive and Lot 4 (No. 2) Geelong Court, Bibra Lake, from 'Local Centre' to 'Mixed Business'.

The subject land comprises two adjoining sites fronting Port Kembla Drive, Spearwood Avenue and Geelong Court in the Bibra Lake Industrial Area (see Attachment 1).

The land is located on the north-eastern corner of the intersection of Spearwood Avenue and Port Kembla Drive, with Geelong Court forming the northern boundary.

Lot 100 Port Kembla Drive is currently occupied by a tavern and drive-through bottle shop, which have recently ceased trading. Lot 4 Geelong Court is located on the south-east corner of the intersection of Port Kembla Drive and Geelong Court, and is currently occupied by two motor vehicle repair and parts premises.

The subject land is zoned 'Industrial' under the Metropolitan Region Scheme, and 'Local Centre' pursuant to City of Cockburn Town Planning Scheme No. 3 ("the Scheme") (shown in Attachment 1).

Submission

N/A

Report

The purpose of this report is for Council to consider initiating proposed Amendment No. 121 to City of Cockburn Town Planning Scheme No. 3 ("the Scheme").

The Amendment proposes to rezone Lot 100 (No. 35) Port Kembla Drive and Lot 4 (No. 2) Geelong Court, Bibra Lake, from 'Local Centre' to 'Mixed Business'.

The following justification for the proposed rezoning has been provided by the proponent:

- * *The proposed rezoning of the two subject sites from 'Local Centre' to 'Mixed Business' will match the zoning of all other properties in the western part of the Bibra Lake industrial area bounded by Spearwood Avenue, Stock Road and Phoenix Road.*
- * *The Mixed Business Zone is a type of industrial zone that will facilitate land uses and development that complement existing*

development in the locality. As such, the proposal is consistent with the relevant State and local planning frameworks. State planning strategies, including the draft Perth and Peel@3.5 Million documents and the Economic and Employment Lands Strategy, seek to maintain and protect the Bibra Lake industrial precinct.

- * *The City's Local Planning Strategy includes the land within the 'Bibra Lake Industrial' precinct and also aims to consolidate this and other industrial precincts, due to the employment benefits for the local and regional communities. The land is located within the Bibra Lake Industrial Centre in the Local Commercial and Activity Centre Strategy; it is not identified as one of the 32 'Local Centres'.*
- * *The proposed rezoning will complement the existing Mixed Business zoning within the western part of the Bibra Lake industrial area, consistent with the relevant State and local planning frameworks. The Mixed Business Zone is a type of industrial zone that will facilitate land uses and development that complement existing development in the locality. Further, the Scheme Amendment will correct an existing zoning anomaly in TPS 3 by ensuring the permissible uses for the subject land are more appropriate for its location within an industrial precinct.*

Zoning History

Under City of Cockburn Town Planning Scheme No. 1 ("TPS 1") Lot 100 Port Kembla Drive was zoned 'Special Use - Tavern', and Lot 4 Geelong Court was zoned 'Special Use - Service Station', and the surrounding area was zoned 'General Industry'. TPS 1 was characterised by a large number of zones, including numerous 'Special Use' zones that reflected a range of very specific uses.

Under City of Cockburn Town Planning Scheme No. 2 ("TPS 2") there was a reduction in the number of zones within the Scheme, and both lots were then zoned 'Commercial', presumably to reflect the uses facilitated under TPS 1 for the site. The surrounding area was zoned 'General Industry' at that time, and was later zoned 'Mixed Business'.

The introduction of TPS 3 saw a further reduction in the number of zones, and a shift towards broader, more general zones. Under TPS 3 the subject land was zoned 'Local Centre'. This would have been the most comparable zoning to 'Business', which is not a specified zone under TPS 3.

Based on this examination of the history of the site it is not considered that there is any specific purpose for the current 'Local Centre' zoning of the subject land.

It is likely that this zoning merely reflects an evolution of the original zoning of the land under TPS 1, which was put in place to accommodate some specific businesses at the time, rather than any specific intent to facilitate a local centre in this location.

This is supported by the fact that it was not identified as a local centre' in the original City of Cockburn Local Commercial Strategy (1996), nor subsequently in the current Local Commercial and Activity Centre Strategy, discussed further in this report.

Furthermore, it is not considered that the subject land has ever fulfilled a 'local centre' function. On this basis, there is not considered to be a specific reason to retain the 'Local Centre' zoning in this location.

Objectives of the 'Local Centre' and 'Mixed Business' zones

The Scheme sets out objectives for each zone, and the objective of the 'Local Centre' is as follows:

Local Centre Zone: To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre.

The subject site does not, and has not in the past contained uses that are specifically consistent with this objective. The historical use of the site and the current uses are more consistent with the objectives of the 'Mixed Business' zone as follows:

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

Permissible Uses

In assessing the proposed Amendment it is important to consider the range of uses permissible under the current 'Local Centre' zone, and those permissible under the proposed 'Mixed Business' zone.

Attachment 2 provides a comparison of the permissibility of uses for each zone.

Of particular note, 'Grouped' and 'Multiple' dwellings are 'P' uses in the 'Local Centre' zone. Given the adjacent 'Mixed Business' zoning, and the fact that the subject land is located within an industrial area, it is considered undesirable to have dwellings as a 'P' use, and more appropriate to have them as a 'D' use, as they are in the 'Mixed Business' zone.

By having grouped and multiple dwellings as 'D' uses this allows the City/Council to consider whether grouped and multiple dwellings are appropriate for the site should they be proposed, having regard for the amenity impacts of the established industrial/commercial uses in the surrounding industrial precinct.

In terms of commercial uses, there are a greater range and number of permissible commercial uses under the 'Mixed Business' zone than the 'Local Centre' zone. For example, 'Light Industry', 'Service Industry' and 'Cottage Industry' are not permissible in the current 'Local Centre' zone, and are permissible ('D' uses) under the 'Mixed Business' zone. Given that the subject land is located in an industrial area, surrounded by 'Mixed Business' zoned land, it is considered appropriate that such uses are permissible.

The proposed 'Mixed Business' zone is therefore considered to facilitate a more appropriate range of uses for the subject land, compatible with the surrounding area.

The 'Mixed Business' zone will give landowners a greater range of permissible commercial land uses, while providing Council with greater control over possible development of grouped and multiple dwellings on the subject land.

There are some uses that are currently permissible under the 'Local Centre' zone, that will not be permissible under the proposed 'Mixed Business' zone. For example, under the 'Mixed Business' zone 'shop' uses will not be permissible (currently permissible in the 'Local Centre' zone), however 'showroom' uses will be permissible.

The current uses on the subject land will be permissible uses under the 'Mixed Business' zone, and will more closely align with the objectives of the 'Mixed Business' zone than the 'Local Centre' zone.

City of Cockburn Local Commercial and Activity Centre Strategy

While currently zoned 'Local Centre', the subject land is not identified as one of the 32 local centres in the City of Cockburn Local Commercial and Activity Centre Strategy ("LCACS").

It is also noted that it was not previously identified as a local centre in the now superseded City of Cockburn Local Commercial Strategy (1996), where it was identified as being within the Bibra Lake 'Mixed Business' area.

The LCACS identifies the subject land as being within the Bibra Lake Industrial Centre, which is a Strategic Employment Centre.

The performance of the Bibra Lake Industrial Centre as a whole has been measured in the LCACS across three key principles - Intensity; Diversity and Employment. The possible impact of the proposed rezoning on each of these principles is outlined and discussed below:

Intensity: Intensity is the measure of the ratio of floor space to total land area. The proposed rezoning will not negatively impact on this potential ratio, and in increasing the range of possible uses for the subject land it will increase floor area potential.

Diversity: Diversity seeks co-location of complementary activity which can yield positive externality benefits. The proposed rezoning is not considered to negatively impact diversity of the centre, as the majority of uses that will no longer be permissible are not considered to be appropriate, complementary uses in the area. In addition, the proposed rezoning increases the number of commercial uses that would be permissible, and therefore may facilitate increased diversity.

Employment: In terms of employment opportunities within the Bibra Lake Industrial Centre, the proposed rezoning is not considered to detrimentally impact this performance. It will even assist in ensuring the residential development of the land (which is possible under the current zoning) does not reduce the employment generating potential of the subject land.

It is therefore considered that the proposed rezoning of the subject land to 'Mixed Business' is consistent with the LCACS, and will provide greater flexibility that could impact positively on the three key principles used to measure the performance of the Bibra Lake Industrial Centre.

State Planning Context

In May 2015, the Western Australian Planning Commission ("WAPC") released the draft Perth and Peel@3.5 Million documents, which include strategies for accommodating an expected population of 3.5 million by 2050. The Spatial Plan shows the subject land as 'Industrial Zoned – Existing', with no change proposed.

The Strategy is supported by four draft sub-regional planning frameworks. The subject land is located within the draft South

Metropolitan Peel Sub-Regional Planning Framework, which identifies the area as 'Industrial'.

Therefore the proposal to rezone the land from 'Local Centre' to 'Mixed Business' is considered to be consistent with the draft strategies, and will not prejudice any objectives in respect to commercial/industrial land.

Conclusion

To summarise, it is recommended that the proposal to rezone the subject land from 'Local Centre' to 'Mixed Business' be initiated by Council for the following reasons:

- * The proposal is consistent with the MRS zoning and will provide a zoning that matches the surrounding area.
- * It is not considered that there is a specific purpose for the current 'Local Centre' zoning, given that the subject land is not identified in the LCACS as a local centre (including the superseded Local Commercial Strategy), and it has never functioned as a local centre.
- * The range of permissible uses, and the permissibility of uses under a 'Mixed Business' zoning is more appropriate for the area given it is located within the Bibra Lake Industrial area, and will provide greater control over possible residential uses.
- * The range of permissible uses under a 'Mixed Business' zoning will assist in achieving the targets set out in LCACS for the Bibra Lake Industrial area, given it will provide more flexibility for commercial uses.

Strategic Plan/Policy Implications

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Increase local employment and career opportunities across a range of different employment areas through support for economic development

Budget/Financial Implications

The Scheme Amendment fee has been calculated by the City and has been paid by the applicant.

Legal Implications

Nil.

Community Consultation

As per Part 5 of the Planning and Development (Local Planning Schemes) Regulations, there are three 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.

If initiated by Council the Amendment will be referred to the Environmental Protection Authority ("EPA") prior to advertising pursuant to section 48A of the *Environmental Protection Act*. If the Amendment is deemed to be 'not assessed' the Amendment will be advertised for 42 days.

This will include an advertisement in the newspaper, and letters to adjoining landowners seeking comments. Letters will also be sent to landowners and tenants of the subject land.

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.

It is important for the landowners to understand the implications of the proposed zoning changes, in that there will a number of land uses currently permissible under the 'Local Centre' zone, that would no longer be permissible under the proposed 'Mixed Business' zone.

In this regard the City's consultation will encourage the landowners and tenants of the subject land and adjacent landowners to consider how these changes may impact their future plans for their property. A copy of the land use table comparing the permissibility of uses will be sent with all consultation letters.

Attachment(s)

1. Location Plan
2. Scheme Amendment

Advice to Proponent(s)/Submissioners

The Proponent(s) has been advised that this matter is to be considered at the 13 October 2016 Council Meeting.

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

Nil.

15.8 (OCM 13/10/2016) - ACQUISITION OF RESERVE 45009 LOT 2102 GARSTON WAY, NORTH COOGEE (041/001) (L GATT) (ATTACH)**RECOMMENDATION**

That Council

- (1) consent to purchase Reserve 45009, Lot 2102 Garston Way North Coogee (Reserve 45009) for the purchase price of \$390,000.00 ex-GST;
- (2) consents to transfer a total amount of \$400,000 ex-GST from the Land Development and Community Infrastructure Reserve to cover the costs of purchase and associated transactions (surveying and settlement); and
- (3) amend the 2016/17 Municipal Budget by transferring a total amount of \$400,000 ex-GST from the Land Development and Investment Reserve to fund the purchase of Lot 2102 Garston Way, North Coogee.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION**Background**

The City was granted the Management Order for Reserve 45009 on 25 August 1997 for the purpose of a drainage sump.

Reserve 45009 is currently a stormwater drainage storage basin designed and constructed to accommodate stormwater collected from the road pavement upstream.

The drainage sump will become redundant in the future as all stormwater is to be redirected to other drainage treatment areas as part of the redevelopment within the Cockburn Coast Robb Jetty Local Structure Plan.

This has provided the opportunity for the City to consider purchasing the land from the State at a value, less the costs for the remediation of the land. The recommendation is to purchase the land, with the view to holding it as a long term redevelopment opportunity.

Submission

A letter of offer has been received from the Department of Lands detailing the purchase price for Reserve 45009 the letter can be viewed at Attachment 1.

Report

Reserve 45009 is situated in the Cockburn Coast Redevelopment Area and is contained within the Robb Jetty Local Structure Plan.

The subdivision and redevelopment of the Cockburn Coast area will provide an alternative stormwater collection basin constructed to the south of Reserve 45009 which will see the current drainage reserve become redundant. This will provide the opportunity for the City to consider the future use of Reserve 45009 land as it will no longer be required for drainage. The land is identified for residential development according to the Structure Plan, at a density of R80.

The City has undertaken a valuation by a Licensed Valuer with the valuation based on it being suitable for residential development (R80).

The valuation considers the estimated development costs and the irregular shape of the land and concurs that the rounded market value of the land is \$390,000 or \$279/m². An extract from the City's intramaps can be viewed at Attachment 2.

It is noted that the Perth real estate market has suffered from an oversupply and the building of new houses has slowed. Apartments are now very plentiful in the market, and as this site would be destined for apartment development, it is necessary that any purchase contemplation be with the view of a long term hold. Remediation of the land has an associated cost of at least \$300,000, and its shape also means some form of boundary adjustment would need to occur in order to create a more logically shaped lot. Such boundary adjustment would likely be in partnership with Landcorp, who own a similarly irregular shaped lot to the immediate east.

As Reserve 45009 land and the surrounding land is zoned R80 (high density residential), the purchase of this land provides an opportunity to land bank the lot for future sale or development when the market improves. This may be long term, beyond 10 years for example. Such long term perspective helps to reduce risk that would otherwise be associated with taking a short term perspective when the current property market is weak especially in respect of development sites for apartments.

The Department of Lands Offer to purchase details a purchase price of \$390,000.00 ex GST. The offer takes into account the costs associated with the earthworks and includes an allowance to remove the existing sewer water main running through the lot.

The offer from the Department of Lands is in line with the valuation from the City's Licensed Valuer therefore it is requested that Council consent to the purchase of Reserve 45009 for the purpose of land banking the lot until the market improves, for a purchase price of \$390,000.00 ex GST.

Strategic Plan/Policy Implications

City Growth

- Continue revitalisation of older urban areas to cater for population growth and take account of social changes such as changing household types

Leading & Listening

- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

Transfer \$400,000.00 ex GST from the Land Development and Investment Reserve to cover the purchase of the land, pay for legal, settlement, valuation, surveying and sub-division costs.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

The risks to be considered are:

If Council does not support the recommendation to purchase the land.

It is likely that either adjoining landowner (of which one is Landcorp) would apply to the Department of Lands to purchase the land. The only risk to the City in doing this would be the opportunity cost if, in the future, the market recovers and the land becomes more valuable compared to the purchase cost, and adjustments to account for the time value of money equation.

As an example, in 10 years' time a present value of \$390,000, taking account of a cost of capital to the City of 2.5%, would need to appreciate to at least \$499,232 to make this venture a worthwhile one. It is reasonable to consider over an extended timeframe like 10 years, that the land has the ability to appreciate in that value given the development that will occur in the surrounding precinct.

Attachment(s)

1. Location Plan
2. Valuation Report - McGees

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 13 October 2016 Ordinary Council Meeting.

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

Nil.

15.9 (OCM 13/10/2016) - CONSIDERATION TO INITIATE SCHEME AMENDMENT NO. 119 TO DELETE LOCAL PLANNING POLICY 1.13 'BUSHFIRE PRONE AREAS' - APPLICANT: CITY OF COCKBURN - OWNER: VARIOUS (109/119) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 75 of the *Planning and Development Act 2005* ('the Act') resolve to initiate the proposed scheme amendment, to the City of Cockburn Town Planning Scheme No. 3 ("Scheme"), by deleting the following Scheme text under section 5 of the Scheme and renumbering the remaining

Clause numbers where appropriate:

Bushfire Vulnerability Area, being all land in the Rural Zone, Rural Living Zone, Resource Zone and Conservation Zone.

Bushfire Vulnerability Area.

The purpose of the Bushfire Vulnerability Area special control area is to -

- (a) implement State Planning Policy 3.7 Planning for Bushfire Risk Management and Guidelines;*
- (b) identify land that is subject, or likely to be subject, to bushfire hazard;*
- (c) ensure that development effectively addresses the level of bushfire hazard applying to the land; and*
- (d) in accordance with the Building Code of Australia activate Australian Standard 3959 which is construction of buildings in bush fire prone areas.*

For the purposes of this clause, a Bushfire Prone Area means any area located in the Bushfire Vulnerability Area special control area and shown on a Bushfire Hazard Assessment Map as bushfire prone.

A Bushfire Hazard Assessment Map shall indicate bushfire prone areas.

If a Local Government resolves to prepare a Bushfire Hazard Assessment Map, the Local Government—

- (a) is to notify in writing the owners and occupiers of all the properties in the affected area;*
- (b) is to publish a notice once a week for two consecutive weeks in a newspaper circulating in the Scheme area, giving details of -*
 - a. where the draft map may be inspected;*
 - b. the subject nature of the draft map; and*
 - c. in what form and during what period (being not less than 21 days from the day the notice is published) submissions may be made.*
- (c) may publish a notice of the proposed Bushfire Hazard Assessment Map in such manner and carry out such other consultation as the local government considers appropriate.*

After the expiry of the period within which a submission may be made, the local government is to:

- (a) review the proposed Bushfire Hazard Assessment Map*

- in light of any submission made; and*
- (b) *resolve to adopt the Bushfire Hazard Assessment Map with or without modification.*

If the local government resolves to adopt the Bushfire Hazard Assessment Map, the local government is to publish a notice of the Bushfire Hazard Assessment Map once in a newspaper circulating in the Scheme area.

The Bushfire Hazard Assessment Map has effect on publication of a notice under clause [5.6.6].

A copy of the Bushfire Hazard Assessment Map, as amended from time to time, is to be kept and made available for public inspection during business hours at the offices of the local government.

A land owner may dispute the classification of their land as set out on the Bushfire Hazard Assessment Map in writing to the local government for consideration.

In addition to development which otherwise requires approval under the Scheme, planning approval is required for any development within a bushfire prone area, that does not comply with an approved bushfire hazard assessment undertaken as part of the structure planning or subdivision of an area or is inconsistent with the WAPC's and FESA's Planning for Bush Fire Protection Guidelines (Latest Edition).

In determining an application to carry out development in the Bushfire Prone Area, the Local Government may refuse the application, or impose conditions on any planning approval as to-

- (a) the provision of fire-fighting water supply.*
- (b) the provision of fire services access.*
- (c) the preparation of a fire management plan in accordance with the Planning for Bush Fire Protection Guidelines (Latest Edition) and implementation of specific fire protection measures set out in the plan, including any requirement for buildings to be constructed in accordance with A3959;*
- (d) the requirement to register a notification under section 70A Transfer of Land Act 1893 on the certificate of titles giving notice of the bushfire hazard and any restrictions and/or protective measures required to be maintained at the landowner's cost.*

An application for development approval must be

accompanied by:

- (a) a bushfire attack level assessment carried out in accordance with the methodology contained in the *Planning for Bush Fire Protection Guidelines (Latest Edition)*;
- (b) a statement or report that demonstrates that all relevant bushfire protection acceptable solutions, or alternatively all relevant performance criteria, contained in the *Planning for Bush Fire Protection Guidelines (Latest Edition)* have been considered and complied with, and effectively address the level of bush fire hazard applying to the land.

If, in the opinion of the Local Government, a development application does not fully comply with the bushfire protection acceptable solutions contained in the *Planning for Bush Fire Protection Guidelines (Latest Edition)*, the application shall be referred to the FESA for advice prior to a decision being made.

Notwithstanding the exemptions to the need for development approval set out in Part 7 of the deemed provisions and this scheme, development approval is required where the following development is included in a Bush Fire Prone Area, as defined by clause 5.6.2 of the Scheme:

- a) The erection or extension of a single house;
- b) The erection or extension of an ancillary dwelling;
- c) The erection or extension of a grouped dwelling

- (2) amending the Scheme maps and legend by deleting the *Bushfire Vulnerability Area ('BVA')* Special Control Area as indicated in Attachment 1 of this report;
- (3) revoke '*Local Planning Policy 1.13 – Bushfire Prone Areas*' pursuant to Part 3 Schedule 2 Clause 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as this policy is an incidental policy to the above mentioned Scheme provisions as described under point (1) above. On this basis the deletion of the BVA must include the Revocation of LPP 1.13 (see Point 10 below regarding Advertising and further details);
- (4) note the amendment referred to in resolution (1) above falls within the definition of a 'basic amendment' as per Part 5 Division 1 Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as follows:
 - 1. an amendment to correct an administrative error;

2. *an amendment to the scheme so that it is consistent with the model provisions in Schedule 1 or with another provision of the local planning scheme;*
3. *an amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in Schedule 2;*
4. *an amendment to the scheme so that it is consistent with any other Act that applies to the scheme or the scheme area;*
5. *an amendment to the scheme so that it is consistent with a State planning policy;*
6. *an amendment to the scheme map to include a boundary to show the land covered by an improvement scheme or a planning control area;*
7. *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;*
8. *an amendment that results from a consolidation of the scheme in accordance with section 92(1) of the Act;*
9. *an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area if the amendment will have minimal effect on the scheme or landowners in the scheme area.*

Pursuant to Regulation 35(2), note the proposed amendment satisfies (c) and (e) of the above criteria. In particular, since the introduction of the *Planning in Bushfire Prone Areas* amendment to the Regulations on 7 December 2015; and the adoption of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* ('SPP 3.7') the above mentioned scheme provisions regarding the Schemes' BVA are now superseded.

- (5) pursuant to Clause 81 of the Act, refer the proposed scheme amendment to the EPA by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with section 48A of the *Environmental Protection Act 1986* in relation to the proposed Scheme amendment;
- (6) pursuant to Part 5 Division 4 Regulation 58; within 21 days of initiation of this amendment as described above, provide the formal amendment document and this Council report to the Commission for their information;
- (7) pursuant to Part 5 Division 4 Regulation 60, note unless the Commission makes direction under Regulation 59, the Commission must, within 42 days of receiving the above

mentioned documents;

- (a) *consider the documents;*
 - (b) *make any recommendations to the Minister in respect of the amendment that the Commission considers appropriate; and*
 - (c) *submit the documents and the recommendations to the Minister in accordance with section 87(1) of the Act.*
- (8) note 'basic amendments' (as defined under point (4) above) are generally not required to be advertised to the Community, government agencies and service providers. Notwithstanding under Regulation 61 the Minister or an authorised person may direct the City of Cockburn to advertise a 'basic amendment' to the local planning scheme if the Minister or authorised person is of the opinion that the amendment is significant. Should the Minister direct the City of Cockburn to advertise this amendment, the amendment will under that scenario be advertised accordingly;
- (9) pursuant to Regulation 64 should the Minister approve the proposed amendment the Commission must provide to the City of Cockburn a copy of the notice of the amendment to the Scheme published in the Gazette under section 87(3) of the Act. As per 64(2) the City of Cockburn must, at that point;
 - (a) *publish a copy of the notice in a newspaper circulating in the district where the land the subject of the local planning scheme is situated; and*
 - (b) *should submissions be received, notify each person who made a submission in relation to the amendment to the local planning scheme—*
 - i. that the amendment has been approved; and*
 - ii where a copy of the approved amendment can be obtained.*
- (10) should the Amendment be approved by the Hon. Minister as per point (9) above, the notice in a newspaper as described above under 9(a) and any potential notification under 9(b) will include a notice regarding the incidental revocation of '*Local Planning Policy 1.13 – Bushfire Prone Areas*' as described above under point (3). This is in accordance with the requirements as prescribed under Schedule 2 Part 3 Clause 6 (b) (ii) of the Regulations.

COUNCIL DECISION

Background

The report titled *“A Shared Responsibility: The Report of the Perth Hills Bushfire February 2011 Review”* was commissioned by the Western Australian Government in response to the Perth Hills Bushfire. The fire occurred on 6 February 2011 in the Roleystone-Kelmscott area of the Perth hills, destroying 71 homes and damaging a further 39.

The report was prepared by Mr Mick Keelty AO, and contains 55 recommendations which were endorsed by the Government in principle, subject to further analysis and consideration by relevant government agencies and other key stakeholders. The report was tabled by the Premier in Parliament on 17 August 2011.

Recommendation 3 under the Keelty Report response table specified; *“the Western Australian Planning Commission should urgently assess those areas that should be declared bushfire prone”*. Incidental to this was Recommendation 4 which specified *“the State Government [is to] give legislative effect to the Planning for Bush Fire Protection Guidelines [or relevant equivalent/ updates]”*.

On 12 April 2012 Council initiated the then draft Scheme Amendment No. 92 under item 14.1 which was described as; *“Bushfire prone areas and endorsement of methodology for identification of bushfire prone areas”*.

Later, on 9 May 2013 Council resolved to adopt the final Scheme Amendment No. 92 for final approval and to prepare a Local Planning Policy to; *“help guide development within designated Bushfire Prone Areas to provide consistency to officers, landowners and developers”*.

The [then/ previous] Hon. Minister for Planning approved Amendment No. 92 on 4 March 2015 and on 13 March 2015 Amendment No. 92 was formally Gazetted and included into the Scheme.

From 13 March 2015 up-until 7 December 2015; the BVA, LPP 1.13 and the additional Scheme provisions associated with Amendment No. 92 have resulted in the City of Cockburn’s proactive implementation of AS 3959-2009 prior to the implementation of the States’ bushfire mapping. The City’s proactive formulation and implementation of Amendment No. 92 is in accordance with good-governance principles and the principles described within the abovementioned ‘Shared Responsibility’ Report.

The *Planning and Development (Local Planning Schemes) Regulations 2015* provide that in the States' designated bushfire prone areas, the requirements imposed by the deemed provisions apply in addition to the provisions or requirements of a Special Control Area relating to bushfire. Effectively, the City's Scheme, through it being very proactive on the issue of bushfire protection through the planning and building system, now has a replicated version of essentially the same provisions for bushfire protection in place.

This amendment seeks to address this, by deleting the City's provisions that were introduced through Amendment 92 as they now replicate the planning system of the State Government.

Submission

N/A

Report

The Proposed Scheme Amendment was prepared by the City of Cockburn. The amendment aims to delete the final Gazetted outcome of Amendment No. 92, including Bushfire Scheme text resultant upon by the Gazettal of Amendment No. 111 (Clause 5.1.2) and subsequently revoke LPP 1.13, as described above.

The function of Amendment No. 92 and the Schemes BVA has since been superseded by the subsequent State governments' range of legislative changes including, but not limited to;

1. The implementation of the State Governments' Designated Bushfire Prone Area Map (DFES),
2. Adoption of the Planning in Bushfire Prone Areas amendments to the *Planning and Development (Local Planning Schemes) Regulations 2015*; and
3. The introduction of SPP 3.7 'Planning in Bushfire Prone Areas'.
4. The adoption of the incidental Guidelines for Planning in Bushfire Prone Areas (December 2015),

The amendment is considered to fall within the definition of a 'basic amendment' as per Part 5 Division 1 Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015* as the amendment;

- *Aims to delete provisions that have been superseded by the deemed provisions in Schedule 2; and*

The amendment is consistent with State planning policy 3.7.

What is the Scheme's BVA?

The *Bushfire Vulnerability Area special control area* spatially identifies the 'Bushfire Prone Area' ('BPA'). Under the Building Code of Australia a '*Designated Bushfire Prone Area*' means "*land which has been designated under a power of legislation as being subject, or likely to be subject, to bushfires*".

Essentially the Schemes BVA/ Bushfire Prone area is a trigger mechanism which establishes when to apply AS 3959-2009, construction of buildings in bushfire prone areas, with respect to applications for residential development. The scheme BVA as identified under Attachment 1 of this report is an appropriate 'head of power' for the purposes of implementing AS 3959-2009 under an application to construct a 'residential' building or structure in accordance with the Building Code of Australia ('BCA').

The bushfire construction requirements of the BCA only apply to Class 1, 2 or 3 buildings or associated Class 10a buildings or decks associated with Class 1, 2 or 3 buildings in designated bushfire prone areas.

Class 1, 2, 3 and 10a buildings are generally speaking 'residential' buildings such as, but not necessarily limited to; single dwellings, town houses or villa units, guest houses, hostels, backpackers accommodation, accommodation for the aged, children or people with disabilities. Included are buildings or structures which are not necessarily 'residential' buildings but generally associated with residential developments, including; a private garage, carport shed or the like.

The Schemes' 'BVA' is a trigger mechanism which helps developers, landowners, decision makers and the development industry determine when it is appropriate to implement AS 3959-2009. This is generally in areas that are within or adjacent to areas of native bushland.

Figure 1: Example of the Schemes' Bushfire Prone Area/ Bushfire Hazard Assessment Map/ BVA

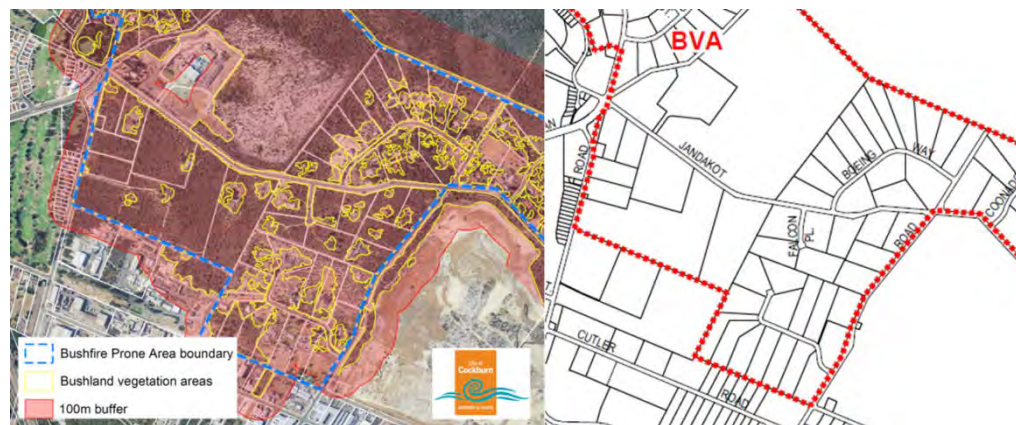


Figure 1 above identifies an example of the Schemes' mapping for a part of the locality of Jandakot. In summary the Schemes BVA identifies land which is subject, or likely to be subject, to bushfires. Applications for the construction of 'residential' buildings or structures in the BVA are conditioned, as an outcome of a formal application, to comply with the relevant aspects of AS 3959-2009 relating to the specifics of the proposed development. This can vary between applications based on proximity of the proposed development to classified vegetation, the classification of vegetation and the slope of the land beneath the vegetation.

Why does the Scheme have a BVA?

As mentioned in the 2011 State Government endorsed 'Keelty report' and its description of a 'shared responsibility', the following two actions resulted which are of significant relevance to this report, those being;

- *"the Western Australian Planning Commission should urgently assess those areas that should be declared bushfire prone", and*
- *"the State Government [is to] give legislative effect to the Planning for Bush Fire Protection Guidelines [or relevant equivalent/ updates]"*.

On 12 April 2012 Council initiated the then draft Scheme Amendment No. 92 under item 14.1 which was described as '*bushfire prone areas and endorsement of methodology for identification of bushfire prone areas*'.

Later on 9 May 2013 Council resolved to adopt the final Scheme Amendment No. 92 for final approval and to prepare a Local Planning Policy to '*help guide development within designated Bushfire Prone Areas to provide consistency to officers, landowners and developers*'.

The then/ previous Hon. Minister for Planning approved Amendment No. 92 on 4 March 2015 and on 13 March 2015 Amendment No. 92 was formally Gazetted and included into the Scheme.

The City of Cockburn embraced the above two mentioned principles of the 'shared responsibility' by implementing the BVA as at the time the WAPC was still working towards the finalisation and implementation of the State's BPA. The Schemes BVA was Gazetted and came into effect in March 2015, 9 months before the States mapping was implemented.

In summary it was determined in WA that a BPA was required in 2011 to implement AS 3959-2009 in areas within proximity to 'classifiable' vegetation. The City of Cockburn managed to implement a local level version of the BPA under the Scheme in the interim period prior to the State governments state wide BPA. This allowed proposed residential buildings or structures within the Schemes BVA following March 2015 to be made to comply with AS 3959-2009.

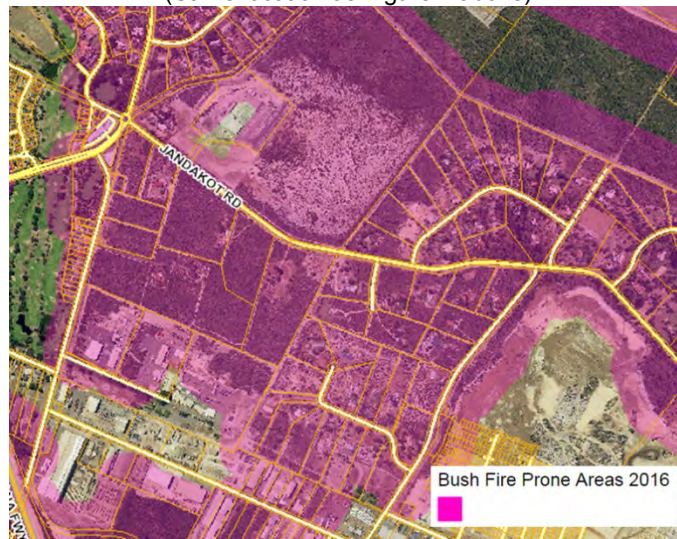
What is the State governments' BVA equivalent?

Areas within Western Australia have now been designated as bushfire prone by the FES Commissioner. This order was gazetted in tandem with the Planning and Development (Local Planning Scheme) Amendment Regulations 2015 and the new *State Planning Policy 3.7: Planning in Bushfire Prone Areas* ('SPP 3.7') which together form part of the State Government's bushfire planning reforms.

The Map of Bush Fire Prone Areas identifies the parts of the State that are designated as bushfire prone and came into effect in December 2015.

SPP 3.7 provides the foundation for land use planning decisions in designated bushfire prone areas and as such all local governments, including the City of Cockburn, need to give due regard to the policy provisions.

Figure 2: DFES/ State Map of Bushfire Prone Areas
(Same location as Figure 1 above)



What is the difference between the States Designated BPA Map and the Schemes BVA?

State Map - BPA:

Recommendation three of the Keelty Report proposed the transfer of responsibility for designating bushfire prone areas to the State, through the WAPC, to improve consistency in the application of bushfire planning and building controls.

The Fire and Emergency Services Act 1998 was identified as the appropriate legislation to contain designation provisions and following the passage of the Fire and Emergency Services Amendment Act 2015 in August 2015, the FES Commissioner is responsible for designating areas of the State as bushfire prone by order published in the Gazette.

The Office of Bushfire Risk Management ('OBRM') is responsible for the development of the Map that identifies designated bushfire prone areas of WA, working with local governments and partner agencies and with technical support from Landgate.

OBRM is an independent office within DFES reporting directly to the FES Commissioner. The OBRM Charter provides for the development and promotion of standards, including the establishment of a mapping standard for bush fire prone areas.

The OBRM vegetation data and mapping establishes a consolidated, single entity controlled whole of government approach. The vegetation data used to develop the Map was sourced from the Department of Agriculture and Food WA, the Forrest Products Commission and PF Olsen. This includes reviews in consultation with DFES and the

Department of Parks and Wildlife to help determine which types of vegetation contained in the data are prone to bushfire.

As per Section 6 of the standard, local government and the Botanic Gardens and Parks Authority are provided with the opportunity to review the bushfire prone vegetation data for their administrative areas on an annual basis.

The state mapping standards are identified by the FFES, OBRM 'Mapping Standards December 2015'. Inbuilt to the standards is the notion of the 'precautionary principle'. Where it is uncertain whether an area of vegetation meets the criteria a precautionary approach ensures decision makers identify the vegetation as bushfire prone. Any reviews to the mapping are guided by the standards whereby the process is inclusive of the advice of local governments.

It is important to note the standards, for determining bushfire prone areas, is said to be reviewed every five years or as appropriate to maintain its currency. The review process will be managed by OBRM, in consultation with state and local government stakeholders.

Scheme Map - BVA/ BHAM:

Unlike the abovementioned whole of government collaborative mapping process, the Bushfire Hazard Assessment Map within the BVA is prepared solely by the City of Cockburn. The Scheme specifies however that the City of Cockburn, in preparing the mapping, *'may carry out such other consultation as the City considers appropriate'*.

Under the Scheme, the City of Cockburn is the decision making authority with respect to the preparation, consultation and adoption of the Schemes mapping. Incidentally the City is required to keep a copy of the mapping and make it available for public inspection during business hours at the administrative offices.

Under the State mapping there is no landowner dispute process once the State map is finalised. Under the Scheme, a Landowner may dispute the finalised version of the Local map. It is important to note the mapping is essentially a trigger mechanism of when to consider bushfire issues and at times may be where an applicant provides justification as to why AS 3959-2009 may not be required. This is based on the precautionary principle and is therefore not always an accurate representation of the bushfire risk for a particular property.

Under LPP 1.13, which is an incidental component of the above mentioned Scheme provisions, it makes mention *'for the purpose of the identification of Bushfire Prone Areas on a Bushfire Hazard*

Assessment Map [under the Scheme] the methodology as applied in Section 7 of the [OBRM standard] shall be applied’.

What are the merits in maintaining local government legislative bushfire planning guidance and control in addition to the States’ new bushfire planning legislation, policy and guidelines?

It is important to note, the requirements imposed by the ‘deemed provisions’ under the Regulations apply in addition to the requirements of the Schemes Special Control Area relating to bushfire.

A development site under the State BPA is subject, or likely to be subject, to bushfires when it is referred to as being in a bushfire prone area if the development site is land designated by an order made under the *Fire and Emergency Services Act 1998 section 18P* as a bushfire prone area. The OBRM is responsible for the state map working with local governments and partner agencies as a whole of government approach.

OBRMs current process for review of the states mapping is identified by the details prescribed within section 6.1 of the OBRM mapping standards. The City of Cockburn’s Local level mapping follows similar methodology, referring to the OBRM standards, however under the Scheme the BVA applies only to land in the Rural Zone, Rural Living Zone, Resource Zone and Conservation Zone.

The Scheme requires the City to publish a notice of a decision to adopt the BVA Map in the newspaper. This applies to 1039 lots and differs from the OBRM process, in that regard.

The State map and the local map should be similar in their classifications as they follow similar processes and methodology. In this respect in most areas the maps represents a replicated trigger mechanism. Please refer above to an example illustrated by figures 1 and 2 of this report which apply to the same area of Jandakot. The City’s mapping is similar and generally a replication of the States’ mapping however the City’s map applies only to rural land. The City’s mapping is controlled within the red BVA boundary.

In consideration of the scheme text, as opposed to mapping as described above, the Scheme provisions relating to refusing or conditioning applications are addressed separately under the new planning framework as at 7 December 2015. This clause, see above within the resolution section for details, is therefore considered a replication in that regard.

The Scheme specifies the ability to ‘refuse’ or impose conditions on applications relating to bushfire. The element of ‘refusal’ is addressed

also under section 5.4.1 of the new State Government comprehensive guidelines. The guidelines address this as follows:

“The precautionary principle remains applicable to minor development applications. It may be that some sites have poor access, inadequate water supply, are in a remote location or on sloping topography which would pose an unacceptable risk even if the development was constructed to AS 3959-2009. In these instances, there is a strong argument for refusal of the proposal even when it meets the definition of minor development. However, each case will be assessed on its merit.”

Attachment 2 of this report explores the intricacies of the Scheme text in the context of the new State Bushfire controls. This attachment provides a technical officer level review of the text which reflects the above discussions. In this regard it is expected that the Community will not be exposed to increased bushfire risk as a result of the potential Gazettal of the proposed Amendment.

Conclusion

Since the introduction of State government bushfire controls, the City's local level bushfire controls and incidental LPP 1.13 are now redundant.

This amendment proposes to delete the above mentioned Scheme text and the BVA Special Control Area Map. Should this amendment be supported, the incidental LPP 1.13 is proposed to be revoked simultaneously.

In light of the above mentioned review inclusive of Attachment 2 of this report, there is no added benefit in having a local and a State legislative control for the issue of bushfire planning.

It is considered within the interests of proper and orderly planning to streamline the planning process. The proposed outcome is considered to result in no additional risk to the community regarding bushfire.

The proposed outcome is likely to reduce the levels of liability associated with maintaining the Scheme maps, where they relate to bushfire mapping. This is on the basis that the Schemes Maps are currently required to be updated on an ongoing basis by the City. The process for formulating and maintaining the States' maps is comprehensive and more appropriately suited to informing planning and building decisions.

On this basis it is recommended Council support the proposed 'basic amendment' (as defined by the Regulations) in accordance with the above recommended resolution.

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

The required fee was not calculated as the City of Cockburn is the proponent. There are no other direct financial implications associated with the scheme amendment proposal.

Legal Implications

Nil

Community Consultation

'Basic amendments' (as defined under the Regulations) are generally not required to be advertised to the community, government agencies and service providers. Notwithstanding under Regulation 61 the Minister or an authorised person may direct the City of Cockburn to advertise a 'basic amendment' to the local planning scheme if the Minister or authorised person is of the opinion that the amendment is 'significant'.

The amendment falls within the definition of a basic amendment as the amendment complies with the following two criteria;

- *an amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in Schedule 2;*
- *an amendment to the scheme so that it is consistent with a State planning policy.*

On this basis it is unlikely that the Minister or an authorised person would direct the City of Cockburn to advertise the proposed 'basic amendment' to the local planning scheme pursuant to Regulation 61.

Should the Minister direct the City of Cockburn to advertise this amendment, the amendment will under that scenario be advertised accordingly.

Pursuant to Regulation 64 should the Minister approve the proposed amendment the Commission must provide to the City of Cockburn a copy of the notice of the amendment to the Scheme published in the Gazette under section 87(3) of the Act. As per 64(2) the City of Cockburn must, at that point;

- (a) *publish a copy of the notice in a newspaper circulating in the district where the land the subject of the local planning scheme is situated; and*
- (b) *should submissions be received, notify each person who made a submission in relation to the amendment to the local planning scheme —*
 - i. that the amendment has been approved;*
 - ii. and where a copy of the approved amendment can be obtained.*

Should the Amendment be approved by the Hon. Minister the notice in a newspaper as described above under (a) and any potential notification under (b) will include a notice regarding the incidental revocation of 'Local Planning Policy 1.13 – Bushfire Prone Areas'. This is in accordance with the requirements as prescribed under Schedule 2 Part 3 Clause 6 (b) (ii) of the Regulations

Risk Management Implications

Should the amendment not be initiated, the City's Town Planning Scheme No. 3 and Local Planning Policy 1.13 'Bushfire Prone Areas' will continue to result in a duplicated trigger mechanism with regards to bushfire planning.

The proposed amendment is more appropriately consistent with the notion of a necessary administrative task rather than with the consideration of a major 'risk'.

Notwithstanding the above, it is noted the Scheme specifies a copy of the BHA Map is to be kept and made available for public inspection during business hours. Additionally the Scheme specifies a land owner may dispute the classification of their land as set out on the Bushfire Hazard Assessment Map in writing to the City of Cockburn for consideration.

The two abovementioned administrative tasks are a potential resource allocation risk to the City on the basis the States' mapping provides a more comprehensive map which covers the area under the Schemes BVA. The City is not required to maintain the State Map, only provide advice as to its acceptability. The City is also not required to manage any disputes regarding the States mapping. On this basis maintaining a

local BVA/ BHA map and entertaining any disputes regarding the Schemes' BVA, are considered to be unnecessary administrative tasks and liabilities.

It is expected though; the likelihood of either of these scenarios occurring is minimal. This amendment is considered as a basic amendment on the basis that it meets the following criteria;

- *an amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in Schedule 2;*
- *an amendment to the scheme so that it is consistent with a State planning policy.*

There is no major risk of the City encountering a compliance manner in this regard.

Attachment(s)

1. Existing Bushfire Vulnerability Areas to be deleted.
2. Bushfire Planning Post 7 December 2015 Comprehensive officer level Review Table – Refer to this attachment for further details regarding the Scheme text analysis.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.10 (OCM 13/10/2016) - PLANNING APPLICATION - STORAGE YARD WITH HARDSTAND (CARAVANS, BOATS ETC) - LOCATION: NO. 59 (LOT 46) POWER AVENUE, WATTLEUP - OWNER: G HIGGS & R WINDON (DA16/0519 & 052/002) (D J VAN RENSBURG) (ATTACH)

RECOMMENDATION

That Council

- (1) refuses the application for a storage yard (caravans, boats, etc.) for the following reasons:

Reasons

1. The proposed use of an open storage yard (caravans, boats, etc.) is not in line with the objective of the zone, which is to provide for a range of rural pursuits which are

	compatible with the capability of the land and retain the rural character and amenity of the locality.
2.	The proposed use of an open storage yard (caravans, boats, etc.) is not in line with the City's strategic vision of future rural land uses for the area.
3.	Approval of the proposed use of an open storage yard (caravans, boats, etc.) will erode the area's ability to effectively serve as a buffer between the Industrial uses to its west and the central wetlands system to its east.
4.	Approval of commercial uses of this scale and nature in the area will change the rural nature of the area irreversibly and lead to increased pressure to allow commercial/industrial uses in this location.
5.	Secondary impacts associated with large hardstand and/or roofed areas in this location will result in increased water runoff and adversely impact on the environmental corridor.
(2)	notifies the applicant and those who made a submission of Council's decision.

COUNCIL DECISION

Background

The subject site is 1.0547 hectares in area; is zoned rural and located on Power Avenue in Wattleup. The site is relatively flat and has frontages to both Collis Road and Power Avenue. Several mature trees are scattered throughout the site. There are no previous approvals on record, but the property is occupied by what appears to be two dwellings (one fronting Collis Road and the other fronting Power Avenue) with several outbuildings on the site.

The rural zone provides an interface between the future Latitude 32 industrial area to its west and the central wetlands system to its east. The subject site is generally surrounded by land occupied by rural residences with outbuildings. Some of these properties are largely cleared from vegetation whilst others are sparsely vegetated with

scattered trees or are densely vegetated with large patches of mature vegetation.

Submission

N/A

Report

Proposal

The proposal comprises the following:

- 1700m² hardstand area on the eastern portion of the site behind the existing dwelling fronting Power Avenue;
- Hardstand Storage for 21 Caravans with 18 units stored in Hardstand and 3 stored in existing shed;
- Caravans dropped off and picked up during daylight hours;
- Hardstand area consisting of road base; and
- Entry to the site from the existing crossover of Power Avenue.

Neighbour Consultation

Given Storage Yard is an 'A'-use, the application was advertised to neighbouring properties in accordance with the requirements of Town Planning Scheme No.3. A total of three submissions were received, all three of them were non-objections.

Zoning and Use

The site is located within the 'Rural' zone in TPS 3, the objective of which is:

'to provide for a range of rural pursuits which are compatible with the capability of the land and retain the rural character and amenity of the locality.'

Under the 'Rural' zone Storage Yard is listed as an 'A' use in accordance with clause 4.3.2 of TPS 3 under Table 1 – Zoning Table, which means the City is not to grant approval unless it was advertised in accordance with clause 9.4.3 of TPS3 (now superseded by Clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*).

Storage Yard is defined as:

"Premises used for the storage of goods, equipment, plant or materials."

The land to the north, east and south of the property is also zoned 'Rural'. Land to the west is within the *Hope Valley Wattleup Redevelopment Act 2000* (Latitude 32) area. The predominant nature of adjoining land uses are residential dwellings on large rural lots that operate what can generally be described as typical rural uses.

Strategic Planning Context

In 2015, the WAPC released the draft *Perth and Peel @ 3.5 million* set of documents that includes planning for 3.5 million people up to the year 2050. The documents provide a snapshot of where we are now and where we might be in the future; and a set of subregional planning frameworks. Once finalised, the frameworks is set to become sub-regional structure plans that will be used by state agencies and local governments to guide development. Landowner and developer expectations will also be guided by these documents.

In this regard, the rural interface between the future Latitude 32 industrial area and the central wetlands system was identified in the aforementioned documents for 'industrial investigation'.

In regards to its submission in relation to the draft *Perth and Peel @ 3.5 Million* released by the WAPC, Council, at its Ordinary Meeting Held on 9 July 2016, inter alia resolved as follows:

"The area shown as 'Industrial Investigation' between the future Latitude 32 and central wetlands change is not supported. To indicate this land as such is completely inconsistent with the City's planning framework and the long held State planning framework which indicates the majority of this area should remain rural in the long term. This is in order to not only protect significant environmental features of our city, but to enable more resilience in the face of climate change and reduced rainfall;

From the above it is clear that the proposed use of Storage Yard (caravans, boats, etc. is not in line with the City's strategic vision of future rural land uses for the area.

Although it is widely accepted that precedence is not a valid planning consideration, it is also accepted that the City should be consistent in its consideration of applications. Based on this, approval of applications such as this might well lead to expectations being created amongst land owners in the area and increased pressure to allow businesses in the area that are not of a typical rural nature and thereby posing a real threat to the rural character of the area.

Planning Considerations

Visual Amenity and Character

The 18 caravans/boats that are proposed to be parked outside the sheds in the open storage yard area will have a major impact on the amenity of the neighbourhood and is not supported in this rural location. As discussed above, the objective of the rural zone is to preserve the rural character and amenity of the locality. Large cleared areas of hardstand with no vegetation pose a real threat to the rural amenity and character of the area. If similar uses are developed throughout the area, rural amenity will almost certainly be affected. It should be noted that City Officers are working diligently within this area to address other unapproved hardstand and storage yards.

Dust

Large hardstand areas constructed with road base have the potential to generate dust when trafficable. This is another unwanted amenity issue that would negatively impact on the amenity of the area.

Conclusion

The application for an open Storage Yard is not supported as the proposed use does not accord with the objective of the zone, which is to provide for a range of rural pursuits which are compatible with the capability of the land and retain the rural character and amenity of the locality. Approval of commercial uses of this scale and nature in the area (particularly if replicated throughout the area) will change the rural nature of the area irreversibly and lead to increased pressure to allow commercial/industrial uses in this location.

Furthermore, the proposed use is not considered to be in sync with the City's strategic vision of future rural land uses for the area. There can be little doubt that approval of the proposed use of Storage Yard will erode the area's ability to effectively serve as a buffer between the Industrial uses to its west and the central wetlands system to its east.

Based on the above, the application for Storage Yard (caravans, boats, etc.) is not supported and recommended for refusal.

Strategic Plan/Policy Implications

City Growth

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

Economic, Social & Environmental Responsibility

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

Budget/Financial Implications

There is a right of review by the State Administrative Tribunal under Part 14 of the Planning and Development Act 2005 that will incur costs by the City.

Legal Implications

N/A

Community Consultation

Refer to the Neighbour consultation section of the report.

Risk Management Implications

Should Council resolve to refuse the application, there is a right of review by the State Administrative Tribunal under Part 14 of the Planning and Development Act 2005 that will incur costs by the City.

Should Council resolve to approve the application, this might create expectations amongst land owners in the area and that will evolve into increased pressure to allow businesses in the area that are not of a typical rural nature.

Attachment(s)

1. Location Plan
2. Site Plan: Proposed Development

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 13 October 2016 Ordinary Council Meeting.

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

Nil.

15.11 (OCM 13/10/2016) - PLANNING APPLICATION - RETROSPECTIVE STORAGE YARD (CARAVANS & MOTOR HOMES) - LOCATION: NO. 27 (LOT 13) LORIMER ROAD, WATTLEUP - OWNER/APPLICANT: C & M MURPHY (DA16/0506 & 052/002) (D J VAN RENSBURG) (ATTACH)

RECOMMENDATION

That Council

- (1) refuses the application for a retrospective storage yard (caravans and motor homes) at 27 (Lot 13) Lorimer Road, Wattleup for the following reasons:

Reasons:

1. The proposed use of Storage Yard (caravans & motor homes) is not in line with the objective of the zone, which is to provide for a range of rural pursuits which are compatible with the capability of the land and retain the rural character and amenity of the locality;
 2. The proposed use of Storage Yard (caravans & motor homes) is not in line with the City's strategic vision of future rural land uses for the area;
 3. Approval of the proposed use of Storage Yard (caravans & motor homes) will erode the area's ability to effectively serve as a buffer between the industrial uses to its west and the central wetlands system to its east.
 4. Approval of commercial uses of this scale and nature in the area will change the rural nature of the area irreversibly and lead to increased pressure to allow commercial/industrial uses in this location.
 5. Secondary impacts associated with large hardstand and/or roofed areas in this location will result in increased water runoff and adversely impact on the environmental corridor.
- (2) notifies the applicant and those who made a submission of Council's decision.

COUNCIL DECISION**Background**

The subject site is 1.0674 hectares in area and is located within the rural zone at No. 27 (Lot 13) Lorimer Road in Wattleup. The site contains an existing single house fronting Lorimer Road, a number of outbuildings towards the centre of the site and a horse paddock and vegetated area on the western portion. The site has frontages to both Lorimer Road (to the east) and Collis Road (to the west) and is relatively flat.

The area provides an interface between the future Latitude 32 industrial area to its west and the central wetlands system to its east. The subject site is generally surrounded by land occupied by rural residences with outbuildings. Some of these properties are largely cleared from vegetation whilst others are sparsely vegetated with scattered trees or densely vegetated with large patches of mature vegetation.

According to City records, the following approvals were previously granted relating to the subject site:

- 16 January 1974: Single House;
- 15 October 1977: Garage/Pergola;
- 16 September 1977: Stables – 192m²;
- 10 August 1987: Steel Rural Shed (farm equipment storage) – 302m²; and
- 8 November 1989: Colourbond Steel Shed – 324m²

The 1989 plan was approved showing a new 324m² shed plus 2 additional sheds (approximately 530m² and 302m² respectively), in other locations on-site. The aforementioned plan that was approved by the City depicts a total outbuilding area of around 1156m².

The site is currently being used for residential purposes and for the storage of approximately 31 caravans and motorhomes in and around the existing shed buildings. According to aerial imagery, storage of caravans and motorhomes on the property dates back to 2006 and there is no record of approval for this. The applicant is of the opinion that the original shed approvals (one of which was for farm storage) meant that further approvals to use the property for a caravan storage business was not required.

It is noted that several of the sheds appear to have been extended beyond what was originally approved, however this is a separate compliance matter.

Submission

N/A

Report

Proposal

Application is made retrospectively to allow the operation of a storage yard for 31 caravans and 4 motor homes to be stored in and around the existing shed buildings. The owners will continue to reside in the existing dwelling on site and manage the caravan storage business.

The owners further advise that:

- most caravans are stored inside two of the existing sheds, with approximately 8 stored in what is referred and shown on the site plan as 'overflow' areas (approximately 300m²);
- They do not store anything that cannot be moved and that they have the keys to the motor homes so that it can be moved in case of emergency. In addition, no servicing of the vehicles occurs on site;
- Vans are dropped off and picked up between 8:00am and 4:00pm Monday to Friday only and gains access off Collis Road at the rear of the property; and
- The entrance is constructed mainly of road base and there is no formally constructed crossover.

Neighbour Consultation

The proposal was advertised to neighbouring properties in accordance with the requirements of Town Planning Scheme No.3 (TPS 3). A total of six submissions were received consisting of three objections and three non-objections.

In summary, the objections raised can be summarised as follows:

- The size of the sheds contravenes Council Policy of 'bringing the area back' to rural. Major intrusion into rural lifestyle of immediate neighbours, strangers drive up and down the property boundary with neighbours and large number of caravans stored around the perimeter (up to 22 counted). Unsightly, but if approved, it is expected that a two metre brick fence be erected along the boundary as screening;

- The massive sheds are a major eyesore and exceeds the 300m² limit set by Council. It is believed that the building envelope is exceeded;
- There is already another caravan storage facility in the area, no need for another. Other businesses in the area have been ordered to move into a commercial area, so should this one. Lease and sale of caravans will be hard to police. Rural zoning should not include any form of Industrial use. Approval of this application 'will open the flood gates' for anyone else to operate storage facilities; and
- Currently caravans and motor homes are collected all hours of the day and weekends so based on current procedure any restriction on drop off and pick up times will not be adhered to. Currently caravans and motor homes are dropped off and picked up from both Collis and Lorimer Road so it is anticipated that the current procedures will continue.

Planning Framework

Zoning and Use

The site is zoned 'Rural' in Town Planning Scheme No.3 (TPS 3). The objective of the zone is:

'To provide for a range of rural pursuits which are compatible with the capability of the land and retain the rural character and amenity of the locality.'

Under the 'Rural' zone Storage Yard is listed as an 'A' use in accordance with clause 4.3.2 of TPS 3 under Table 1 – Zoning Table, which means the City is not to grant approval unless it was advertised in accordance with clause 9.4.3 of TPS3 (now superseded by Clause 64 of the *Planning and Development (Local Planning Schemes) Regulations 2015*).

Storage Yard is defined as:

'Premises used for the storage of goods, equipment, plant or materials.'

The proposal is therefore capable of approval by Council.

Local Planning Policy 2.4 – Outbuildings

The City's Local Planning Policy related to Outbuildings (LPP 2.4) provides guidance about the maximum floor area for outbuildings in

rural zoned properties. The policy provides a maximum of 300m² of floor area which is considered to be sufficient for domestic rural purposes. Clearly the already approved sheds on-site greatly exceed 300m² and were approved prior to Council adopting a policy guiding outbuildings.

Strategic Planning

In 2015, the WAPC released the draft *Perth and Peel @ 3.5 million* set of documents that includes planning for 3.5 million people up to the year 2050. The documents provide a snapshot of where we are now and where we might be in the future; and a set of subregional planning frameworks. Once finalised, the frameworks is set to become sub-regional structure plans that will be used by state agencies and local governments to guide development. Landowner and developer expectations will also be guided by these documents.

In this regard, the rural interface between the future Latitude 32 industrial area and the central wetlands system was identified in the aforementioned documents for 'industrial investigation'.

In regards to its submission in relation to the draft *Perth and Peel @ 3.5 Million* released by the WAPC, Council, at its Ordinary Meeting Held on 9 July 2016, inter alia resolved as follows:

"The area shown as 'Industrial Investigation' between the future Latitude 32 and central wetlands change is not supported. To indicate this land as such is completely inconsistent with the City's planning framework and the long held State planning framework which indicates the majority of this area should remain rural in the long term. This is in order to not only protect significant environmental features of our city, but to enable more resilience in the face of climate change and reduced rainfall;

From the above it is clear that the proposed use of Storage Yard (caravans & motor homes) is not in line with the City's strategic vision of future rural land uses for the area.

Although it is widely accepted that precedence is not a valid planning consideration, it is also accepted that the City should be consistent in its consideration of applications. Based on this, approval of applications such as this might well lead to expectations being created amongst land owners in the area and increased pressure to allow businesses in the area that are not of a typical rural nature and thereby posing a real threat to the rural character of the area.

Planning Considerations

Amenity

Most of the objections received during the advertising expressed concern about the detrimental impact on the amenity caused by the size of the sheds as well as the caravans parked outside the sheds. As noted elsewhere in this report, sheds with a combined area exceeding the maximum 300sqm permissible under Local Planning Policy 2.4 had been approved by the City as early as 1989. Given approval has already been issued for the sheds, the size of the existing sheds cannot be questioned, however the use of the sheds and area around the sheds should be controlled to ensure compatibility with the area and the preservation of rural amenity.

Vehicle Movements

Another major impact on the amenity identified by neighbours is the picking up and dropping off of caravans at various times. As the application is retrospective, it can be accepted that the objectors are actually currently experiencing these impacts first-hand. If Council resolves to approve this application, a condition should be included that regulates the times of drop offs and collections, preferably by appointment only and with 30 minute intervals.

It is noted that none of the objectors in their submissions raised the issue of the impact of the additional traffic on the road system specifically, but rather the general impact on the rural amenity.

Conclusion

The application for Storage Yard is not supported as the proposed use of Storage Yard (caravans & motor homes) is not in line with the objective of the zone, which is to provide for a range of rural pursuits which are compatible with the capability of the land and retain the rural character and amenity of the locality. Approval of commercial uses of this scale and nature in the area will change the rural nature of the area irreversibly and lead to increased pressure to allow commercial/industrial uses in this location.

Furthermore, the proposed use is not considered to be in sync with the City's strategic vision of future rural land uses for the area. There can be little doubt that approval of the proposed use of Storage Yard will erode the area's ability to effectively serve as a buffer between the Industrial uses to its west and the central wetlands system to its east;

Based on the above, the application for Storage Yard (caravans and motor homes) is not supported and recommended for refusal.

Strategic Plan/Policy Implications

City Growth

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

Economic, Social & Environmental Responsibility

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

The application was advertised to neighbouring properties for a minimum period of 21 days until 25 August 2016. Six submissions were received during this period, three of which were objections.

Risk Management Implications

Should Council resolve to refuse the application, there is a right of review by the State Administrative Tribunal under Part 14 of the *Planning and Development Act 2005* that will incur costs by the City.

Should Council resolve to approve the application, this might create expectations amongst land owners in the area and that will evolve into increased pressure to allow businesses in the area that are not of a typical rural nature.

Attachment(s)

1. Location Plan
2. Aerial Plan
3. Site Plan: previously approved sheds
4. Site Plan: Proposed Development

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 13 October 2016 Council Meeting.

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

Nil.

15.12 (OCM 13/10/2016) - PLANNING APPLICATION - 32 MULTIPLE DWELLINGS - LOCATION: 23 (LOT 118) O'CONNOR CLOSE, NORTH COOGEE - OWNER: GRACEVALE PTY LTD - APPLICANT: GMPM CONSULTING PTY LTD (052/002 & DA16/0213) (G ALLIEX) (ATTACH)

RECOMMENDATION

That Council

- (1) grant planning approval for 32 Multiple Dwellings at 23 (Lot 118) O'Connor Close North Coogee, in accordance with the attached plans and subject to the following conditions and advice notes:

Conditions

1. Prior to the issue of a Building Permit, arrangements being made to the satisfaction of the City for the pro-rata developer contributions towards those items listed in the City of Cockburn Town Planning Scheme No. 3 for: Community Infrastructure (DCA 13).
2. Prior to the issue of a Building Permit, a public open space development plan for the 15m wide open space reservation adjacent to the railway being submitted to and approved in writing by the City.
3. The works required by the public open space development plan the subject of Condition 2 shall be implemented by the applicant/owner prior to the occupation of the development to the satisfaction of the City. The cost of these works shall be fully borne by the applicant/owner.
4. The 15m wide reserve identified as public open space adjacent to the railway reserve on the approved South Beach Village Structure Plan being shown on any future Diagram or Plan of Survey as a "Reserve for Recreation" and vested in the Crown under section 152 of the

Planning and Development Act, such land to be ceded free of cost and without any payment of compensation by the Crown to the satisfaction of the City.

5. Prior to the issue of a Building Permit, details of the car stacker system are to be provided demonstrating the operations, mechanics and maintenance, including at times of emergency, power failure or other potential obstruction to its operations to the satisfaction of the City. The car stacker system is to be fully installed and operational prior to occupation of the dwellings or strata-titling, whichever occurs first.
6. Prior to initial occupation of the dwellings, a Notification, pursuant to section 165 of the *Planning and Development Act 2005* shall be placed on the Certificates of Title of the future lots advising of the existence of a hazard or other factor, prior to the commencement of development. The notification to state as follows:

"This lot or dwelling is within 50m of an operating freight rail line servicing the Port of Fremantle and industrial areas and operates 24 hours a day, 7 days a week. Residential amenity may be affected by noise and vibration and other impacts from freight rail traffic using the rail line."

7. Prior to the issue of a Building Permit, the owner/applicant shall:
 - submit to the City for approval a preliminary proposal for an art work designed by a professional artist at a cost of 1% of the total project cost (to a maximum of \$250,000), to be located within the subject site as an integral part of the development;
 - submit to the City for approval an Application for Art Work Design; and
 - enter into a contract with a professional artist/s to design and install (if appropriate) the art work approved by the City.

The art work shall then be installed prior to occupation of the building/development and maintained thereafter to the satisfaction of the City.

8. A further Acoustic Report shall be submitted to and approved by the City, prior to the issue of a Building

Permit, and implemented thereafter, to the satisfaction of the City.

9. Written confirmation from a recognised acoustic consultant that all recommendations made in the Acoustic Report prepared by Herring Storer Acoustics (Ref 20215-2-16025; dated 22 February 2016) and the further Acoustic Report required under condition 9 have been incorporated into the proposed development, shall be submitted to the City at the time of lodgement of the Building Permit Application.
10. The builder shall provide written confirmation that the requirements of Acoustic Report prepared by Herring Storer Acoustics (Ref 20215-2-16025; dated 22 February 2016) and the further Acoustic Report required under condition 9 have been incorporated into the completed development with the Form BA7 Completion Form, prior to occupation of the development.
11. Prior to the issue of a Building Permit, the applicant is to provide the City with a report from a suitably qualified and experienced specialist acoustic consultant, demonstrating that ground-borne vibration levels have been measured following clearing and compaction of the development site and identifying that the proposed design and construction methods will ensure that occupants of the development are not exposed to an unacceptable level of vibration.
12. The Building Permit Application is to be accompanied by a report from a recognised acoustic consultant confirming that all recommendations made in the Vibration Report referred to in condition 12 have been incorporated into the proposed development.
13. The builder shall provide written confirmation that the requirements of the Vibration Report referred to in condition 12 have been incorporated into the completed development with the Form BA7 Completion Form, prior to occupation of the development.
14. Prior to the issue of a Building Permit application, details of the selected intercom system which will allow visiting vehicles behind the security gate to contact units within the development in order to gain access to the secured visitor parking bays shall be provided to the satisfaction of the City.

15. The allocation of any of the car parking bays to specific dwellings shall be reflected on any strata plan for the subject property to the City's satisfaction.
16. Bicycle parking bays are to be designed and installed to comply with Australian Standard 2890.3 within designated bicycle parking areas marked on the site plan. Details of the bicycle parking shall be submitted to the City for assessment and approval prior to the lodgement of a Building Permit application for new buildings.
17. Prior to the initial occupation of the dwellings hereby approved, the at grade parking bays, driveways and points of ingress and egress shall be sealed, kerbed, drained and line marked in accordance with the approved plans to the satisfaction of the City. All car parking and access driveways shall be designed and constructed to comply AS2890.1.
18. Prior to initial occupation of the dwellings, the approved residential visitor car parking bays shall be clearly delineated (marked/signed), available for use free of cost to the bona fide visitors of the occupants of the dwellings the subject of this approval, in perpetuity and reflected as such on the strata plan for the development. No by-law pursuant to the Strata Titles Act 1985 shall be made that assigns any exclusive use of the visitor car parking bays to any strata lot. Parking within such bays may be time restricted.
19. Outdoor lighting is to be provided to pathways, communal open space and car-parking areas, the details of which are to be shown on the plans submitted for building permit approval to the satisfaction of the City.
20. All stormwater being contained and disposed of on-site to the satisfaction of the City.
21. The development site must be connected to the reticulated sewerage system of the Water Corporation before commencement of any use.
22. Prior to the initial occupation of the dwellings, the approved development must clearly display the street number/s.

23. The Crossover shall be located and constructed to the City's specifications. Copies of specifications are available from the City's Engineering Services.
24. Prior to the issue of a Building Permit, a material and colour schedule shall be submitted to and approved by the City and implemented to the City's satisfaction.
25. Prior to the issue of a Building Permit, a Construction Management shall be submitted to and approved by the City. The CMP shall be implemented at all times during construction to the satisfaction of the City.
26. Provisions identified in the Waste Management Plan dated and approved by the City, dated received 21 April 2016, which include recycling measures and management of residential waste, are to be implemented and maintained thereafter to the satisfaction of the City.
27. All earthworks, cleared land and batters shall be stabilised to prevent sand or dust blowing to the satisfaction of the City.
28. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.
29. Prior to the submission of a Building Permit application, the following amendments shall be made to the plans:
 - Screening to air conditioner units shall be shown on levels 3,4 and 5 for all units;
 - The provision of a screened clothes drying area for each apartment (on balcony);
 - The word 'optional' shall be removed from elevation 1 in relation to the sliding aluminium sun screens ; and
 - The aluminium fencing on the western side of the lot between the future POS and the car stackers shall be increased in height in to at least 4m.

Advice Notes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn

Town Planning Scheme No. 3, or the requirements of any other external agency.

2. With regard to Condition 18, the parking bay/s, driveway/s and points of ingress and egress are to be designed in accordance with the Australian Standard for Off-street Carparking (AS2890.1) and are to be constructed, drained and marked in accordance with the design and specifications certified by a suitably qualified practicing Engineer and are to be completed prior to the development being occupied and thereafter maintained to the satisfaction of the City.
3. With regard to Condition 21, requires the on-site storage capacity be designed to contain a 1 in 20 year storm of a 5 minute duration. This is based on the requirements to contain surface water by Building Codes of Australia.
4. With regard to Condition 26, the Construction Management Plan shall detail:
 - a. Access to and from the site;
 - b. Delivery of materials and equipment to the site;
 - c. Storage of materials and equipment on the site;
 - d. Parking arrangements for contractors and subcontractors;
 - e. Management of construction waste; and
 - f. Other matters likely to impact on the surrounding properties.
5. Outdoor lighting if required, particularly illuminating ground floor entries must be in accordance with the requirements of Australian Standard AS 4282- 1997: 'Control of the Obtrusive of Outdoor Lighting.
6. All toilets, ensuites and kitchen facilities in the development are to be provided with mechanical ventilation flued to the outside air, in accordance with the requirements of the Building Code of Australia, the Sewerage (Lighting, Ventilation and Construction) Regulations 1971, Australian Standard S1668.2-1991 "The use of mechanical ventilation for acceptable indoor air quality" and the City of Cockburn Health Local Laws 2000.
7. All bathrooms, laundry facilities and sanitary conveniences in the development are to be provided with an adequate lining of impervious material in accordance with the requirements of the Sewerage (Lighting,

	Ventilation and Construction) Regulations 1971, the Health Act (Laundries and Bathrooms) Regulations 1971 and the City of Cockburn Health Local Laws 2000.
8.	Appropriate separation must be provided between the laundry and kitchen facilities within the apartments, as required by the Health Act (Laundries and Bathrooms) Regulations 1971 and the City of Cockburn Health Local Laws 2000.
9.	The development and all equipment installations including air conditioning is to comply with the noise pollution provisions of the <i>Environmental Protection Act 1986</i> , and more particularly with the requirements of the <i>Environmental Protection (Noise) Regulations 1997</i> .
10.	If dust is detected at adjacent premises and is deemed to be a nuisance by an Environmental Health Officer, then any process, equipment and/or activities that are causing the dust nuisance shall be stopped until the process, equipment and or activity has been altered to prevent the dust to the satisfaction of the City's Manager of Health Services.
(2)	notify the applicant and those who made a submission of Council's decision.

COUNCIL DECISION

Background

The subject site is 2252m² in area and is located on the western side of O'Connor Close in North Coogee in the South Beach Village Estate. The site is bound by O'Connor Close to the east, a vacant lot to the south, a railway reserve to the west and an existing multiple dwelling development to the north. The site is relatively flat and almost entirely covered with bitumen and concrete hardstand which remains from a former industrial building which was demolished in 2008.

Two planning approvals have been granted in the past which have since expired and never been developed. The first approval was issued on 5 November 2007 (DA06/0835) for 15 Multiple Dwellings and the

second approval was issued on 20 October 2010 (DA10/0487) for 18 Multiple Dwellings.

An application for 35 Multiple Dwellings was initially proposed by the applicant as part of this application however it was evident through the assessment process that the City was unable to support this. The applicant therefore made a number of changes to the proposal including a reduction in dwellings from 35 to 32. The proposal is being referred to Council for determination based on the nature of objections received during the neighbour consultation period.

Submission

N/A

Report

Proposal

The proposal is for 32 Multiple Dwellings, specifically consisting of:

1. Three two storey, three bedroom 'Townhouse' dwellings fronting O'Connor Close.
2. One three storey, three bedroom 'Townhouse' Dwelling fronting O'Connor Close.
3. 28 apartments within a six storey building at a height of 21.0m above the natural ground level comprising a total of six one bedroom units, 20 two bedroom units and two three bedroom units.
4. One vehicle access point for the whole development from O'Connor Close.
5. Eight at-grade parking bays provided at the rear of the 'Townhouse' dwellings and 36 car stackers provided for residents of the apartment dwellings.
6. Eight at-grade visitor parking bays provided on site;
7. Four on-street in-verge car parking bays on O'Connor Close;
8. Rear 15m of the lot to be ceded and developed for public open space (POS) linking to the existing POS.
9. A mix of materials and colours provided including rendered masonry, cladding, brick, louvre windows, glass, masonry and metal balustrading, feature pergolas, manual operable aluminium fins and sliding aluminium sunscreens.

Neighbour Consultation

The original application (for 35 dwellings) that was lodged with the City was advertised to adjoining and nearby landowners due to a number of variations to the deemed-to-comply provisions of the R-Codes and the

approved Local Development Plan being sought. Most notably increased plot ratio and reduced on-site visitor car parking. During the initial advertising period 41 submissions were received (1 non-objection and 40 objections). The objections were predominantly concerned about a lack of visitor car parking causing overflow parking in the street, increased traffic generated by the development, a general overdevelopment of the site, minor overlooking and concerns about precedent for future proposals in the area.

In response to the concerns raised during the consultation period, the applicant lodged amended plans which were received by the City on 29 August 2016 and sent out for comment on 2 September 2016. The amended plans have been summarised in the above 'Proposal' section of this report. The main changes include a reduction of dwellings from 35 to 32 (and reduction in plot ratio) and an increase in on-site visitor parking.

The amended proposal generally complies with the provisions of the LDP and R-Codes. However some variations are still proposed, notably plot ratio and the nil setback to the third floor of Dwelling No.1. All other variations that were initially proposed are no longer being sought.

The amended plans were sent to the same recipients as the original plans and within this period 3 objections were received by the City. All three objections are in relation to the development not being supported due to non-compliance with the relevant regulations. One of the objections goes into detail on the parking impacts however given the number of the parking bays on site complies, this is deemed to be an irrelevant concern. The South Beach Estate Traffic Action Group was included as part of the process and although 1 objection was received from the group (this is included as part of the 3 objections as noted above), 23 positive submissions were received. The positive submissions received are in relation to the amended plans predominantly complying with the relevant regulations and the negligible impact of the few variations still proposed.

Consultation with Other Agencies

The application was referred to the Public Transport Authority (PTA) for comment due to the proximity of the lot to the adjacent freight rail line. A response was received on 30 May 2016 indicating that the PTA do not support residential development in close proximity to an operating rail. This is discussed further in the Noise and Vibration section of the report below.

Metropolitan Region Scheme - Clause 32 Resolution 'Coastal Buildings above Specified Heights'

As per the Clause 32 Resolution 'Coastal Buildings Above Specified Heights', certain applications are to be referred to the WAPC for determination for residential, office and hotel purposes above specified heights on land within 300m of the horizontal setback datum of the coast, as defined in the State Coastal Planning Policy (Statement of Planning Policy 2.6), as follows:

- I. Where no building height is set out in the operative local government town planning scheme, development applications for the purposes indicated (or any combination of those purposes) exceeding five storeys and 21 metres in height; or
- II. Where the operative local government town planning scheme sets out a building height limitation of eight storeys or above in respect of the area, developments for the purposes indicates (or any combinations of those purposes) exceeding eight storeys and 32 metres in height.

Given the LDP stipulates a maximum height of 21 metres for the subject site and the proposal does not exceed this maximum height, referral to the WAPC for determination was not required in this instance.

Planning Framework

Zoning and Use

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Development' in Town Planning Scheme No.3 (TPS 3). The site is subject to Development Area 16 provisions of the TPS3 which require the adoption of a Local Structure Plan to guide subdivision, land use and development. The South Beach Village Local Structure Plan (LSP) (approved by Council 14 October 2010) identifies the site as a 'Mixed Business/ Residential' with a density coding of R60 – R80. The R80 coding has been utilised for this application. Multiple Dwellings are a 'D' or discretionary use within the Residential Zone pursuant to TPS3. The proposal is therefore consistent with the zoning of the site.

The LSP details general planning considerations in the areas of: land use, density of development in the case of residential land use, and anticipated built forms. It is noted that the LSP requires that the rear 15m of the lots abutting the railway reserve (including this lot) be ceded to the Crown free of cost as public open space. Should Council support this proposal, a condition should be imposed in relation to the ceding of

the 15m wide reserve adjacent to the railway as per the LSP requirements.

An amended Local Development Plan (LDP) was approved for the subject site (and adjoining lots) on 17 September 2014 (DAP14/15) which provides a number of acceptable variations to the deemed-to-comply provisions of the R-Codes.

Planning Considerations

The proposal is generally compliant with the deemed-to-comply provisions of the R-Codes and LDP provisions with the exception of the following:

Lot Boundary Setbacks

The approved LDP contains a provision requiring a 3m setback above two storeys for side (northern and southern) boundary (parapet) walls. The purpose of this provision in the LDP was to break up the building bulk and prevent wall to wall development for apartment buildings. Dwelling No.1 (Townhouse) fronting O'Connor Close includes a third storey with a nil setback to the southern side boundary which is 10.395m above the natural ground level. Whilst this does represent a variation to the LDP provision, the reduced setback to this wall is considered acceptable as the larger apartment building sitting to the rear of this dwelling provides the minimum setback to achieve the intent of the provision as discussed above. Three level dwellings have been developed on other sites within the South Beach Estate and so this dwelling will not appear out of place.

The third level of Dwelling No.1 (Townhouse) adds an element of interest to the front façade, as viewed from O'Connor Close, given the three other dwellings fronting O'Connor Close are two storey. Further to this the third level of Dwelling No.1 is partly used as a terrace for the front portion and therefore the feature pergola can be seen from O'Connor Close, adding another interesting element to the built form. The reduced setback for this dwelling does not result in a negative design outcome by way of overshadowing or loss of view corridors but rather improves the streetscape as outlined and achieves the intent of LDP.

Plot Ratio

The R-Codes deemed-to-comply provision for Plot Ratio (Clause 6.1.1) for R80 is 1:1 which equates to 2252m². The proposed plot ratio is 2614m² which equates to 1:16 (362m² variation). The Design principle 6.1.1 (P1) of the R-Codes for 'Building Size' states that:

‘Development of the building is at a bulk and scale indicated in the local planning framework and is consistent with the existing or future desired built form of the locality’.

The subject proposal is of high quality with appealing streetscape features and a bulk and scale consistent with the existing developments on the western side of O’Connor Close. The proposal is aligned with the LDP requirements in terms of height and also with the R-Code requirements in terms of overshadowing, overlooking and car parking.

In terms of the existing character of the area, developments to the south of the subject site at 13 O’Connor Close, 9 O’Connor Close and 52 Rollinson Road are 7 storeys, 6 storeys and 8 storeys high respectively. This provides some context as to the existing bulk and scale of buildings within the R60 – R80 Mixed Business/Residential coded land along O’Connor Close. The proposed development is similar in height as it is 6 storeys high and has similar number of dwellings to the above mentioned lots and therefore is consistent with the existing character of the area.

The objections received regarding the plot ratio, did not provide detail other than suggesting that the subject development should be made to comply with the deemed-to-comply plot ratio requirement of the R-Codes. It should be noted that deemed-to-comply is only one of the two methods of compliance with the R-Codes (the other being the performance based design principles which is discussed above). Non-compliance with the deemed-to-comply provisions of the R-Codes cannot be a reason in itself not to support a proposal.

Bicycle Parking Bays

The deemed-to-comply provision of Part 6.3.3 (C3.2) of the R-Codes requires 1 bicycle space for each 3 dwellings for residents and 1 bicycle space to each 10 dwellings for visitors, designed in accordance with AS2890.3. The development therefore requires 11 bicycle spaces for residents and 4 bicycles spaces for visitors.

The proposal includes 4 visitor bicycle spaces and 5 resident bicycle spaces on the ground floor and 26 bicycle parking spaces on the first floor. Although the number of bicycle parking bays complies with the R-Codes, the location of the bays does not comply as the wording in the Australian Standards AS 2890.3:2015 implies that the bicycle parking spaces should be accessible from a road, driveway or footpath and as such the bike bays on the first floor do not technically comply.

However, the design principle for bicycle parking spaces states that they should be located on site and secure for the user. The first floor

bicycle parking spaces which are for residents are secured and it would be reasonable for cyclists to utilise the lift with bikes to access to this area. The location of the first floor bicycle spaces is therefore supported.

Visitor Parking Bays

The deemed-to-comply provisions of the R-Codes in relation to the location of visitor parking bays (Part 6.3.4 C4.2) states that:

‘Visitor car parking spaces:

- *Marked and clearly signposted as dedicated for visitor use only, and located close to or visible from the point of entry to the development and outside and security barrier; and*
- *Provide an accessible path of travel for people with disabilities.’*

The proposal provides 8 visitor car parking bays (which is the required number) however they are located to the rear of the site behind security gates and therefore this element of the proposal does not meet the deemed-to-comply provision.

The design principle for the design of car parking spaces (Part 6.3.4 P4) states that:

‘Car, cycle and other parking facilities are to be designed and located on-site to be conveniently accessed, secure, consistent with streetscape and appropriately manage stormwater to protect the environment.’

The ground floor car park includes a gate to resident and visitor parking bays which requires visitors to approach the gate and dial the number of the unit that the resident is living within so that they can be provided access into the secure parking area. The location of the visitor parking bays behind a secure barrier will ensure that only visitors to the complex use the bays as opposed to anyone else in the street. Further to this, the proposal includes four additional on-street visitor parking bays which will provide overflow visitor parking bays, should this be needed. Should Council support the proposal, appropriate conditions should be imposed regarding the visitor parking bays being appropriately sign posted for use by visitors only and details on the intercom system should be provided to the City. A condition can also be imposed preventing any of the visitor bays being allocated exclusively to residents.

Other Considerations

Car Stackers

The proposal incorporates the use of 36 car stackers for use by residents only to meet car parking requirements. Car stackers have not been developed elsewhere within the City of Cockburn and the City does not have a policy or guiding document regarding the use or appropriateness of car stackers. However it is noted that car stackers have been routinely approved and developed in other Local Government Areas, especially in inner urban areas such as the Cities of Perth, Vincent and Subiaco.

The car stacker design involves an empty bay that is automatically returned to ground level which means that an empty bay would be immediately accessible for vehicles entering the car parking area whenever an empty bay is available. To collect a car parked on the upper level, the platforms at the entrance level first moves to one side to provide an empty space into which the required platform is lowered. Car stackers 1-14 and 15-28 operate using the empty space method and therefore do not rely on other vehicles to move. Car stackers 29-36 are dependant parking stackers in that the lower car has to be removed in order to use the upper platform. The applicant has noted that car stackers 29/30, 31/32, 33/34 and 35/36 will be allocated to one unit each. Use of car stackers is considered to be an innovative method of containing vehicle parking on site and appears to be a much more efficient use of space. Clearly, car stackers have to be well maintained to reduce the potential of failure however this is no different to other critical infrastructure in apartment developments.

Should Council approve proposal, it is recommended that appropriate conditions in relation to the functioning and management of the car stackers be included. In addition, a condition should be imposed requiring a notification being lodged on titles notifying proprietors and/or prospective purchasers of the car stacker arrangement and obligations of the strata body.

Utilities & Facilities

Part 6.4.6 (C6.3) of the R-Codes requires:

‘Clothes drying areas screened from the primary or secondary street.’

No clothes drying areas are proposed for the apartments however it is noted on the plans that a dryer will be provided to all units. This can be problematic as often apartment building residents do wish to hang clothes outside and many other apartment developments include a

screened area on the balcony containing a small clothes hoist. Some developments propose a louvered cupboard that provides for this and screening of an air conditioning condenser unit which works well. Should Council approve the development, a condition should be included in relation to provision of a screened portion of the balcony for clothes drying purposes. This will be more sustainable and affordable for residents than the use of an electric dryer, particularly in warmer months.

Waste

The City's Waste Manager has reviewed the revised Waste Management Plan and has subsequently approved it on 21 April 2016. Should Council approve the proposal, a condition should be imposed requiring the approved Waste Management Plan be implemented as part of the planning approval.

Percent for Art

The City's Local Planning Policy 5.13 – Percent for Art aims to improve the attractiveness of the City's built environment. The policy applies to multiple dwelling developments in excess of \$2 million and therefore is applicable to the subject development. It is envisaged that the rear ground floor elevation of the apartment building fronting the POS would be a suitable location for an art installation. Should Council approve the subject proposal, a condition in relation to artwork being provided should be imposed in accordance with the policy.

Landscaping of Public Open Space

The LSP for the site states that the POS and landscaping within the South Beach Development will provide a series of spaces that function as a linear park system creating strong open space links through the development. The applicant was under the impression that the City had an approved landscaping plan for the POS for the portion of land to be ceded for POS hence did not submit a detailed landscaping plan with the application. Should Council approve the development, a condition requiring a detailed landscaping plan should be imposed.

Traffic and Access

The applicant has provided a traffic report (accompanying the application) which suggests that traffic generation from the proposed development will have no significant impact on the operations of the adjacent road network. The City's Traffic Engineer has reviewed the report and concurs with the findings.

The City's Traffic Engineer has also commented on the internal parking layout noting that in some areas the parking bays do not comply with AS2890.1 and therefore will be difficult to use. There are some instances where columns appear to encroach in the required design envelope thereby making it difficult to access the bays such as car stacker 15/16. Should Council approve the development, a condition in relation to compliance with AS2890.1 should be imposed in order to ensure the parking bays can be conveniently used by residents and visitors.

Bushfire Requirements

The subject site is 'Bushfire Prone' under the State Government's bushfire mapping which was released recently. The bushfire hazard is from the coastal dune system to the west of the site. Therefore, the **Planning and Development (Local Planning Schemes) Regulations 2015** requires a Bushfire Attack Level (BAL) assessment for proposals that involve a habitable dwelling on a lot more than 1,100m². A BAL assessment was provided to the City on 19 May 2016 by Smith Consulting Bushfire Consultants. The BAL assessment provided to the City was done using Method 1 and is in accordance with AS 3959. The determined Bushfire Attack Level (highest BAL) for the subject site/proposed development is BAL12.5. A condition is not required to be imposed in relation to this as it will be dealt with through the Building Permit process.

Noise and Vibration

State Planning Policy 5.4 (SPP5.4) '*Road and Rail Transport Noise and Freight Considerations in Land Use Planning*' addresses transport and freight impacts including noise and vibration on sensitive land uses. As discussed above, PTA objected to the residential development due to its close proximity to an operating rail. It is noted however that the noise and vibration impacts of the railway on future development were addressed as part of the structure planning process for South Beach Village and a detailed Noise Management Plan (NMP) forms an addendum to the LSP.

A requirement of the NMP is that all lots within 50m of the railway provide a noise and vibration report as part of any submission. An acoustic report (not addressing vibration) was provided by Herring Storer Acoustics with the application for this proposal. This report has been reviewed by the City's Environmental Health Services who have indicated that it is satisfactory subject to conditions requiring compliance with the recommendations and a post-construction assessment to ensure all of the recommendations have been incorporated prior to occupation.

A vibration report was not provided with the application and as such the City's Environmental Health Services have requested that it be lodged with the Building Permit application and that a post construction assessment is undertaken to ensure the development complies. Should Council approve the proposal, a condition requiring a Notification being lodged on the title of the lot regarding the proximity and impact of the freight rail should be imposed. This will ensure that prospective purchasers are aware of this issue, as recommended by PTA. Other appropriate standard conditions in relation to Acoustic and Vibration reports should also be imposed if the development is approved by Council.

Conclusion

The proposed development is generally compliant with the planning controls applicable to the site and will contribute to the area in the following ways:

- The proposal will provide an interesting streetscape with on-site parking screened from the public domain.
- Two and three storey 'townhouses' fronting O'Connor Close minimises the impact of the larger apartment building at the rear of the lot and provides a good interface to dwellings on the eastern side of O'Connor Close.
- The proposal provides a mix of dwelling types and sizes including one, two and three bedroom dwellings which is likely to bring a diversity of residents to the area.
- The proposal will offer good passive surveillance over the future POS to the west and O'Connor Close to the east.
- The proposal is complimentary to the existing development in the area in relation to bulk, scale and aesthetics.

The proposal is not anticipated to detract from the amenity of the streetscape or nearby residents. It is therefore recommended that Council resolve to approve the proposal subject to conditions.

Strategic Plan/Policy Implications

City Growth

- Ensure planning facilitates a desirable living environment and meets growth targets
- Ensure growing high density living is balanced with the provision of open space and social spaces

- Ensure a variation in housing density and housing type is available to residents

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

The proposal was advertised to nearby and surrounding landowners, see 'Consultation' section of the report above.

Risk Management Implications

Should the applicant lodge a review of the decision with the State Administrative Tribunal, there may be costs involved in defending the decision, particularly if legal Counsel is engaged. Should Council approve the proposal as recommended, it is possible that the existing parking issues as identified by the Coogee Beach Association may be exacerbated.

Attachment(s)

1. Site Plan
2. Context Images & 3D Views
3. Ground & Basement Floor Plan
4. Level 1 Plan
5. Level 2 Plan
6. Level 3 & Level 4 Plan
7. Level 5 Plan
8. Elevations 1
9. Elevations 2

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 13 October 2016 Ordinary Council Meeting.

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

Nil.

16. FINANCE & CORPORATE SERVICES DIVISION ISSUES

**16.1 (OCM 13/10/2016) - LIST OF CREDITORS PAID - AUGUST 2016
(076/001) (N MAURICIO) (ATTACH)**

RECOMMENDATION

That Council adopt the List of Creditors Paid for August 2016, as attached to the Agenda.

COUNCIL DECISION

Background

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

Submission

N/A

Report

The list of accounts for August 2016 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City.

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

The report reflects the fact that the payments covered in the attachment are historic in nature. The non-acceptance of this report would place the City in breach of the Regulation 13 of the Local Government (Financial Management) Regulations 1996.

Attachment(s)

List of Creditors Paid – August 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16.2 (OCM 13/10/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - AUGUST 2016 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Statement of Financial Activity and associated reports for August 2016, as attached to the Agenda;
- (2) amend the 2016/17 Municipal Budget in accordance with the detailed schedule in the report as follows:

Revenue Adjustments	Increase	\$1,190,228
Expenditure Adjustments	Increase	\$1,229,865

TF from Reserve Adjustments	Increase	\$181,818
TF to Reserve Adjustments	Increase	\$96,000
Net change to Municipal Budget Closing Funds	Increase	\$46,181

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

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

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

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

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

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

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

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

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting. At its August meeting, Council adopted to continue with a materiality threshold of \$200,000 for the 2016/17 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 considered appropriate

Submission

N/A

Report

The opening funds (representing closing funds brought forward from 2015/16) are currently reported at \$9.6M, which is \$0.9M less than the \$10.5M forecast in the adopted budget. This includes the municipal funding for carried forward projects of \$6.7M (versus the \$7.5M forecast in the adopted budget), leaving \$2.9M of uncommitted surplus funds (versus the \$3.0M forecast in the adopted budget). Due to ongoing end of financial year (EOFY) processing, these opening funds are not final and subject to external audit (scheduled for early October).

The finalised closing funds for 2015/16 will now be reported to the November 2016 Council meeting, along with the associated list of carried forward projects and a finalised June statement of financial activity. The 2016/17 budget will also be amended to reflect the revised opening funds brought forward.

Closing Funds

The City's closing funds for August of \$91.75M are currently \$8.7M higher than the budget forecast of \$83.05M. This result comprises net favourable cash flow variances across the operating and capital programs (as detailed in this report), as well as the \$0.9M shortfall in the opening funds.

The 2016/17 revised budget is showing an EOFY surplus of \$0.35M, up slightly from the \$0.30M in the adopted budget.

Operating Revenue

Consolidated operating revenue of \$102.70M was over the YTD annual budget target by \$0.31M.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	(91.44)	(91.64)	(0.19)	(95.70)
Specified Area Rates	(0.31)	(0.33)	(0.02)	(0.33)
Fees & Charges	(7.06)	(7.26)	(0.20)	(24.37)
Service Charges	(0.44)	(0.44)	(0.00)	(0.45)
Operating Grants & Subsidies	(2.40)	(1.82)	0.59	(9.66)
Contributions, Donations, Reimbursements	(0.08)	(0.11)	(0.02)	(0.64)
Interest Earnings	(0.96)	(0.80)	0.16	(4.77)
Total	(102.70)	(102.39)	0.31	(135.92)

The significant variances at month end were:

- Rates – \$1.91M of rates paid in advance as at 30 June 2016 was recognised as income in the 2015/16 FY (as prescribed by accounting standards). As a result, an offsetting adjustment was required in 2016/17, reducing the YTD rates income by this same amount. However, the revised YTD budget has been adjusted to reflect this and it is expected that the City will have a similar amount of rates paid in advance at 30 June 2017 to rebalance the rates income.
- Family Day Care and In-Home Care subsidies received were collectively \$0.22M ahead of budget. These are offset by higher payments to the care givers.

Operating Expenditure

Reported operating expenditure (including asset depreciation) of \$18.9M was under the YTD budget by \$2.5M.

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

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	6.85	6.85	0.00	48.09
Employee Costs - Indirect	0.20	0.15	(0.05)	1.40
Materials and Contracts	4.54	6.65	2.12	39.84
Utilities	0.67	0.76	0.09	4.68
Interest Expenses	0.00	0.00	0.00	0.93
Insurances	1.24	1.28	0.04	2.24
Other Expenses	1.41	1.56	0.15	8.97
Depreciation (non-cash)	4.44	4.59	0.15	27.54
Internal Recharging-CAPEX	(0.41)	(0.42)	(0.01)	(2.23)
Total	18.95	21.43	2.48	131.47

The significant variances at month end were:

- Material and Contracts was \$2.12M under the YTD budget with the main contributors being Parks Maintenance (\$0.41M), Recreation Services (\$0.27M mainly Cockburn ARC commissioning costs) and IT Services (\$0.26M).

Capital Expenditure

The City's total capital spend at the end of the month was \$2.23M, representing an under-spend of \$1.44M against the YTD budget of \$3.67M.

The following table details the budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	1.25	1.56	0.31	15.43	7.81
Drainage	0.01	0.39	0.38	1.71	0.05
Footpaths	0.01	0.30	0.29	1.18	0.12
Parks Infrastructure	1.75	1.41	(0.34)	10.28	2.13
Landfill Infrastructure	0.03	0.04	0.01	0.39	0.04
Freehold Land	0.25	0.53	0.28	1.36	0.01
Buildings	9.48	8.92	(0.56)	58.28	25.56
Furniture & Equipment	0.00	0.45	0.45	2.56	0.07
Information Technology	0.02	0.25	0.23	1.33	0.07
Plant & Machinery	0.44	0.85	0.41	8.21	3.30
Total	13.22	14.68	1.46	100.73	39.17

These results included the following significant project variances:

- Roads Infrastructure - Berrigan Drive Jandakot Improvement Works were under YTD budget by \$0.21M
- Drainage Infrastructure – was collectively \$0.38M behind the YTD budget with very little expenditure and commitments to date.
- Footpath Infrastructure – the footpath construction program was collectively \$0.29M behind the cash flow budget, mainly due to the \$0.12M not yet spent on renewing the bitumen path at C.Y. O'Connor Beach.
- Parks Infrastructure – was ahead of the YTD budget by \$0.34M primarily due to the Bibra Lake Adventure Playground.
- Freehold Land – various land development projects were collectively \$0.28M behind the YTD cash flow budget
- Buildings – Cockburn ARC was \$1.22M ahead of the YTD budget, with all other projects collectively \$0.66M under YTD budget.
- Furniture & Equipment – is underspent by \$0.45M due to the Cockburn ARC project (budget will be reallocated to second half of 2016/17 FY).
- Information Technology – was collectively \$0.23M under YTD budget due to a number of software and website projects.
- Plant & Machinery – replacement program was behind YTD budget by \$0.41M

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 contributions were \$1.29M ahead of the YTD budget mainly due to the receipt of \$1M towards Berrigan Drive road works (timing issue) and DCP 13 (community infrastructure) contributions ahead of budget by \$0.47M.
- Capital grants were \$0.36M ahead of YTD budget mainly due to Roads to Recovery funds of \$0.51M received for the Beeliar Drive duplication project (timing issue).
- Transfers from financial reserves were \$1.61M ahead of the cash flow budget (timing issue).
- Proceeds from sale of land were \$3.72M behind the YTD budget primarily due to several unrealised lot sales on Beeliar Drive.

Transfers to Reserve

Transfers to financial reserves were \$6.13M behind the YTD budget, mainly due to delayed land sales (\$3.72M) and not yet transferring the waterways management contribution received for the Port Coogee Marina (\$2.16M). Transfers of DCP 13 contributions to reserve (\$1.3M) were \$0.47M ahead of YTD budget in line with receipts.

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$156.78M, well up from \$134.67M the previous month. This resulted mainly from the payment of the first instalment or full amount of rates owing, which fell due on the 2nd September. \$124.65M of this balance represents the current amount held for the City's cash/investment backed financial reserves. The balance comprises \$5.9M held for deposit and bond liabilities and \$26.2M to meet liquidity needs.

Investment Performance, Ratings and Maturity

The City's investment portfolio made a weighted annualised return of 3.01% for the month, slightly down from 3.05% and 3.06% the previous two months. This result compares quite favourably against the UBS Bank Bill Index (2.29%) and has been achieved through diligent investing at optimum rates and investment terms. The cash rate was reduced another 25bp to 1.50% at the August meeting of the Reserve Bank of Australia and this reduction is impacting the investment rates achieved for new deposits (2.50% to 2.75%). The annualised return will continue to fall as a consequence over the next several months.

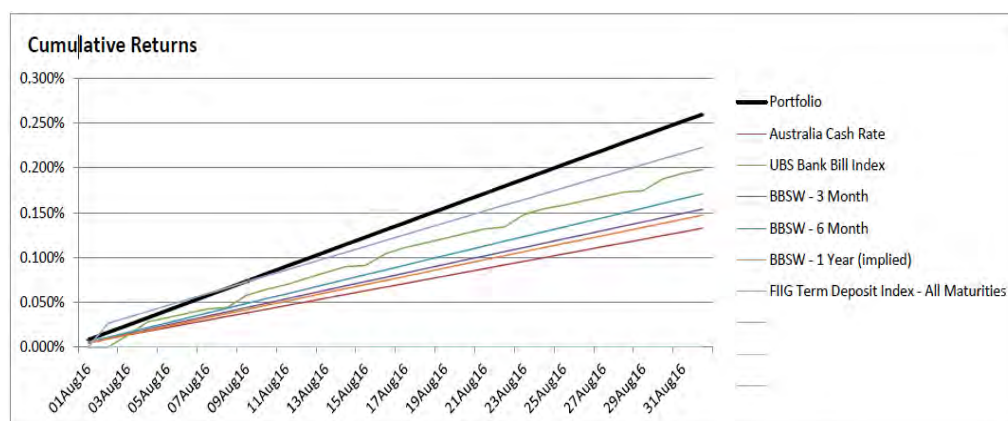


Figure 1: COC Portfolio Returns vs. Benchmarks

The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian and foreign owned banks. These are invested for terms ranging from three to twelve months. All

investments comply with the Council's Investment Policy other than those made under previous statutory provisions and grandfathered by the new ones.

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. The A-1+ holding has increased from 38% to 46% during the month:

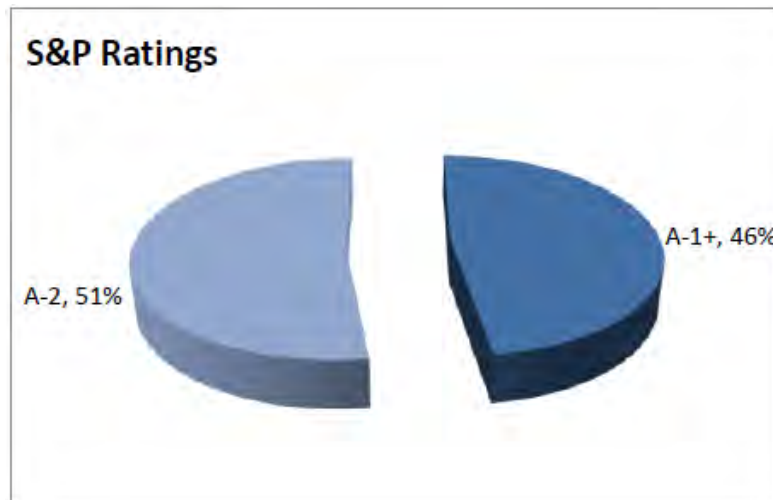


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the highest possible rate on offer over the longest duration (up to 12 months for term deposits), subject to cash flow planning and investment policy requirements. Value is currently being provided within 4-12 month investment terms.

The City's TD investment portfolio currently has an average duration of 169 days or 5.6 months (up from 144 days the previous month) with the maturity profile graphically depicted below:

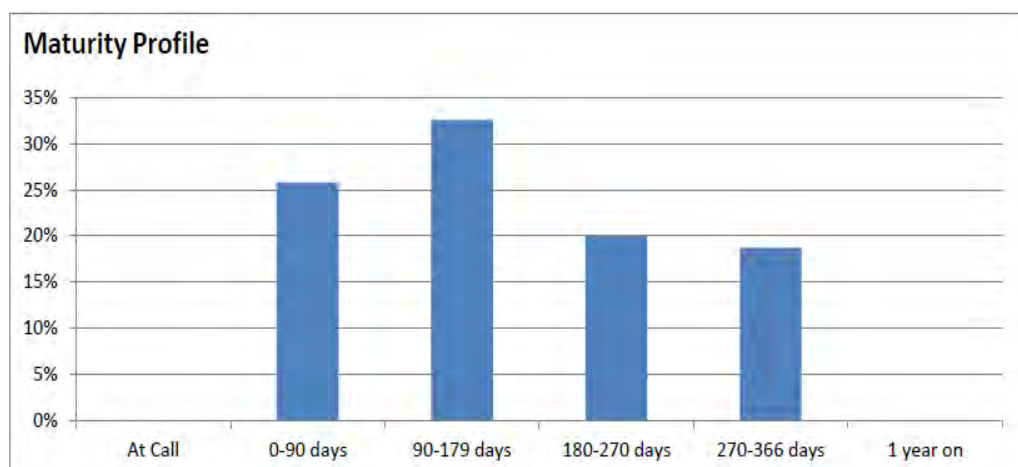


Figure 3: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 51% (\$77.18M) of its TD investment portfolio with banks deemed as free from funding fossil fuel related industries. This was down from 61% the previous month due to new fund placement being restricted by Council policy limits to A-1+ institutions, most of which (invested in by the City) are not deemed as fossil fuel free.

Budget Revisions

Several budget amendments were processed in August as per the following schedule:

PROJECT/ACTIVITY LIST	USE OF FUNDING + / (-)		FUNDING SOURCES (+) / -		
	EXP \$	TF to RESERVE \$	TF FROM RESERVE \$	REVENUE \$	MUNI \$
Purchase 136 Belladonna Drv Yangebup (POS cash in lieu)	181,818		-181,818		
Increase recovery of admin charges for NDIS program	-46,181				46,181
Aboriginal Elders/Roe 8 Highway (from contingency)	2,000				-2,000
EM Budget Contingency Fund	-2,000				2,000
AP automation software (from C/Fwd Reserve)	-50,000		50,000		
Business Intelligence software	50,000		-50,000		
Increase in HACCC grant due to indexation	159,228			-159,228	
Cockburn Central CCTV (funded by WA Police)	175,000			-175,000	
MRRG received for North Lake Road	760,000			-760,000	
Bond refunded from POS Lot 300 Clontarf Rd, Hamilton Hill		96,000		-96,000	
	1,229,865	96,000	-181,818	-1,190,228	46,181

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).

Strategic Plan/Policy Implications

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes
- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

The City's closing Municipal Budget position has increased by \$46,181 to \$347,330 as a result of the net budget amendments.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

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

Attachment(s)

Statement of Financial Activity and associated reports – August 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17. ENGINEERING & WORKS DIVISION ISSUES

17.1 (OCM 13/10/2016) - TRAFFIC MANAGEMENT - KNOCK PLACE, JANDAKOT (163/001 (C SULLIVAN) (ATTACH)

RECOMMENDATION

That Council

- (1) authorises inclusion of the Knock Place and Solomon Road intersection minor widening project into the 2016/17 financial year with a budget adjustment of \$140,000 to the Capital Works budget; and
- (2) amend the 2016/17 by creating a new capital works project – Knock Place & Solomon Road minor widening for \$140,000.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

The exit from the PTA car parking areas on the east side of Cockburn Central Station from Knock Place to Solomon Road has caused congestion and lengthy delays for some years, in particular the afternoon peak period on week days. The City implemented a trial in December 2015 of a temporary traffic control to divert traffic along Solomon Road and then towards Verde Drive and access to Armadale Road at the traffic signals of the Verde/Armadale intersection.

The trial received positive responses from the patrons of the PTA car parking areas and less than positive from the businesses in the local area. Subsequent to the trial, complaints and concerns are still being expressed by the travelling public about the congestion and delays in exiting Knock Place and this report proposes a project for Council's consideration to improve the traffic delays in this location.

Submission

N/A

Report

The afternoon peak time on week days is still a major congestion and delay issue for vehicles wishing to exit Knock Place onto Solomon Road from the PTA car parks. Vehicles turning right out of Knock Place face lengthy delays due to the short storage space on Solomon Road from Armadale Road intersection. Vehicles wishing to make a left turn out of Knock Place onto Solomon Road can be accommodated and hence improve the overall congestion at this intersection by the construction of a dedicated left turn lane onto Solomon Road.

City officers have carried out survey and concept design of this left turn lane and a copy is included for reference as Attachment 1. Consultation with the service authorities has been carried out and a cost estimate of the project produced which is \$140,000 excluding GST. A copy of the cost estimate is included as Attachment 2. While not being the total solution to the congestion problem, the construction of the left turn slip lane will alleviate some of the lengthy delays faced by motorists until such time as the major road works in the area are carried out in the future (i.e. the proposed extension of Armadale Road over the Kwinana Freeway to connect to North lake Road with the access points to the local precincts).

Following the traffic diversion trial in December 2015, the City made a proposal to the Main Roads WA for the installation of temporary signage to continue the traffic diversion during the afternoon peak period on week days for an extended trial period of six months. This proposal was refused. City officers have subsequently investigated the control of traffic movements at the intersection by the use of traffic wardens during the period from 3.00 pm to 6.00 pm on week days with one of the City's panel of traffic control service providers. A cost estimate of \$780.00 per day (excluding GST) was calculated, for the staff time only. There would also be costs for the temporary signage and traffic control devices as well as the necessary public consultation, similar to the December 2015 trial.

In view of the opening of the Aubin Grove Rail Station in early 2017 which should alleviate some of the parking demand at Cockburn Central Station, it is proposed to implement the left turn slip lane as a permanent improvement to Knock Place and reassess the situation after the opening of the Aubin Grove Rail Station.

Strategic Plan/Policy Implications

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres
- Improve parking facilities, especially close to public transport links and the Cockburn town centre

Budget/Financial Implications

Budget adjustment of \$140,000 for the minor widening of the Knock Place/Solomon Road intersection would be required should Council resolve to implement the project in the 2016/17 capital works program.

Funds would be sourced from the Road and Drainage Reserve.

Legal Implications

N/A

Community Consultation

Should Council approve the implementation of the slip lane to Knock Place, notification of the project to the local property owners, traders, the PTA and the car park patrons would be carried out as well as advertising on the City website and media outlets.

Risk Management Implications

If the Council is not seen to be making some effort to improve the traffic congestion in the exit from Knock Place during the afternoon peak times, continuing complaints and reputational damage will result.

Attachment(s)

- 1 Knock Place and Solomon Road Intersection Minor Widening Concept Plan.
2. Knock Place and Solomon Road Intersection Minor Widening Cost Estimate.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17.2 (OCM 13/10/2016) - MATTERS TO BE NOTED FOR INVESTIGATION WITHOUT DEBATE - FOOD IS FREE PROJECT (144/005) (A LEES) (ATTACH)

RECOMMENDATION

That Council

- (1) receive the report;
- (2) allows a trial on a limited number of properties, based on applications being made to the City under the Street Verge Improvements Policy AEW1, to test the viability of the project; and
- (3) assess the results of such trials based on a further report to Council prior to making any Policy changes.

COUNCIL DECISION

Background

At the Delegated Authorities, Policies & Position Statements Committee Meeting held on Thursday 25 August 2016 Cllr Pratt raised the following Matter to be Noted for Investigation Without Debate.

“A report to be prepared and presented to the October Council Meeting on the ‘Food is Free Project’. The City to investigate how this initiative currently emerging elsewhere would impact Council’s existing Policy AEW1 ‘Street Verge Improvements’ and any other policy impacts should Council decide to allow a trial in the City area.”

Submission

N/A

Report

The “Food is Free Project” is a community building and garden movement that was launched in January 2012 in Austin, Texas, USA. The project is a not for profit organisation that teaches people how to connect with their neighbours and line the streets with community gardens in the front yards enabling free produce to anyone.

The project encourages the use of recycled products to build gardens along with simple methods for growing organic food with minimal work and ongoing maintenance. The projects advocates for residents to “...take back our food and meet new neighbours. Invite your friends to join the mission. Transform your own neighbourhood by planting a community garden in your front yard” (<http://foodisfreeproject.org>)

The project provides a guide for prospective individuals and encourages tailoring initiatives to fit the community where you live. The guide, attached, outlines a five step approach to starting a “Food is Free Project” in the individuals front yard. It also provides advice on how to garner support of friends and neighbours and encourages individuals to express the virtues of the project and share progress through the myriad of social media platforms.

The website promotes a model for the growing of food in unused public spaces however makes no reference to seeking approvals from either local or state government agencies. This lack of detail has the potential to create environments where materials, new or recycled, are installed on public land, including verges, which could contradict policy or legislation.

Street Verge Improvements Policy AEW1

The Street Verge Improvements Policy provides a framework that encourages residents to maintain and improve the verge adjacent to their property. The policy draws on the environmental benefits that could be achieved by planting a WaterWise native garden and the potential for increase to property values should regular maintenance be achieved.

The policy provides criteria for shrub and groundcover heights and an exclusion zone of 1.5 m from the kerb to enable a safe refuge for the public when the road becomes busy. The policy is cognisant of the increase in urban density with the enabling of paving, subject to the planting of a tree, to house more vehicles on the verge and a list of non-permissible treatments to mitigate the City’s risk of injury to the public.

Establishment of Community Gardens Policy AEW7

The Establishment of Community Gardens Policy provides a framework for the establishment of community gardens, an approval process and guidelines to manage the allocated site. The guidelines outline the different models for community gardens with the establishment on verges not encouraged due to a number of potentially negative impacts that require addressing, including security, sight

distance issues, installation of infrastructure, control of vermin, potential congregation of large groups on small verges.

Analysis

In order to facilitate a trial of the “Food is Free” Project” the City would need to address the residents’ current front yard allotment and capacity to create food production prior to proceeding to the verge. The extension of the project into the verge will require the development of a submission in conjunction with the property owners in order to comply with criteria expressed in policy AEW1 and the procedures for the established of a Community Garden Policy AEW7.

To allow the project to be implemented at any property across the City would need the creation of a well-defined set of criteria focused on the objectives, locations, funding (grant or municipal), timeframes, KPI’s and a reporting framework that Council can consider for continued implementation or cessation. The implementation of a “Food is Free Project” trial would require the appointment of a dedicated staff resource on a part time basis to liaise with residents, assist with submissions, community engagement, ongoing analysis and administration duties.

As the City 2016/17 Annual Business Plan has not identified this initiative or made appropriate resourcing available in the annual budget process, such an initiative would unduly impact on current programs and is therefore not considered feasible in 2016/17. To determine if the project would have a community wide benefit, a trial or test case would be needed for making such an assessment.

Conclusion

The above commentary details the issues of the project in relation to existing City policy and procedure requirements, even though the project may have merit. It is not recommended to implement any changes to City policy due to the potential City wide impacts mentioned above without testing the practical effect of the project on a small scale first.

The Council could consider allowing a trial on a single property or a limited number of properties as a test case, based on an application being made to the City under the Street Verge Improvements Policy AEW1 for each property proposed. This would be a one off situation and not to be construed as setting any precedent or variation to any of the existing City Policies, to allow assessment of all the practical details and community impacts before Council makes any further decisions or makes any Policy changes that would impact the whole City. A period of twelve months would be appropriate to gauge the impact of the trial

in terms of seasonal variations, impact on the verges and community interest.

Strategic Plan/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
- Improve the appearance of streetscapes, especially with trees suitable for shade

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Consultation with the local resident groups or associations in the area of any property participating in the trail would be necessary to keep local residents informed on progress.

Risk Management Implications

The City's risks are increased through residents addressing the verge with food producing plants that will be in contravention of the policies, which have the potential for insurance claims, and large working groups congregating within the verge environment.

Attachment(s)

Food is Free Brochure

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

**17.3 (OCM 13/10/2016) - COOGEE BEACH SURF LIFESAVING CLUB
CARPARK UPDATE AND OPTION 1 COST ESTIMATE (164/002)
(ALEES) (ATTACH)**

RECOMMENDATION

That Council receive the report.

COUNCIL DECISION

Background

At the 10 March 2016 OCM Council considered a report under item 19.1 Notice of Motion (Cr Allen) Coogee Beach Surf Life Saving Club Car Parking (Minute No 5750) and resolved to endorse the recommendation in the officer's report which was:

- 1) *endorses the actions of City officers to continue with the resolution of the land tenure of Lot 193 on Plan 20550 Cockburn Road with the Public Transport Authority, and*
- 2) *does not proceed with the construction of a car park in the area currently licenced by the City from the Public Transport Authority (shown as Option 1 on the attachment) until the land tenure issue is resolved.*

Council further resolved to include an additional part to the recommendation:

“proceed to prepare a detail design and costings of the car park in the area currently licensed by the City, including the clearing and offset costs to enable an earlier start and completion schedule once approval to the City is granted by the state government”

City officers were due to report back to Council at the October 2016 OCM on the progress of this project, in particular the land tenure and vegetation clearing requirements. For reference, a copy of the proposed car park layouts for Option 1 (referred to above as the land the City leases from the Public Transport Authority) and Option 2 (the layout approved by Council at the June 2015 OCM) have been included as Attachments to this report.

Submission

N/A

Report

Since February 2016, the Department of Environmental Regulation (DER) has been assessing the City's application to clear the vegetation to support the construction of a carpark in accordance with the recommendation of the June 2015 OCM report (Option 2). A response was received by the City dated 13 June 2016 (attached) requesting further information in support of the application, which was provided to the DER on 12 July 2016.

The DER's latest correspondence dated 9 August 2016 (attached) has requested still further information to support the suitability of the offset proposal in accordance with the City's application to clear 0.512 Ha of native vegetation for the Option 2 carpark at Coogee SLSC.

The proposed offset area of 3.28Ha (6:1 ratio) is currently being negotiated with the Department of Parks and Wildlife (DPaW) however at the time of writing this report no confirmed resolution had been reached. Following receipt of the DER's final assessment, a further report will be presented to Council with updated cost estimates, including offset costs, and proposed implementation plan.

In parallel to the City's DER application for Option 2, City officers have been in discussions with the Perth Transport Authority (PTA) on the development proposal for Lot 193 on Plan 20550 Cockburn Road in order to progress Option 1 should Option 2 be unsuccessful. To that end, a meeting was held with PTA representatives (Land and Property Services Section) on 9 June 2016 to discuss the possible acquisition of the PTA land (disused rail reserve) by the City for the purpose of constructing the Option 1 car park.

The PTA has advised that Lot 193 will be divided into parcels with the section on the former rail corridor, adjacent to Cockburn Rd, placed for tender on the open market. This process is likely to take several years and be subject to a significant consultation process and a number of planning approvals. In the interim, the PTA have confirmed an offer to extend the current period of licence to 2022 based on the existing conditions, including the six month break clause and reinstatement of the land to its original condition when the licence terminates.

The City officers proposed acquiring the area required for the car park of Option 1 as a government to government transaction without a public tender process, which was refused. The City proposal to grant the extension of the lease to 2022 without the six month break clause

to allow Council some confidence in expending substantial funds on the car park construction was also refused. The PTA officers confirmed their advice by e-mail dated 13 June 2016; a copy is attached for reference.

The Council needs to be cognisant of the risks should development proceed within the Option 1 car park area. Detailed designs will be progressed should Option 2 become untenable due to cost or an unsuccessful clearing permit application.

A revised cost estimate (attached) for Option 1 has been carried out based on the concept design, in accordance with the recommendation endorsed by Council at the March 2016 OCM. The cost estimate is subject to the details of the vegetation clearing permit and reinstatement should the six month break clause be invoked or the licence ceases. The costs are reflective of current year labour, material, contract costs and a vegetation offset cost based on a two to one ratio due to the already degraded state of the vegetation in that area.

Strategic Plan/Policy Implications

Moving Around

- Improve parking facilities, especially close to public transport links and the Cockburn town centre

Community, Lifestyle & Security

- Provide for community facilities and infrastructure in a planned and sustainable manner

Leading & Listening

- Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

The revised cost estimate for Option 1 is \$932,907 which would have to be staged over the 16/17 and 17/18 financial years to stay within budget constraints. This is entirely dependent on the outcome of the vegetation clearing application for the Option 2 car park.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

The report provides an update to the status of the additional parking project for the Coogee Beach SLSC and presents no risk to the City should the recommendation be accepted.

Attachment(s)

1. Poore Grove Car Park Option 1_8/9/16
2. Poore Grove Car Park Option 2_8/9/16
3. Department of Environment Regulation correspondence dated 9/8/16
4. E-mail from PTA dated 13/6/16
5. Department of Environment Regulation correspondence dated 13/6/216
6. Updated Cost estimate of Option 1

Advice to Proponent(s)/Submissioners

N/A

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

N/A

17.4 (OCM 13/10/2016) - TRANSPORT @ 3.5MILLION SUBMISSION (110/046) (C SULLIVAN) (ATTACH)

RECOMMENDATION

That Council

- (1) authorises the City to lodge its submission in accordance with the officer report to the Department of Transport; and
- (2) seeks participation from the Cities of Fremantle, Kwinana, Rockingham and Town of East Fremantle on a regional advocacy campaign which seeks to generate public information about the need to prioritise the delivery of the Fremantle Outer Harbour instead of the Perth Freight Link and its focus on the Fremantle Inner Harbour.

COUNCIL DECISION**Background**

The Minister for Transport released the Perth Transport Plan (PTP) for 3.5 Million and Beyond on 29 July 2016. The period for receiving commentary on the PTP closes on 28 October 2016. Following the release of the PTP, the Department of Transport provided a briefing session to local government on 10 August 2016, which was attended by a number of City officers.

The PTP comprises a number of transport components being:

- Public Transport Plan
- Road Network Plan
- Cycling Network Plan
- Travel Demand Management Plan
- Perth Freight Network Plan

A study on Mass Rapid Transit for the Perth and Peel Region for the 3.5 Million population horizon was also carried out and provided input into the PTP. The projects and needs assessed in the PTP were based on three population and time horizons as follows:

- By 2.7 million population (approx. 2031)
- By 3.5 million population (approx. 2050)
- Beyond 3.5 million population (beyond 2050)

The PTP and its supporting technical documents are substantial and the entire group of documents are available on the Department of Transport website. Of the documents comprising of the PTP mentioned above, summary plans area provided as attachments. These are:

The Road Network Plan is very significant for the City of Cockburn and projects proposed in the City area. Attachment 2 includes a copy of three figures extracted from this report as follows:

- Attachment 1 - Public Transport Rail Network Plan 19
- Attachment 2 - Public Transport On-Road Network Plan 23
- Attachment 3 - Freeway Network Plan 29
- Attachment 4 - Cycling Network Plan 34
- Attachment 5 - Freight Network Plan

The City has identified significant issues, which are documented in the following report. It is recommended that these form the basis of the

City's submission. It is also recommended that an urgent advocacy campaign begin on a regional basis (involving the local governments of Fremantle, Kwinana, Rockingham and East Fremantle) in order to inform the public on why the Fremantle Outer Harbour and associated access provides a far more logical project compared to any further expansion of the Perth Freight Link west of the Kwinana Freeway.

Submission

N/A

Report

The purpose of this report is to present to the City officers assessment of the various aspects of the PTP, as it relates to the requirements of the City and provide the proposed submission in response to the PTP for Council's consideration prior to the submission date.

The Department of Transport requires submissions from organisations to be made based on a template, which is included as Attachment 6, completed in draft form for Council's information. This will be in addition to the full detail contained in this report.

The officer's report reviews the PTP in respect to both a planning and engineering context. The sections referred to in the planning commentary refer to the section headings in the PTP - For Consultation document, which summarises the results of all the technical studies and analysis. This document was distributed at the Department of Transport briefing and is available online via the website.

The engineering context discusses the project specific elements of the PTP and compares the proposed projects and timeframes to the City's assessment of the transport needs into the future. The population prediction at 3.5 million features over 50% of growth south of the Swan River. The PTP overall focusses on transport connections and access to the Perth CBD, and fundamentally appears to direct a significant amount of investment away from where it is needed in key growth areas of the southern metropolitan region.

It is considered that the PTP maintains a central city focus, whereas future planning for Perth focuses on the decentralisation of activity and employment close to where people and businesses exist based upon the Smart Cities formula now the priority of the re-elected Federal Liberal Government. This is the idea of a city being made up of strategic activity centres, with everyone having the ability to access a centre within 20 to 30 minutes of where they live. In maintaining its central city focus, the PTP does not direct towards achieving the Smart Cities initiative.

Planning Context

Executive Summary Comments

The vision of the document states “emphasise use of existing networks” which appears to accentuate what is regarded as a flawed city centric form that will further prolong the challenges of decentralisation for Perth, and indeed the City of Cockburn. The objective stated for a free flowing freeway also does not recognise the role that congestion plays in helping create a higher value proposition associated with public transit and active transit. It is unrealistic to expect Perth to have free flowing freeways in modern times.

The Public Transport section mentions high frequency services connecting strategic activity centres. This should be expressed as also creating activity corridors between such activity centres, in order to have development take leverage from such public transport provision. Public transport provision is notoriously focussed on limiting the time penalty, which often means communities along high quality transit services are denied local access through under-provision of stations and interchanges. This is well known to the City of Cockburn, with the planned stations of the Perth to Mandurah railway at South Lake and Hammond Park unlikely to be delivered, despite their initial planning.

From a road perspective, the discussion about Roe Hwy creating a ring around the central subregion needs to be further explained once the design uncertainties of the route west of Stock Rd are resolved, together with the question about what happens once the link meets Stirling Hwy at High Street. That is, to suggest a ring will be created by extending the Perth Freight Link west of the Freeway, including Roe 8 and 9, appears misleading.

Transport pricing needs to be approached carefully. Research has proven this to have a regressive impact especially on low wage earners who generally lack flexibility in respect of work times, which means that imposing pricing at peak travel times will likely impact these vulnerable communities to a greater extent.

The future trends talk simply about those associated with private transportation - in other words still focussing on the need to private travel. The focus for the future needs to be more on how technology will reduce the need for private transport. The delivery of the NBN as a starting point should be a focus for State Government action about considering how the digital commute could be embraced. Given the size of the public sector and its concentration within the City centre, digital opportunities to reduce reliance on a physical setting for the workplace needs exploration.

Introduction Comments

There is some repetition of the key objectives - optimisation of the existing network which is based upon a city form that requires changing (from centralisation to decentralisation) and the notion of a free flowing freeway and arterial road system. As previously indicated this ignores the role of congestion (time and cost penalty) in driving behaviour change.

Managing congestion should be through:

- the redirection of freight from road to rail
- creation of a new outer harbour
- intermodal facilities to improve efficiency of freight handling.

The concept of spreading the peak should also be extended to freight movements. Currently there is the lack of coordination with the loading and unloading of ships, such as ensuring trucks coming to collect containers also bring containers coordinated for departure thus reducing empty truck trips. This could immediately represent a 50% reduction in truck traffic, if empty trucks were all replaced with cargo thus eliminating two trips in to one trip.

In the section which mentions connecting activity centres, this should emphasise the role of creating activity corridors between such centres which provide for local accessibility and development response to such transit infrastructure.

A clear decision is also required in respect of timing of the outer harbour and associated freight handling facilities. Planning based upon the primacy of the inner harbour has shaped road investment which will create a lasting legacy that will not be optimal for the ongoing development of the south west corridor. This is discussed in greater length under the freight section below.

Public Transport Network Comments

There is a significant gap in the provision of infrastructure investment for the entire south west corridor. Considering the strategic importance associated with the Western Trade Coast and Latitude 32, which is expected to deliver the industrial and enterprise land needs for Perth to 2050, it is alarming to note the absence of strategic transit provision in the south west growth corridor.

The lack of provision for public transit to the Cockburn Coast (beyond 3.5 million or 2050) will frustrate the implementation of the Structure Plans for this area. A significant focus was placed upon constraining parking within Cockburn Coast together with extensive densities in

order to secure the early delivery of bus rapid transit. As this is now shown as beyond 2050, planning will be forced to largely abandon the objectives held for high quality, dense, transit orientated development in Cockburn Coast.

Public Transport Network Principle 4 requires new technology to extend to rolling stock, through the setting of maximum permissible operating noise levels, in order to stop the current practice of allowing older, noisier freight trains being retired in the eastern states to be re-used in WA due to only the eastern states having noise limits for freight trains in place.

As new technologies advance, there should also be greater emphasis placed upon sharing freight and public rail reserves. The espoused public transit principles continue to ignore the gap associated with industrial, enterprise and employment lands, and the current norm that such areas cannot be effectively serviced by public transport.

The linking of the rail line between Cockburn Central and Thornlie by 2.7 million (2031) is an effective response in creating the much sought after link between south east and south west growth corridors. Passenger rail should also be considered for extension south of Fremantle through to Cockburn Central, where a sufficient freight reserve exists together with a disused reserve through the Bibra Lake Industrial Area and along the edges of North Lake Road, coinciding with the available land beneath the power line easement.

Bus rapid transit investment beyond 2050 is shown from Cockburn Coast to Fremantle. A significant amount of demand will emerge between Cockburn Coast to Cockburn Central, in order to access this activity centre and the heavy passenger rail service. Accordingly, it is recommended that Cockburn Coast to Fremantle be designated as a high priority public transit corridor (which reflects the current infrastructure provision) and the higher emphasis placed upon Cockburn Coast to Cockburn Central as Bus Rapid Transit or Light Rail link before 3.5 million or 2050.

This infrastructure investment stands to deliver a higher return on investment in respect of kilometres travelled given the population catchments that a Cockburn Coast to Cockburn Central achieves.

Cockburn Central provides the opportunity for the long term connection of Perth and Bunbury via VFT (very fast train technologies). The current service enters Perth Central Station via the Armadale Line - adopting a more regional based terminus at Cockburn Central provides for greater capacity for passengers to access all parts of the regional transport system, and also for train sizes to be accommodated through the availabilities of train platform length.

Cockburn Central then becomes the logical emphasis for a regional train terminus which:

- Connects with Bunbury through VFT;
- Provides nonstop service to the City and beyond to Whitford (northern corridor)
- Provides connections to the services of the South East corridor via Thornlie, which is the only available station to do this;
- Connects with the orbital Murdoch to Stirling line, which again provides comprehensive breadth of service compared with reliance on the current South East corridor route alone.

Road Network Comments

There is a complete absence of detailed discussion for the delivery of the Armadale Road deviation / proposed North Lake Road freeway interchange. The Cities of Cockburn and Armadale recently collaborated with the State Government (MRWA, Department of Planning and Department of Transport) to secure a new regional road / freeway interchange design in order to fast track the delivery of this regional level infrastructure to service the enterprise arc that runs between the Western Trade Coast and the communities of Cockburn and Armadale.

The strong community support for such is evidenced through the Community Connect South initiative, which provided the evidence basis of the business and community level support for this infrastructure. The failure to identify this as a specific item of infrastructure spend, given timing is required as soon as possible for delivery, is of significant concern to the City.

Acceptable levels of service should be expected in non-peak times rather than peak times. Peak times require some unacceptable level of service in order to create the mode shift from private to public and active transport options. Principle 2 should mention the preference of roundabouts over traffic controlled intersections, as evidenced by the current practice of MRWA.

The proposed Stock Road tunnel should be contemplated for tunnelling from South Street, to enable the protection of local accessibility into the O'Connor industrial area. Should this not occur, conversion of the section of Stock Rd between South Street and Leach Hwy to a freeway standard will create a significant impact upon established businesses and employment areas which rely on exposure and direct access from Stock Road.

The Western Trade Coast is severely limited in its east-west accessibility. In respect of the movement of industrial goods, particularly to intrastate and interstate markets, there needs to be the prioritisation of an east-west Freeway standard link as has been proposed by an upgraded Rowley Road for a number of years. This east-west connection would provide access to both Kwinana Freeway and Tonkin Highway.

Spatially it is evident that the south west corridor, and particularly the targeted employment and enterprise lands of the Western Trade Coast, will be inadequately serviced by the current proposed layout. Planning is behind in respect of the Rowley Road link east of the freeway, whereby the City has provided previous advice that no reservation exists and that these communities have not been made aware of the potential for a highway standard link to replace the current rural standard that Rowley Road east of the freeway represents.

Active Transit Network Comments

There are clearly apparent gaps in the provision of the regional (off road) cycling network. In the south west corridor, gaps such as along the section of Indian Ocean beachfront between Freemantle and Henderson should be logically connected.

The South West Group of Local Authorities (Rockingham, Kwinana, Cockburn) have been working on a regional transit project associated with the alignment of the historic Baldivis tram way. This runs as a dedicated route between Baldivis in Rockingham and Success in Cockburn. This would deliver a regional cycling network which has the capacity to continue northwards to Bibra Lake and thus helping to fill the gaps to which the south west corridor is observed as having in respect of the regional cycling network.

The City believes that should the Roe Highway not be extended west of Kwinana Freeway, the opportunity should be taken to repurpose the Roe Highway road reservation to a regional green movement corridor, emphasising particularly opportunity for cycling and running. This will support objectives laid out in the Green Growth Plan in terms of providing the only dedicated east-west flora and fauna connection between the inland lakes vegetation complexes and the coastal vegetation complexes of the City.

Freight Network Comments

The provision of road planning for Rowley Road is required to be elevated to a freeway standard, rather than simply a freight standard. This is critical in respect of providing a dedicated connection to service the Western Trade Coast, which extends beyond simply freight traffic

to also include significant demand by employees many of who live within the south east corridor.

The removal of the level crossings needs to also be prioritised at Rockingham Road and Barrington Road, Spearwood as well as at North Lake Road, Bibra Lake. For the future development of the Cockburn Coast area, level crossing removal needs to be budgeted for the McTaggart Cove and Rollinson Road crossings at North Coogee. The future development of Russell Road as a major east-west link will be constrained until the level crossing is also grade separated at Munster.

Fremantle Outer Harbour Development

The Fremantle Inner Harbour was not designed to handle the freight demand levels being asked of it in the PTP, hence the whole of government support to cap the level of activity on the inner harbour and transition to a new outer harbour located central to the Western Trade Coast and supported by a new integrated intermodal terminal facility, providing both integrated freight rail and road freight access.

Under the PTP, the planned cap and transition of the inner harbour is not reflected. What should occur is the planned capping and transition of the bulk of freight to the new outer harbour, which would see the freight emphasis (and associated infrastructure requirement) focused appropriately on the outer harbour and supporting industrial precinct lands - being Latitude 32. This removes the need to contemplate the Perth Freight Link being extended west of the Kwinana Freeway, and rather enables this infrastructure to be delivered via a fast tracked Outer Harbour, Intermodal Terminal and associated Rowley Road connection all the way out to Tonkin Highway.

The current emphasis on the inner harbour will create a more ineffective movement network through exceeding the associated access capacity of the movement network and delaying the necessary cap and transition of the inner harbour to the outer harbour. The Perth Freight Link is not a solution to this, given the clear knowledge that once a tunnel has been delivered to Stirling Highway and High Street, there is no physical capacity to extend the road link north in order to actually deliver freight traffic to the inner harbour. The Perth community faces a significant infrastructure investment being misdirected from where it needs to be for the future freight needs of the City.

Given the magnitude of this issue, it is separately recommended that Council seek participation from the Cities of Fremantle, Kwinana, Rockingham and Town of East Fremantle on a regional advocacy campaign which seeks to generate public information about the need to

prioritise the delivery of the Fremantle Outer Harbour instead of the Perth Freight Link and its focus on the Fremantle Inner Harbour.

Engineering Context

Projects from the PTP that directly relate to the City of Cockburn have been identified and are listed below:

Project	Time frame
Bus rapid transit / light rail	
Fremantle to Henderson, via Cockburn Coast	Beyond 3.5 Million
Murdoch Station to the Cockburn Coast	Beyond 3.5 Million
High Priority Public Transit Corridors	
Fremantle to Armadale via Spearwood and Cockburn Central and Jandakot Airport to Murdoch	Not specified
Rail	
Cockburn Central to Thornlie Line	By 2.7 Million
Active Transport	
Expansion of the off-road cycling network from 172 kms to 850 kms including end of trip facilities at major activity centres	Staged - By 3.5 Million
Road	
Perth Freight Link including extension to Fremantle Harbour	By 2.7 Million
Fremantle-Rockingham Highway (freeway standard road from Leach Highway to Kwinana Freeway at Mundijong Road)	By 3.5 Million
Freight Network	
Grade separated rail crossing at North Lake Road, Bibra Lake	By 2.7 Million
Rowley Road (four lane divided standard road linking Tonkin Highway to Fremantle-Rockingham Highway and future outer harbour)	By 3.5 Million
Establish Latitude 32 intermodal logistics centre	By 3.5 Million

Projects that are not included in the PTP but important for the City as identified in City planning (all prior to 2030) are:

- Connection of Armadale Road over the Kwinana Freeway to North Lake Road - this project is a critical infrastructure link to alleviate congestion in the Cockburn Central area on a critical east-west link between the Cities of Cockburn and Armadale. It is not specifically mentioned or funded in the Road Network Plan.
- Bus Rapid Transit or Light Rail from Cockburn Central to Cockburn Coast

- Freight Rail Grade Separations at Rockingham Road, Barrington Road, Russell Road and North Lake Road

The City as part of the Corporate Business Plan process recently reviewed the City Regional and Major Road Works 2016-2030 and this Plan has been compared to the Road Network Plan of the PTP. Some points of difference should be noted as shown below:

1. Russell Road - Hammond to Rockingham (2020/2028) upgrade to four lanes - The PTP still shows Russell Road as a two lane road at 2030 which is not recognising traffic volumes increasing currently. The PTP shows four lanes at 2050 which is too far in the future. Russell Road should not be designated for freight traffic, given its passage through sensitive wetland areas and the communities of Success and Hammond Park.
2. Rowley Road - Kwinana Freeway to west of Hammond Road (2019/2021) two lanes constructed - the PTP shows a four lane road all the way to Rockingham Road and further to the coast at 2030. This assessment needs to be reviewed for timing as well as funding requirements. The City long term financial plan does not include duplication of Rowley Road prior to 2030.
3. Jandakot Road - Berrigan Drive to Warton Road (2017/2022) four lanes constructed - the PTP shows two lanes at 2030 and four lanes at 2050. The development activity in the area and current traffic volumes indicate four lanes required well in advance of 2030 as in the City plan so the PTP assessment needs to be reviewed.
4. Beeliar Drive west of Stock Road - the PTP shows the existing Mayor Road continuing to take all traffic west of Stock Road at both 2030 and 2050 horizons. Mayor Road is congested now so the PTP needs to be reviewed to include the extension of Beeliar Drive west of Stock Road to Cockburn Road in the 2030 horizon to remove congestion from local streets, especially with the future development of the Cockburn Coast area.
5. Spearwood Avenue from Barrington Road to Beeliar Drive - shown on both the 2030 and 2050 horizons as two lanes. The traffic congestion currently led to the City making a submission for Federal funding in 2017/18 to duplicate Spearwood Avenue in this section so the PTP needs to be amended to show four lanes at 2030. This upgrade is now becoming urgent, including the widening of the existing bridge over the freight rail line.

All these major projects represent very substantial funding requirements. The current prediction of State funding is mentioned in

the PTP as being \$2 billion per annum into the future based on the 2016/17 budget and Forward Estimates. Until more investigation and planning is carried out to provide at least concept cost estimates, the adequacy of the future State funding prediction remains unknown and in any case is subject to decisions by future governments. More detail and more certainty of funding are required in order to provide any kind of confidence in timeframes.

Another point is that the Road Network Plan refers to the Main Roads WA reviewing the criteria for the classification of roads in the road hierarchy. While the PTP proposes extensive improvements or augmentations of roads in the network, what is not clearly defined is the upgrade or duplication of local authority roads and whether these roads need to be transferred to the State network and the required funding. All these road duplication or new road projects will need land acquisition to be funded by the State.

Conclusion

The regional and subregional planning strategy expressed by the Department of Planning in the Directions 2031 and Beyond is based on decentralisation in the Perth and Peel region with the creation of activity centres. The PTP is focussed on the Perth CBD with not enough emphasis on development of transport links to activity centres which is not supporting the decentralisation strategy.

The south west corridor, especially the south metropolitan region, is predicted by the modelling to be a major generator of population and employment in the future to 2050 and beyond. With the focus in the PTP on connections and access to the Perth CBD, more transport investment is needed to support economic development and employment south of the Swan River. The PTP shows substantial investment in projects in the central/northern regions of Perth when the focus should be in the southern metropolitan region, linking the proposed activity centres.

Strategic Plan/Policy Implications

City Growth

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

Moving Around

- Reduce traffic congestion, particularly around Cockburn Central and other activity centres
- Identify gaps and take action toward extending the coverage of the cycle way, footpath and trails network

- Improve connectivity of transport infrastructure
- Continue advocacy for a better solution to regional freight movement
- Advocate for improvements to public transport, especially bus transport

Leading & Listening

Strengthen our regional collaboration to achieve sustainable economic outcomes and ensure advocacy for funding and promote a unified position on regional strategic projects

Budget/Financial Implications

Nil for this submission, but relates to very significant future investment by all three levels of government.

Legal Implications

N/A

Community Consultation

The City has recently been through public consultation for the Strategic Community Plan that clearly identified traffic congestion as a major issue of concern for both residents and businesses in the City. The public comment period of the Transport @3.5 Million plan is the opportunity for the City to make representation to the Department of Transport of projects essential to the development of the City, on behalf of the residents and businesses.

The South West Metropolitan Region is a critical future population and employment corridor in the Perth and Peel Region, so consultation has been held with the South West Group (of which the City of Cockburn is a member) to coordinate the City submission with the South West Group submission to ensure a consistent response is made to the Department of Transport.

Risk Management Implications

Should Council choose not to make the submission on the Transport @3.5 Million plan, an opportunity will be lost to get recognition of the future projects that are important for the improvement of the City transport system. After this review period, the next review of Transport @3.5 Million will not be for another five years.

Attachment(s)

1. Public Transport Rail Network Plan 19
2. Public Transport On-Road Network Plan 23
3. Freeway Network Plan 29
4. Network Plan 34
5. Freight Network Plan
6. PTP Submission Template

Advice to Proponent(s)/Submissioners

N/A

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

Nil

17.5 (OCM 13/10/2016) - TENDER NO. (C100341) RFT 09/2016 - TREE MANAGEMENT SERVICES (RFT 09/2016) (A WATERS) (ATTACH)

RECOMMENDATION

That Council accepts the tender submission for Tender No. RFT 09/2016 – Tree Management Services from Beaver Tree Services Australia Pty Ltd over the Three (3) Year Contract Period at the schedule of rates submitted in the Confidential attachments.

COUNCIL DECISION

Background

The Parks Service Unit (PSU) in 2013 engaged the services of an Arborist Consultancy Company to undertake a comprehensive street tree audit of all the suburbs within the City of Cockburn, 36,000 trees have been assessed, photographed, valued (using the Helliwell method), mapped and uploaded to the City's Intramap System. This data provides the basis to enable a more structured approach to programming and budgeting for the City's tree management obligations, with regards to the following:

Management of approximately 11,000 street trees that require pruning to prevent interference with overhead powerlines and other essential

services as defined under section 54 of the Energy Operators (Powers) Act 1979.

- Facilitate structured tree pruning programs based on the Street Tree data asset information, allowing Contractors to focus on specific precinct works providing a more efficient service and a value for money outcome for the City.
- Undertake programmed and reactive tree works throughout the City's parks, reserves, streetscapes and natural areas, including emergency after hour's works, tree removals, stump grinding and tree root management.

Beaver Tree Services Australia Pty Ltd currently performs the entire tree maintenance works throughout the City. The current contract expires on 30 September 2016 so a contract extension has been granted to allow for the time required in the award of this Contract.

Tender Number RFT 09/2016 Tree Management Services was advertised on Wednesday 27 July 2016 in the Local Government Tenders section of "The West Australian" newspaper. The Tender was also displayed on the City's E-Tendering website between Wednesday 27 July and Thursday 11 August 2016.

The tender called for submissions from suitably qualified tree management companies for a period of three (3) years with Principal instigated options to extend the period for a subsequent one (1) year period and up to an additional twelve (12) months after that to a maximum of five (5) years.

Submissions

Tenders closed at 2:00 p.m. (AWST) on Thursday 11 August 2016 and six (6) tender submissions were received from:

1. Beaver Tree Services Australia Pty Ltd
2. Dependable Tree Services
3. Trees Need Tree Surgeons
4. Tree Care WA Pty Ltd
5. WA Tree Works
6. Riverside Tree Services

Report

a. Compliance Criteria

Criteria Ref.	Description
A	Compliance with the Conditions of Tendering (Part 1) of this Request.
B	Compliance with the Specification (Part 2) contained in this Request.
C	Compliance with Insurance Requirements and completion of Clause 3.2.7.
D	Compliance with the Qualitative Criteria Requirements and completion of Section 3.3.2.
E	Compliance with Fixed Price and completion of Clause 3.4.2.
F	Compliance with and completion of the Price Schedule in the format provided in Part 4 (Refer to Clause 1.10.2).
G	Compliance with ACCC Requirements and completion of Appendix A.
H	Compliance with Subcontractors (proposed) and completion of Clause 3.5.
I	Compliance with Operators and Sub Contractors Qualification Requirements and completion of Clauses 3.6 and 3.7.

b. Compliant Tenderers

A compliance check was undertaken by Procurement Services and Five (5) Tenderers were deemed compliant and evaluated.

Riverside Tree Services bid did not comply with the Conditions of Tendering due to the failure in submitting the required documentation and therefore has not been assessed.

c. Evaluation Criteria

Tenderers were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Demonstrated Experience	20%
Key Personnel Skills and Experience	20%
Tenderer's Resources	15%
Sustainability	5%
Tendered Price – Schedule of Rates	40%
TOTAL	100%

d. Tender Intent/ Requirements

The purpose of this Tender is to select an experienced, competent and reliable tree management company to perform the tree pruning, removal, stump grinding, root chasing, root barrier and mulching services within the City of Cockburn.

Evaluation Panel

The tender submissions were evaluated by the following City of Cockburn Officers with a Procurement Services representative attended in a probity role.

1. Alison Waters (Chair) – Parks Operations Coordinator
2. Andrew Lefort (SBMG Rep) – Manager Statutory Planning
3. Logan Vickers – Streetscape Supervisor
4. Caron Peasant – Contracts Officer (Probity role only)

e. Scoring Table - Combined Totals

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
Beaver Tree Services**	47.90%	36.32%	84.22%
Tree Care WA	38.37%	40.00%	78.37%
Dependable Tree Services	32.53%	36.30%	68.84%
WA Tree Works	37.97%	30.67%	68.64%
Trees Need Tree Surgeons	38.25%	22.52%	60.77%

** Recommended Submission

Evaluation Criteria Assessment

Demonstrated Experience

Beaver Tree Services scored highest in this criterion demonstrating to the panel of their extensive experience in performing tree pruning and removal works, stump grinding, mulching and after hours call outs for a number of local government authorities, state government authorities and private enterprises. Although the remaining tenderers had local government experience they were not in the same detail. All Tenderers provided details of works specifically project scope, key outcomes, year conducted, references and price value of previous contracts.

Key Personal Skills and Experience

Beaver Tree Services scored highest in this criterion followed by Trees Need Tree Surgeons and then Tree Care WA. All demonstrated to the panel that they have qualified and experienced staff to deliver the services outlined in the tender. In addition these three companies have implemented organisational structures and systems to conduct the logistics of the tree management services. The submission by Dependable Tree Services and WA Tree Works did not furnish the panel with enough details which is reflected in their score.

Tenderer's Resources

All tenderers have the necessary plant and equipment available to conduct the required works as specified in the document. The resource details supplied in each submission demonstrated the commitment to maintaining a fleet that meets the industry's safety standards. Beaver Tree Services received a higher score as they provided the most comprehensive response regarding contingency plans. All tenderers demonstrated the capacity and processes to meet the City's requirements of conducting pruning of a minimum of 50 trees per day to a combined total of 250 trees per week.

Beaver Tree Services ranked higher in this category as they were the only tenderer to have implemented a Web Based works scheduling software. The platform allows the uploading of images to enable improved accuracy of location and works to be completed in the tree. As the system is real time, it provides a visual profile allowing officers to view work status per tree which can be relayed to a customer.

Sustainability Experience

Beaver Tree Services and WA Tree Works achieved higher scores due to their attainment of AS/NZS ISO 14001 Environmental Management System accreditation. Beaver Tree Services provided the most comprehensive response regarding sustainability principles. Due to the nature of the works, none of the Tenderers were recognised as a social procurement enterprise however they all demonstrated understanding of social procurement principles.

Tender Price

The price schedule provided by each tenderer was benchmarked against a set volume of work that is anticipated to be completed over one year of the contract. A nominal figure was applied to the Schedule of Rates for general pruning, low voltage underwire pruning and high voltage under wire pruning to calculate the estimated annual lump sum.

Tree Care WA provided the lowest price over the schedule of works with Beaver Tree Services coming in second.

References

Reference checks were conducted regarding Beaver Tree Services performance. High scores were received from referees particularly regarding qualified staff, availability, serviceability of plant and machinery and delivery of work schedules.

Summation

Beaver Tree Services provided the most advantageous submission when assessed against the selection criteria and demonstrated to the Panel that they have the plant and qualified labour available to conduct the works. Beaver Tree Services have demonstrated that they can meet the City's requirement of minimum tree pruning numbers per week and they have contingency plans in place to meet the City's tree management service level requirements. Beaver Tree Services are a Quality Assured organisation and were the only Tenderer to have existing Web Based Work scheduling software.

Based on achieving the highest overall score, together with positive referee comments the Evaluation Panel recommends that Council accept Beaver Tree Services' submission for RFT09/2016 - Tree Management Services over the Three (3) Year Contract Period at the schedule of rates submitted and additional services.

Strategic Plan/Policy Implications

City Growth

- Maintain service levels across all programs and areas

Economic, Social & Environmental Responsibility

- Improve the appearance of streetscapes, especially with trees suitable for shade

Leading & Listening

- Deliver sustainable governance through transparent and robust policy and processes

Budget/Financial Implications

Tree management expenditure fluctuates each year, as outlined in the table below, due to environmental factors, customer requests and the remediation of infrastructure to ensure the retention of trees. Additionally the requirement to comply with the Bush Fires Act 1954 pertaining to vegetation clearing on road verges and reserves

throughout the City was the main contributor to the 2013/14 expenditure. There has been an increase in root barrier installation and root chasing in the past five years due to maturing trees in suburbs such as Atwell and Spearwood.

Expenditure Table – GST Inclusive	
Financial Year	Contract Pruning (\$)
2012 / 2013	\$539,000
2013 / 2014	\$760,000
2014 / 2015	\$483,000
2015 / 2016	\$515,000

Powerline tree pruning is currently conducted on a reactive basis and it is envisaged over the next two years a detailed proactive program will be implemented to improve efficiencies along with tree condition audits and processing tree requests through Beaver's Web Based work scheduling software.

The first two months of the 2016/17 Financial Year tree expenditure has totalled \$91,000 leaving a remaining amended budget balance of \$409,000 across Sub Activity accounts (166, 176, 174, & 175). As the new rates are more competitive than current rates, it is anticipated the proposed tree works can be accommodated within the remaining budget.

For the purposes of tender assessment and comparison, an indicative volume of activities was priced by the tenderers based on their submitted unit rates. For these quantities, the tender price from Beaver Tree Services Australia Pty Ltd for the three year contract period totalled \$1,719,000 excluding GST (\$1,890,900 including GST). Over the next three years, the budget allocation will vary depending on priorities but is envisaged to be approximately \$1,500,000 plus CPI (excluding GST). The actual costs of the contract works will be varied to suit the City budgets and the contract terms and conditions allow this under a Schedule of Rates contract.

Legal Implications

Section 3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996 refers.

Community Consultation

N/A

Risk Management Implications

If Council does not support the recommendation this would result in non-compliance with the City's Procurement Policy as the, current contract will have expired along with the associated cost and time for re-advertising and re-tendering. Furthermore the City would be working in conflict with the requirements as outlined in the Energy Operators (Powers) Act 1979 which could result in additional costs and unscheduled tree pruning works for powerline clearance.

Due to the value of the Contract (\$1m +) an independent financial risk assessment was undertaken by Corporate Scorecard on Beaver Tree Services, the results were very good and indicated they have a strong financial capacity to undertake the Contract.

Attachment(s)

The following confidential attachments are provided under a separate cover:

1. Compliance Assessment;
2. Consolidated Score Sheet; and
3. Tendered Prices

Advice to Proponent(s)/Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 13 October 2016 Ordinary Council Meeting.

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

Nil.

18. COMMUNITY SERVICES DIVISION ISSUES

18.1 (OCM 13/10/2016) - REQUEST FOR TENDER NO. RFT14/2016 (M900003) - HEALTH CLUB EQUIPMENT (COCKBURN ARC) - 31 VETERANS PARADE, COCKBURN CENTRAL (078/002; 154/006) (B.MCEWIN) (ATTACH)

RECOMMENDATION

That Council

- (1) accept the Tender submission from Technogym Australia Pty Ltd for RFT 14/2016– Health Club Equipment - Cockburn Aquatic and Recreation Centre to supply, install, test, commission and maintain Health Club Equipment (Cardio, Pin loaded, Plate Loaded, Point of Difference and Fitness

Management System) for the total lump-sum contract value of \$658,573.00 GST exclusive of which \$204,337.00 is to be purchased outright and \$454,236.00 is to be leased;

- (2) approve the leasing through Alleasing Pty Ltd for the total estimated cost of \$471,577.20 GST exclusive which includes interest charges of \$17,341.20 for the following:
 1. Cardio equipment for 3 years for the total estimated contract value of \$361,228.20 (GST exclusive).
 2. Pin loaded equipment for 5 years for the total estimated contract value of \$110,349.00 (GST exclusive).
- (3) accept the Tender submission from Hillbrick Bicycles Pty Ltd and L J Smith (Body Bike Australia) for RFT 14/2016– Health Club Equipment - Cockburn Aquatic and Recreation Centre for the outright purchase to supply, install, test, commission and maintain Health Club Equipment (Spin Bikes) for the total lump-sum contract value of \$109,395.00 GST exclusive.

COUNCIL DECISION

Background

The Health Club consists of an 800 sq.m. gym, two group fitness of 250 sq.m. and an 111 sq.m. respectively, a personal training room of 36 sq.m. and a Spin (Bike) room of 103 sq.m..

Submission

The Request for Tender closed at 2:00pm (AWST) Wednesday, 17 August 2016. Six (6) submissions were received from the following companies:

Respondent's Name:	Registered Business Name
Gymcare	Surestar Investments Pty Lts AFTF Drisacoll Family Trust and Somach Fitness Pty Ltd ATFT Alderman Family Trust

Body Bike Australia	Hillbrick Bicycles Pty Ltd and LJ Smith
Fleet Commercial Gymsnasiums Pty Ltd	Fleet Commercial Gymsnasiums Pty Ltd
Precor Australia	Amer Sports Australia Pty Ltd
Technogym Australia Pty Ltd	Technogym Australia Pty Ltd
Nordic Fitness Equipment	D'Agostino Investments (WA) Pty Ltd

Note:

Body Bike Australia's tender submission was for the Spin Bikes only.

Report**(a) Compliance Criteria**

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

Description of Compliance Criteria		
A	Compliance with the Conditions of Tendering (Part 1).	Yes / No
B	Compliance with the Specification (Part 2) contained in this Request.	Yes / No
C	Completion of Section 3.1 – Form of Tender	Yes / No
D	Completion of Section 3.2 – Tenderer's Contact Person	Yes / No
C	Compliance with Sub-Contractors requirements and completion of Section 3.3.3 .	Yes / No
D	Compliance with Financial Position requirements and completion of Section 3.3.5 .	Yes / No
E	Compliance with Insurance Requirements and completion of Section 3.3.6 .	Yes / No
F	Compliance with Qualitative Criteria and completion of Section 3.4.2 .	Yes / No
G	Compliance with Fixed Price and completion of Section 3.5.2 .	Yes / No
H	Compliance with and completion of the Price Schedule (including Breakdown of Lump Sum) <u>in the format provided in Part 4</u> .	Yes / No
I	Compliance with ACCC Requirements and completion of Appendix A .	Yes / No

Description of Compliance Criteria		
J	Acknowledgement of any Addenda issued.	Yes / No

(b) Compliant Submissions

A Compliance Criteria check was undertaken by Procurement Services. All submissions were deemed compliant and were evaluated accordingly.

(c) Evaluation Criteria

Submitted Proposals were assessed against the following criteria:

	Criteria	Weighting
A	Demonstrated Experience	10%
B	Technical Specifications	35%
C	Tenderer's Resources	10%
D	Sustainability Experience	5%
	Tendered Price	40%
	Total Weighting:	100%

RFT Intent / Requirements

The Request for Tender was structured so as to enable the selection of multi-suppliers that would provide the best fit for purpose equipment suited to increase the members experience through the use of the latest equipment and technology as well as providing greater selection equipment for disability access and use.

Tenderers were asked where possible to provide information on a suitable Fitness Management System that could assist members and Cockburn ARC Fitness staff in tracking members workouts; set and track programs; provide a marketing function; a system that enables the City to run challenges and provide reporting for retention of members; ability to connect to multiple devices; provide entertainment on demand along with Point of Difference pieces of equipment that the supplier feels would provide additional marketing benefits in attracting members.

For either capital purchase or operating lease options selected by the City the selected contractor will undertake a detailed

design and selection of equipment with the City's SME (subject matter expert).

Evaluation Panel

Tenders were evaluated by the following City of Cockburn officers. The Procurement Services representative attended in a probity role only.

Name	Position & Organisation
Mr Brett McEwin (Chair)	Cockburn Aquatic and Recreation Centre Manager
Mr Andrew Trosic (SBMG Representative)	Manager Strategic Planning Strategic Planning Services
Mr Justin Brown	Fitness Coordinator South Lake Leisure Centre
<u>Probity Role Only</u>	
Ms Tammey Chappel	Contracts Performance Officer

(d) Scoring Table

The assessment panel individually evaluated the Qualitative Criteria of the tenderers in the absence of the tendered prices (two-envelope system) and then the scores were consolidated.

It was determined that ranking the tenders received were based solely on the Qualitative details submitted which was insufficient and identified the need for the panel to complete on-site equipment reviews of at least three short listed tenderers to assess the finish/quality, functionality, technology along with the end user experience. The three tenderers shortlisted were Technogym Australia, Precor and Body Bike Australia.

Technogym Australia and Precor were assessed on the cardio, pin loaded and plate loaded equipment. Body Bike Australia and Technogym Australia were assessed on the Spin Bikes only.

To enable a like comparison on equipment, two assessments were completed:

- (1) Cardio, Pin Loaded and Plate loaded with the exclusion of the Spin Bikes, Point of Difference (Cardio & Plate Loaded equipment) and Fitness Management Systems.

(2) Cardio – Spin Bikes only.

Post equipment reviews - the panel agreed on the preferred equipment by group (Cardio, Spin Bikes, Pin Loaded and Plate Loaded equipment).

Outright Purchase – General Gym Equipment Excluding Spin Bikes			
Respondent's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%
Technogym Australia Pty Ltd**	48.23%	32.46%	80.72%
Nordic Fitness Equipment	35.87%	40.00%	75.87%
Precor	45.17%	29.19%	74.36%
Matrix	41.22%	25.30%	66.52%
Gymcare	36.80%	24.87%	61.67%

***Recommended Submission*

Outright Purchase – Spin Bikes only			
Respondent's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%
Technogym Australia Pty Ltd	48.26%	38.43%	86.69%
Precor	45.17%	40.00%	85.17%
Body Bike Australia**	39.50%	38.29%	77.79%
Matrix	41.22%	36.13%	77.35%
Gymcare	36.80%	36.36%	73.16%
Nordic Fitness Equipment	35.87%	17.73%	53.60%

Evaluation Criteria Assessment

Demonstrated Experience

Technogym Australia provided examples of several recent installations similar to the City's requirements. The range of projects similar in size and value demonstrated to the Panel that they had significant experience in meeting the City's requirements. The company demonstrated extensive experience providing similar equipment and services to the Cities of Joondalup and Kalgoorlie in Western Australia and Glen Eira City Council in Victoria.

Precor also provided examples of several recent installations similar to the City's requirements, the most impressive being Aquapulse a recent installation of approximately \$900K in value. The Company demonstrated extensive experience providing services for Venues West and the Shire of Dardanup in Western Australia.

Body Bike Australia provided examples of several recent spin bike installations similar to the City's requirements. Body Bike has been in Australia since 2008 and has supplied over 600 bikes to various Local Governments and private facilities within Australia. The Company demonstrated experience providing similar equipment and services to the Cities of Subiaco and Joondalup in WA and Glen Eira City Council in Victoria.

Nordic Fitness, Gymcare and Matrix demonstrated satisfactory experience in providing similar equipment and services to the City's requirements including demonstrative experience fitting out and maintaining various 24/7 health clubs and local government owned and operated facilities.

Technical Specifications

Technogym Australia scored the highest in this criteria and the Panel were confident with their ability to meet the requirements. The Company provided a comprehensive implementation schedule, outlining the supply, delivery and installation of equipment. Comprehensive warranty details including parts, labour and servicing were provided.

Precor met the technical specification requirements and the Panel were confident with the tenderer. The Company outlined key personnel located in Western Australia. Warranty details were provided including a comprehensive warranty ranging from 3 to 5 years.

Body Bike provided a detailed overview of the features and specifications of their new spin bike, Body Bike Smart. Quarterly

servicing details were provided as well as the installation and commissioning process. Comprehensive warranty details including parts, labour and servicing were provided.

Nordic Fitness, Gymcare and Matrix demonstrated satisfactory compliance with the technical specifications. All companies estimated a 12 week supply and installation timeframe and provided warranties ranging from 3 to 5 years.

Tenderer's Resources

Technogym Australia were assessed as having a greater depth of personnel and experienced staff within the Company, back-up personnel were identified, as was a high degree of knowledge and capabilities within their resource pool and their capacity to undertake the supply and installation requirements in respect to concurrent commitments.

Precor were assessed as having acceptable resources and experienced personnel within the company. Key personnel were identified within WA and the Company has the skills and experience to provide end user training to the City's employees.

Body Bike Australia was assessed as having suitable resources and experience personnel within the company and WA.

Nordic Fitness, Gymcare and Matrix demonstrated satisfactory resources, providing qualifications and experience of key personnel located within WA.

Sustainability Experience

Sustainability experience is centred on the Company's current level of Environmental Management System certification and degree of focus on sustainability across their organisation. All tenderers rated satisfactorily for this criterion, each company provided various environmental practices and policies in place and other sound sustainability practices.

Summation and Recommendation

Gym Equipment excluding Spin Bikes

Technogym Australia Pty Ltd ranked the highest on total score, scored highest in regard to the key non-price criteria including experience, resources and technical specifications and second highest in regards to tender price.

A referee check was undertaken on Technogym Australia Pty Ltd, where the key referees who were contacted responded with a positive view of Technogym's installation process, organisation systems, ongoing support and personnel.

Spin Bikes

Precor nominated Body Bike as their primary offer along with two (2) Point of Difference options. The primary spin bike offered by Precor will be superseded by a newly released model in October 2016.

Precor point of difference alternatives and Matrix spin bikes were considered to be of a lesser quality to that of the Body Bike and Technogym equipment.

Onsite presentations of the Technogym and Body Bike equipment were conducted as part of the evaluation process. The presentation by Technogym covered the technological aspects of their equipment which included the unity control system, member engagement and fitness tracking system. Body Bike Australia conducted a video presentation which detailed new design and features specific to the company's new model which included an improved member engagement and fitness tracking system with the ability to charge portable devices via USB using power that is generated from the equipment.

End user testing of the Body Bike and Technogym Spin Bikes was conducted by the City's indoor cycle instructors as part of the evaluation process. Feedback received from the instructors confirmed Body Bike was the preferred bike for indoor cycle classes. The selection was based on the ergonomics, ease of adjustment, weight of the equipment and suitability for use with les mills programs.

Body Bike Australia ranked third on total score, key non-price criteria including experience, resources and technical specifications and third in regards to tender price. However, following onsite presentations and extensive end user testing this established Body Bike Australia as the recommended supplier for Spin Bikes.

A referee check was undertaken on Body Bike Australia, where the referee contacted responded with a positive view of Body Bike Australia's equipment installation, training, professional development and ongoing support and personnel.

Funding Options

Recommendation 1

An Operating Lease for the acquisition of Cardio and Pin loaded equipment is recommended in comparison to outright purchase due to the ever-changing technology and exercise interest resulting in equipment becoming obsolete within 3 to 5 years. The Operating Lease provides the ability to upgrade equipment or replace pieces as new technology emerges, providing a competitive edge over competitors and keeping members contented with up-to-date equipment. Maintenance costs and down-time will be low. The interest rate is 1.698%.

Recommendation 2

The outright purchase of the Spin Bikes, Plate loaded equipment, Point of Difference items and Fitness Management System supply, installation with the inclusion of a three (3) years preventative maintenance arrangement (inclusive of all parts and labour) is recommended in comparison to an operating lease due to new equipment being released less frequently.

Based on their extensive demonstrated experience, resources and capability, understanding of the equipment and services to be provided and positive referee comments, the evaluation panel recommends that Council accept:

- Technogym Australia Pty Ltd for the supply of gym equipment, Point of Difference equipment and Fitness Management System excluding spin bikes and ;
- Body Bike Australia (owned by Hillbrick Bicycles Pty Ltd and L J Smith) for the supply of spin bikes

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide residents with a range of high quality, accessible programs and services
- Create and maintain recreational, social and sports facilities and regional open space

Budget/Financial Implications

The Health Club Equipment outright purchase of \$313,732 will be funded from the Council's 2016/17 Cockburn ARC Furniture Fitout and Equipment budget (number CW-4661).

The operating lease will cost \$142,479.20 per annum and will be included when preparing Cockburn ARC's operating budget for 2017/18.

The first quarterly payment of \$35,619.80 is to be funded from Cockburn ARC's 2016/17 operating budget contained in GL 329-6266.

The existing health club equipment located at South Lake Leisure Centre leased for \$6,057.73 per quarter is to be extended to coincide with the decommissioning of the SLLC in accordance with the terms of the operating lease.

Legal Implications

Section 3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996 refers.

Community Consultation

Request for Tender No. RFT 14/2016 – Health Club Equipment – Cockburn Regional Physical Activity and Education Centre was advertised on Saturday, 23 July 2016 in the Local Government Tenders section of "The West Australian" newspaper.

The RFT was also displayed on the City's E-Tendering website between Saturday 23 July 2016 and Wednesday 17 August 2016.

Risk Management Implications

The risk for Council not proceeding to award the contract for the supply and installation of health club equipment for Cockburn ARC at this time in the project may result in potential supply and delivery delays, given the equipment is shipped from overseas with an estimated 12 week delivery timeframe.

Attachment(s)

The following Confidential attachments are provided under separate cover:

1. Compliance Criteria Assessment

2. Consolidated Evaluation Score
3. Tendered Prices

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at 13 October 2016 Council Meeting.

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

Nil.

18.2 (OCM 13/10/2016) - ADOPTION OF COMMUNITY DEVELOPMENT STRATEGY 2016-2020 (021/004) (G BOWMAN) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Community Development Strategy 2016-2020, as attached to the Agenda; and
- (2) include the financial requirements from the Strategy for consideration in future annual budgets and corporate planning documents.

COUNCIL DECISION

Background

In 2003 the City adopted its first Community Development Strategy which produced 15 suburb-based Actions Plans involving 44 Community Groups and more than 1500 individuals. It supported the development of the Alcoa Cockburn Community Projects Fund which provided a 50:50 contribution arrangement to deliver the action plan projects identified.

In 2010 this Strategy was reviewed and a more community-led approach, providing some capacity-building initiatives, as well as leaving flexibility for emergent community-led ideas and projects was adopted. This strategy worked towards the development and promotion of community and business partnerships, allowing for mutually beneficial outcomes. Additionally the document saw the broadening of

Community Development to include Community Engagement, and the development and implementation of the Community Engagement Framework 2014

Submission

N/A

Report

The Community Development Strategic Plan 2010-2014, has assisted the City to achieve positive community outcomes and provided direction for the community development team as well as identifying Community Engagement as a gap area within the City. As a result, a Community Engagement Policy and Framework was developed and a new Community Engagement position has commenced. The Policy and Framework have been used to consult with Cockburn Community groups on the development of the vision, and the five strategic themes.

The consultation and strategy was also guided by the 5 domains of the Asset Based Community Development model. These domains are:

- Connected Neighbourhoods
- Advocacy and Engagement
- Support & Networking for Not-for-Profit's
- Empowering Community
- Safety and Sustainability

This Strategy was also informed by the vision, values, aspirations and priorities identified in the Strategic Community Plan 2016-2026, other strategies, research and resourcing capabilities, and consultation with 775 residents and stakeholders.

Priority themes include:

- Succession planning continues to be a concern for volunteer-led community groups and highlights a need for growing new community leaders
- The community recognises the importance for creating opportunities for social interaction at a neighbourhood and street level
- The community wants the opportunity to advocate for what they believe is important, and to be listened to
- Continued support by the City to community groups to improve their own community through a range of initiatives
- Community safety
- The Community wants opportunities to participate in community activities as a means of meeting new people and making new friends

These priorities are reflected in an Implementation Plan which contains 5 outcomes and a total of 69 actions. If adopted the Community Development Strategy 2016-2020 will guide the City's considerations regarding the needs of the community for the next four years. The actions will be reviewed 6 monthly with the next major strategy review scheduled for 2020. Additionally, the Community Development team will continue to seek opportunities to support and implement new and emerging community needs and wishes into the future.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide residents with a range of high quality, accessible programs and services
- Provide safe places and activities for residents and visitors to relax and socialise

Leading & Listening

- Listen to and engage with our residents, business community and ratepayers with greater use of social media

Budget/Financial Implications

As contained in the plan, and in the attached Budget Implications Report. Over the four year period it is estimated that \$101,000 of additional municipal resources will be required to implement the Community Development Strategy actions. This figure includes \$6,000 over 4 years for one-on-one officer support to build capacity and develop sustainability in an identified problem area. The remaining \$95,000 is required to implement other actions over the four year period including:

- funding of additional community signs
- creation and implementation of a leadership program
- a feasibility study for a community hub and coffee facility
- implementation of community safety initiatives
- a part-time additional community development officer

The other 65 actions contained within the plan can be undertaken within existing operational resources.

It is recommended that all actions which require additional Municipal resources be considered by Council through Council's strategic and annual budget process.

Legal Implications

N/A

Community Consultation

Community Development initiatives, have strong links with the Strategic Community Plan (SCP), both informing the plan, and using information gathered to inform the Community Development Strategy 2016-2020. As a result, much of the important community consultation information from the SCP was used in the development of this strategic plan. Additional to this in-depth secondary consultation data, qualitative primary research with key stakeholders was also used to inform the plan.

Consultations to review the Community Development Strategy were undertaken between May 2015 and April 2016. The approaches included presentations, workshops and focus groups.

A summary of the consultations undertaken is outlined in Table 1 below.

Table 1 - Summary of consultations

Approach		Description	Numbers engaged
GENERAL			
1.	Community Conversations	Community members attend a workshop	50
2.	Community groups	Workshop	25
3.	City of Cockburn staff	Workshop	10
4.	Cockburn Inspirational Volunteer Awards	Interviews	450
5.	Cockburn Community Roadshows	Interviews	240
TOTAL			775

Risk Management Implications

If the plan is adopted as recommended the financial implications for each of the actions contained in the Plan will need to be considered by Council in the relevant financial year and included in the Long Term Financial Plan.

If the plan is not adopted by Council the community and other stakeholders will be informed in accordance with the Community Engagement Policy and there will be an increased risk of reputation damage. If the Plan is not adopted by Council there is also a risk that the City will not allocate sufficient resources to accommodate the needs of the growing population into the future.

Attachment(s)

1. Draft Community Development Strategy 2016-2020, including a draft Implementation Plan.
2. Budget Implications Report

Advice to Proponent(s)/Submissioners

Stakeholders consulted in the preparation of the Plan have been advised that this matter is to be considered at 13 October 2016 Council Meeting.

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

Nil.

18.3 (OCM 13/10/2016) - COCKBURN AQUATIC AND RECREATION CENTRE FOUNDATION MEMBERSHIP FEES AND CHARGES - APPROVAL (154/006) (B MCEWIN)

RECOMMENDATION

That Council in accordance with Section 6.19 of the Local Government Act advertise the Cockburn Aquatic and Recreation Centre foundation membership fees and charges and incentives, as detailed in the report.

COUNCIL DECISION

Background

Construction of the Cockburn Aquatic and Recreation Centre (ARC) commenced in July 2015 and the project has reached the 75% completion milestone. The facility is scheduled to open in early 2017 and therefore Council needs to provide the current South Lake Leisure Centre (SLLC) members with some certainty of their membership status. There are approximately 800 members at the SLLC who are a loyal group to become foundation members of the new Cockburn ARC.

Submission

N/A

Report

At its Ordinary Council meeting held on 12 December 2015, Council endorsed a detailed Business Operations and Management Plan (BOMP) prepared by Warren Green Consultancy for Cockburn ARC. The objective of the plan was to provide the City with a detailed account of management considerations, financial forecasts and proposed fees and charges, all critical information that will inform the future management of the facility with a detailed road map to ensure the facility is managed in an efficient and financially sustainable manner.

A key strategic outcome of the Business Operations and Management Plan was to establish a business model and appropriate fee structure to ensure Cockburn ARC operations were self-sufficient and met all operating costs.

The City's philosophy on pricing relating to Cockburn ARC is to set prices that are competitive in the industry yet allow for the Centre to operate with minimal subsidy from the City's ratepayers. At an operational level the Cockburn ARC will focus on promoting the value, benefits and quality of the programs and services offered, rather than competing solely on price alone.

Following the appointment of the Manager, Cockburn ARC, as part of the City's own due diligence process, officers have conducted a detailed competitor analysis to inform the recommended price point specific to memberships and the exclusive foundation membership offer.

A review of all fees and charges that apply to the City's Leisure Centre is currently in progress. The next stage of foundation and ongoing membership fees and charges will be considered by Council at its December 2016 Ordinary Council meeting.

Foundation Membership

Cockburn ARC will be running a comprehensive pre-opening foundation membership campaign from November 2016 until the facility opens in early 2017. The purpose of a foundation membership campaign is to create a sense of urgency within the community to purchase a membership in advance of opening and to ensure a solid membership base upon opening of the facility.

The first priority is to establish a foundation membership fee for the current SLLC members. It is proposed that the fee schedule for those SLLC members who were members as of the 1 November 2016 be

offered the following full membership fee (inclusive of the gymnasium and pools):

SLLC Foundation member/per week	Year	Start-up fee	Contract period
\$14.95	1	none	6 months
\$16.95	2		6 months
\$18.95	3		6 months

The membership fee will increase from the Year 3 level in accordance with the % increase in fees each year for the same membership type.

Strategic Plan/Policy Implications

Community, Lifestyle & Security

- Provide residents with a range of high quality, accessible programs and services
- Provide for community facilities and infrastructure in a planned and sustainable manner
- Create and maintain recreational, social and sports facilities and regional open space
- Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring that there are sufficient local facilities across our community

Budget/Financial Implications

A detailed operational budget will be required to be included in the 2017/18 proposed budget.

Legal Implications

Section 6.16 to 6.19 of the Local Government Act 1995 refers.

Community Consultation

N/A

Risk Management Implications

The risk to the City of Cockburn in considering fees and charges is to set prices that are competitive in the industry yet allow the Centre to operate with minimal subsidy from the City's residents and ratepayers.

Fees and charges need to be set at a level to enable strong levels of community participation while providing sustainable operations to the City of Cockburn.

If there is a lack of certainty for the current SLLC members they may not renew their membership or join another club.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

19. EXECUTIVE DIVISION ISSUES

Nil

20. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

20.1 (OCM 13/10/2016) - BUSINESS FORUMS (059/004) (S SEYMOUR-EYLES)

RECOMMENDATION

That Council

- (1) undertakes discussion with each of the following bodies to determine the best means of City engagement:
 - Business Foundations
 - Melville Cockburn Chamber of Commerce (MCCC)
 - Australian Defence Industry Network
 - Jandakot Airport
 - Chamber of Commerce
 - Marine WA
 - AMC Business Owners Association AMC Management
- (2) consider at a future meeting, the best means for the Council to engage with the range of businesses that operate within the district.

COUNCIL DECISION

Background

Mayor Logan Howlett provided a Notice of motion at the 8 September 2016 meeting of Council as follows:

That Council develop a series of business forums that provide for the flow of information between the City, small to medium enterprises and Industry.

REASON

The proposed business forums will provide for an exchange of information and ideas between the City and the business sector. Business trends, investment opportunities and how the City can facilitate growth in the sector will lead to more jobs and career opportunities with a focus on local jobs for local people. This will also improve the ratio of people working where they live versus having to travel outside the district. It is important that the City demonstrates leadership and commitment to engaging with the business sector."

The City of Cockburn has a widespread industrial and commercial base that covers a broad spectrum of industries and types. While the City has progressively improved its contact with the business community, this remains an evolving task.

Submission

N/A

Report

The Australia Business Register reports that there were 7,168 businesses registered in the City of Cockburn in 2015. As shown in Economy ID, the City's dedicated economic database (<http://economy.id.com.au/cockburn>), spatially these are distributed across the whole of the District. There are, however, major concentrations in Success (10%), Henderson (8%), Bibra Lake / Spearwood (8%) and Jandakot/Atwell (14%). Additionally there are

emerging locations, such as Jandakot Airport / City (2%) that will become more significant over time.

These businesses engage in a wide variety of industries, with construction (23%), real estate/rental and hiring (10%) and professional services (10%) the major employment types. However, while these groupings represent close to half of the total number of businesses, there is no direct correlation between the type of business activity and the business location.

Representation and Support

Where businesses have come together to form representative groups, the nature of these has focussed generally on geography or some other form of commonality for example small to medium size or industry specific. Over time the City has had formal and informal engagement with the following industry representative/support organisations:

- Business Foundations: provides services to the small business sector
- Marine WA: provides advocacy for the marine industry
- Melville Cockburn Chamber of Commerce: provides advocacy and networking for small to medium businesses
- Jandakot Airport Chamber of Commerce: provides advocacy for businesses located in the airport precinct. [The JACC is also represented on the Jandakot Airport Consultative Committee]
- The AMC Business Owners Association: an affiliation of local businesses located in the Australian Marine Complex
- Australian Industry Defence Network: an affiliation of businesses servicing the defence industry in Western Australia

The interests, needs and roles of each of these bodies vary enormously. Some businesses have cross memberships; however, many of Cockburn's businesses have no affiliation with the above groups at all.

At present the City has concentrated on providing support to industry through the following mechanisms:

- Financial support: sponsorship to Business Foundations, MCCC and Marine WA
- Function support: annual events with AIDN and MCCC industry/community networking event [Get Connected]
- Needs analysis: annual Perceptions survey of 100 businesses used to inform City's planning and policies

While the City has conducted a number of other forums, including ad hoc events for Marine WA and two briefings for the MCCC during Local Government Reform, these had limited attendance. The City has also provided speakers to events organised by others, including the AMC management networking events. As has been seen from past events organised by the City there has been appeal to a limited number of businesses and individuals. The level of interest in City events is unlikely to improve unless the City tailors the events to the needs of the business community.

Given the disparate range of industries across the City and the range of representative groups a level of consultation needs to be undertaken with these groups to determine the best means by which the Council can engage with these industries. Of equal importance is to gain an understanding of what the industry groups seek from Council. It is proposed that a report be prepared for consideration by Council that includes:

- Review the internal mechanisms the groups currently have for liaison with their members, such as meetings, newsletters, industry forums etc.
- Gain an understanding of what the groups want from the City, what are their needs.
- Assessment of what other local authorities have in place for engagement with industries in their area.
- Relevance of the Economic Development Strategy to the findings of the industry engagement proposal.
- A recommendation on an industry engagement to be provided.

Strategic Plan/Policy Implications

Economic, Social & Environmental Responsibility

- Create opportunities for community, business and industry to establish and thrive through planning, policy and community development
- Increase local employment and career opportunities across a range of different employment areas through support for economic development

Budget/Financial Implications

The budget implications will be determined when the nature and scope of the engagement process is agreed.

Legal Implications

N/A

Community Consultation

Reference to Business Perceptions Survey results 2016.

Risk Management Implications

Key corporate objectives are to achieve an economically sustainable future and be accountable and engaged with our community. Council support and assistance to local businesses will enhance their economic sustainability and ensure the City remains a place of significant employment in the Perth metropolitan area. The risks to Council of not engaging with its business community will have long term impacts of reduced capacity.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

21. **NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**
22. **NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY MEMBERS OR OFFICERS**
23. **MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**
24. **CONFIDENTIAL BUSINESS**
25. **(OCM 13/10/2016) - RESOLUTION OF COMPLIANCE**

RECOMMENDATION

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

- (1) integrated and co-ordinated, so far as practicable, with any provided

by the Commonwealth, the State or any public body;

(2) not duplicated, to an extent Council considers inappropriate, services or facilities as provided by the Commonwealth, the State or any other body or person, whether public or private; and

(3) managed efficiently and effectively.

COUNCIL DECISION

26. CLOSURE OF MEETING

City of Cockburn Religion Statistics - Australian Bureau of Statistics, Census of Population and Housing 2006 and 2011. Compiled and presented by .id, the population experts

Religion - Ranked by size

City of Cockburn - (Usual residence)	2011			2006			Change
Religion	Number	%	Western Australia %	Number	%	Western Australia %	2006 to 2011
Western (Roman) Catholic	29,533	32.9	23.6	25,195	33.8	23.7	+4,338
Anglican	14,514	16.2	18.8	12,803	17.2	20.5	+1,711
Christian,nfd	2,538	2.8	2.8	1,351	1.8	2.1	+1,187
Uniting Church	2,295	2.6	3.3	2,071	2.8	3.8	+224
Presbyterian and Reformed	1,761	2.0	2.2	1,520	2.0	2.2	+241
Baptist	1,673	1.9	1.9	1,368	1.8	1.7	+305
Buddhism	1,597	1.8	2.1	893	1.2	1.8	+704
Pentecostal	1,102	1.2	1.1	671	0.9	0.9	+431
Islam	874	1.0	1.7	565	0.8	1.2	+309
Hinduism	630	0.7	0.9	244	0.3	0.4	+386
Serbian Orthodox	566	0.6	0.2	448	0.6	0.2	+118
Greek Orthodox	389	0.4	0.6	386	0.5	0.7	+3
Lutheran	364	0.4	0.6	345	0.5	0.6	+19
Jehova's Witnesses	337	0.4	0.5	300	0.4	0.5	+37
Other Protestant	331	0.4	0.4	192	0.3	0.4	+139
Other Eastern Orthodox	222	0.2	0.2	274	0.4	0.2	-52
Salvation Army	182	0.2	0.2	178	0.2	0.3	+4
Sikhism	171	0.2	0.2	95	0.1	0.1	+76
Churches of Christ	167	0.2	0.5	105	0.1	0.5	+62
Other Christian	159	0.2	0.2	84	0.1	0.1	+75
Latter Day Saints (Mormons)	152	0.2	0.3	117	0.2	0.3	+35
Seventh Day Adventist	135	0.2	0.3	86	0.1	0.3	+49
Other Non-Christian Religions	123	0.1	0.1	95	0.1	0.1	+28

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011. Compiled and presented by .id, the population experts.

Excludes religions with fewer than 20 adherents, or less than 0.1% of the total population.



Religion - Summary

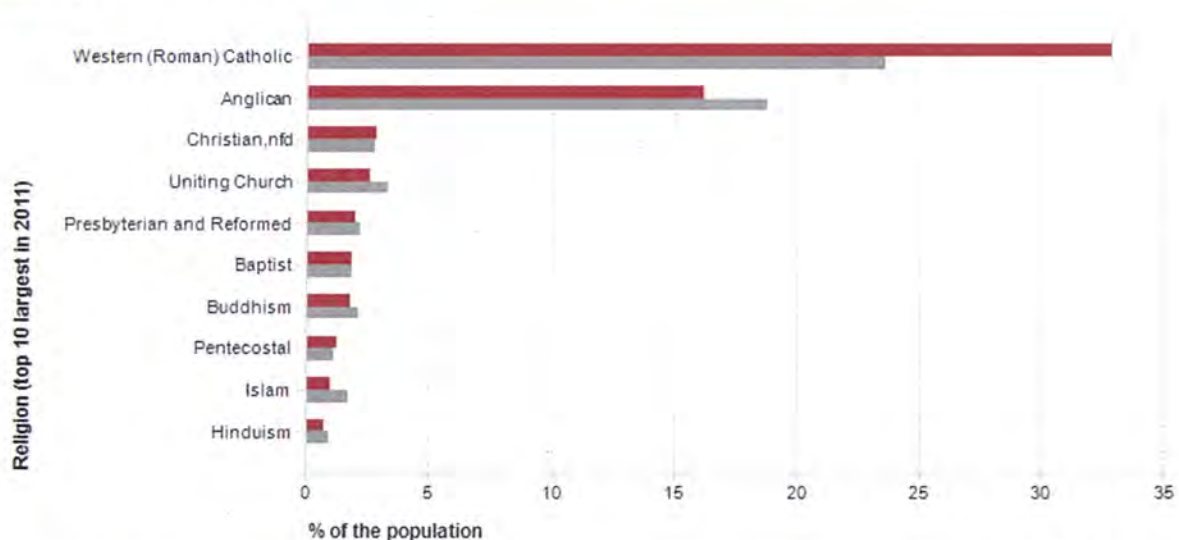
City of Cockburn - Total persons (Usual residence)	2011			2006			Change
Religion totals	Number	%	Western Australia %	Number	%	Western Australia %	2006 to 2011
Christian total	56,658	63.2	58.1	47,641	64.0	59.4	+9,017
Non Christian total	3,788	4.2	5.8	2,213	3.0	4.3	+1,575
Non-classifiable religious belief	775	0.9	0.9	506	0.7	0.7	+269
No religion	21,838	24.4	25.5	15,725	21.1	22.9	+6,113
Not stated	6,624	7.4	9.7	8,384	11.3	12.8	-1,760
Total Population	89,683	100.0	100.0	74,469	100.0	100.0	+15,214

Source: Australian Bureau of Statistics, [Census of Population and Housing](#) 2006 and 2011. Compiled and presented by [.id](#), the population experts.
(Usual residence data)



Religion, 2011

■ City of Cockburn ■ Western Australia

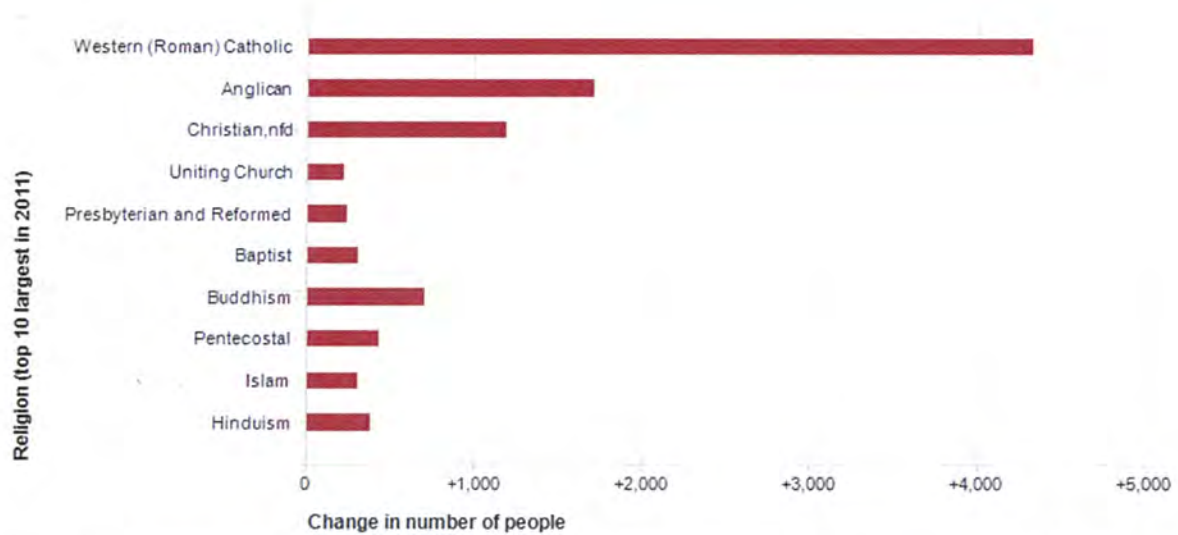


Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data)
Compiled and presented in profile .id by .id, the population experts



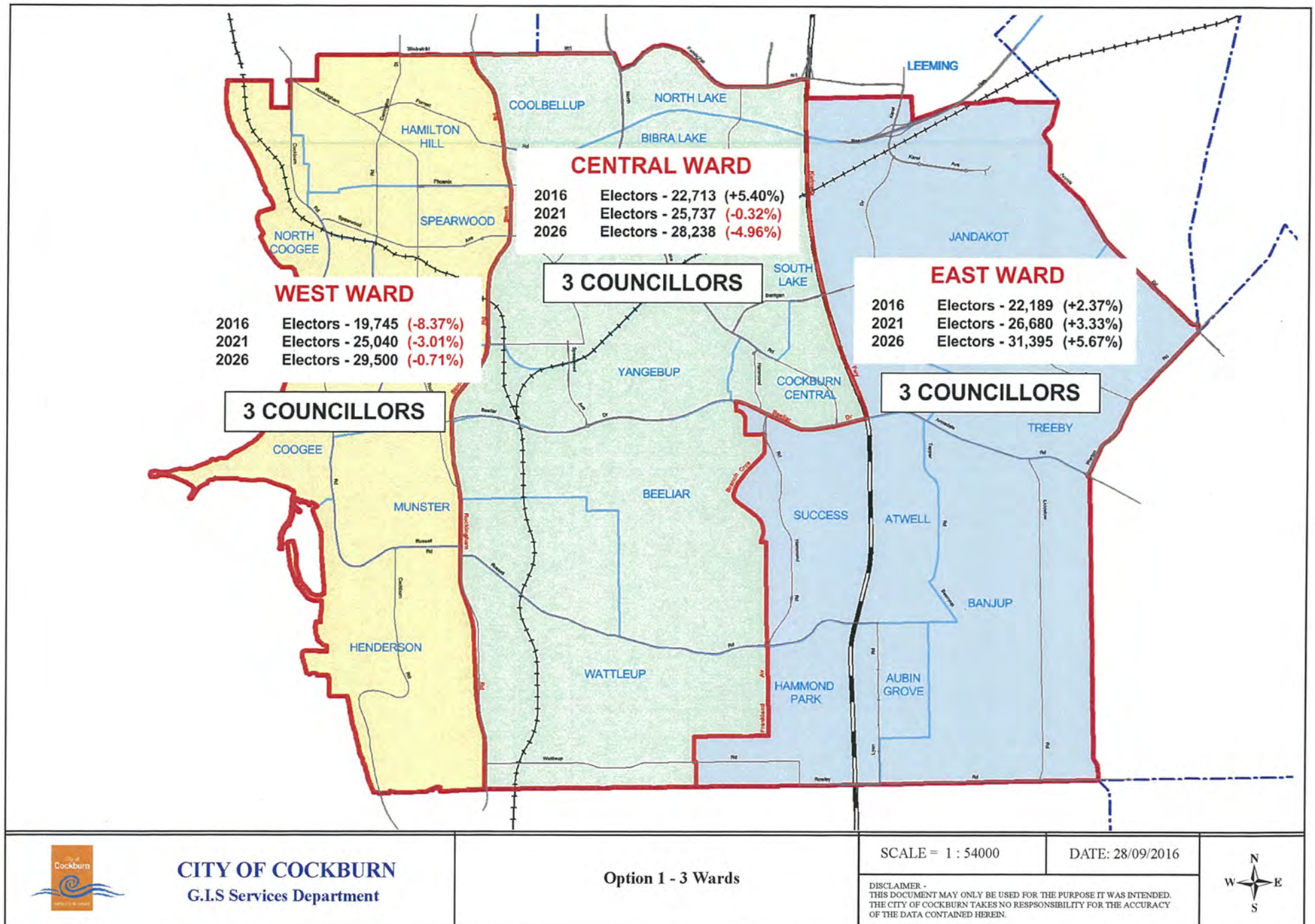
Change in religion, 2006 to 2011

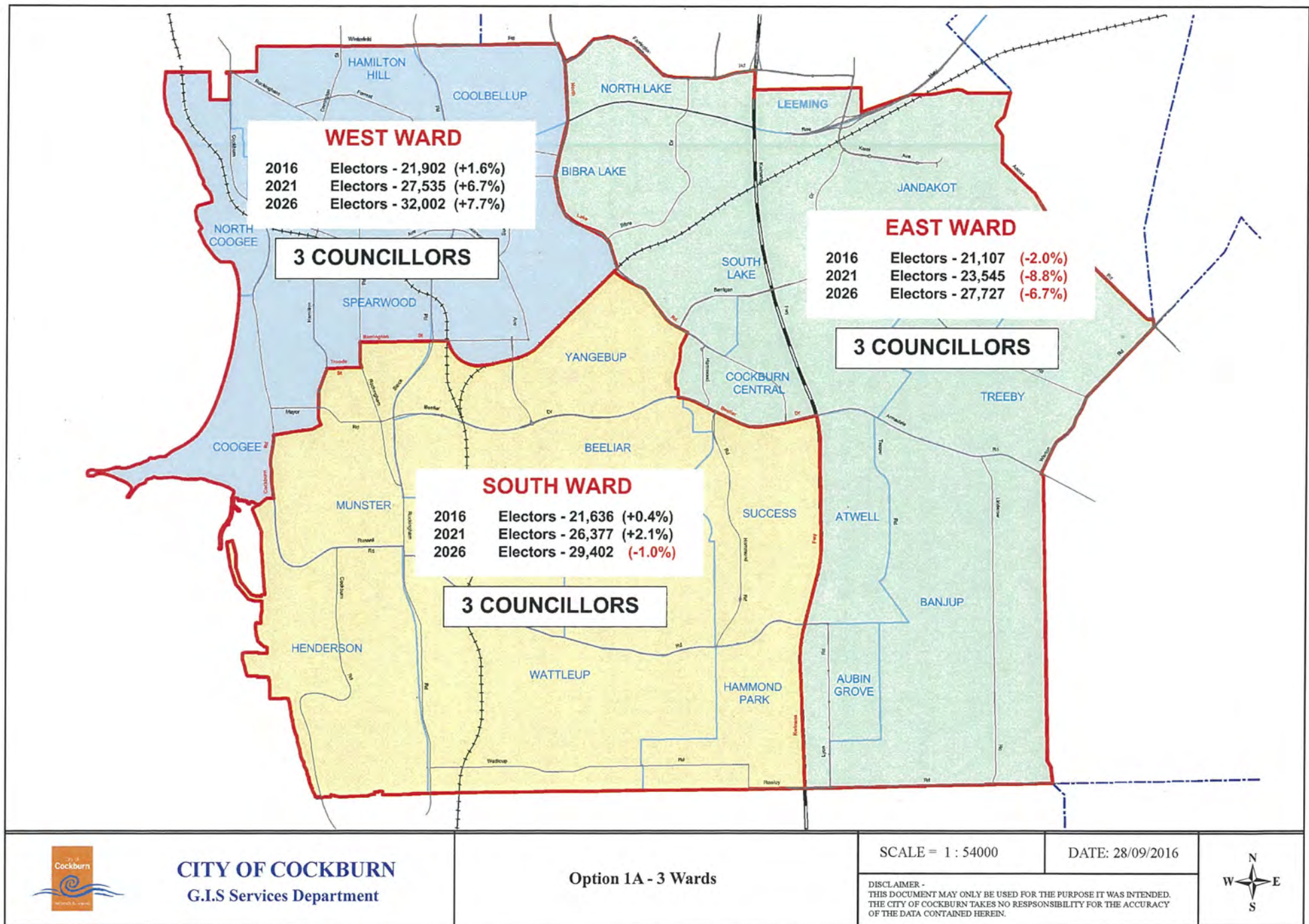
City of Cockburn

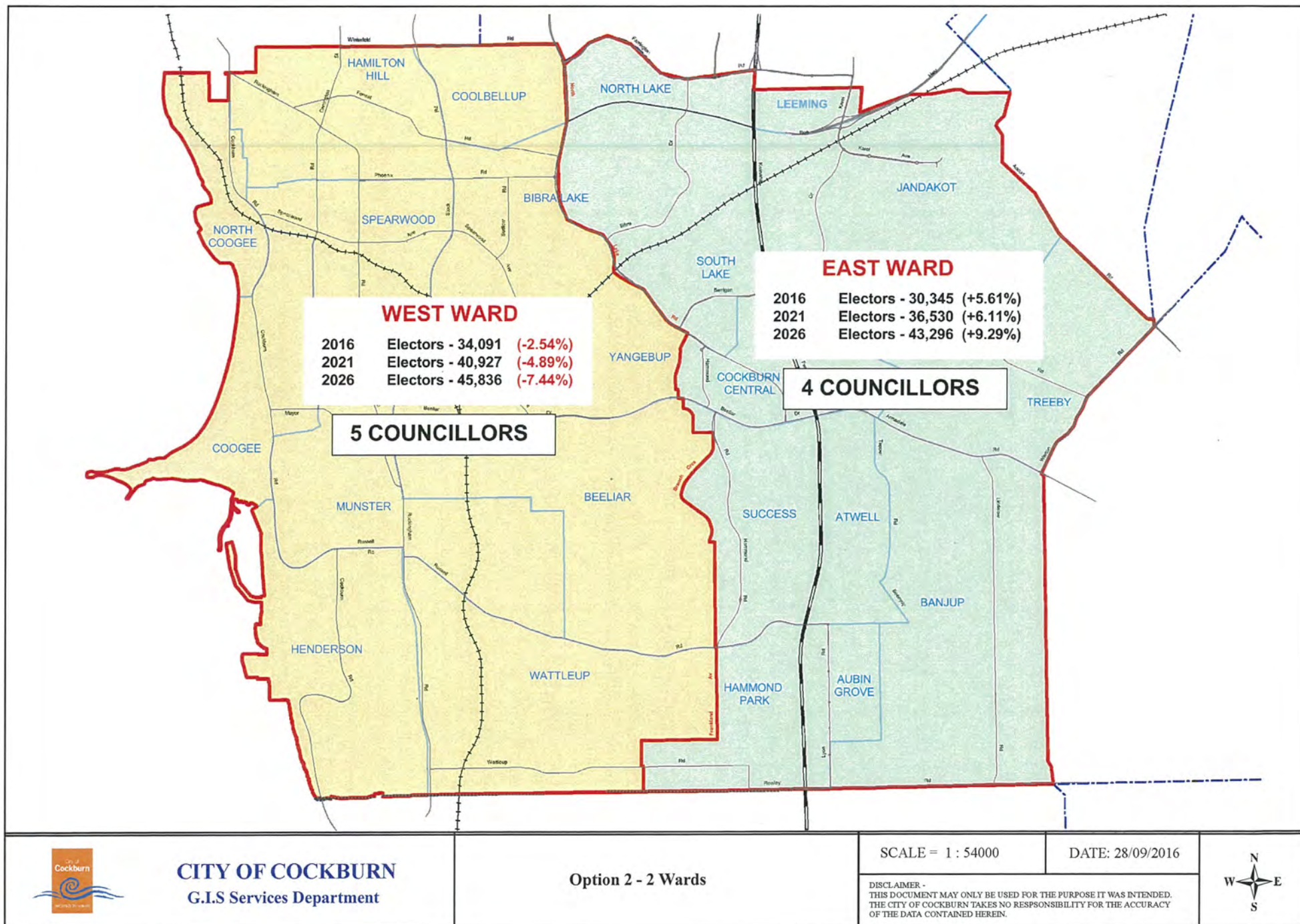


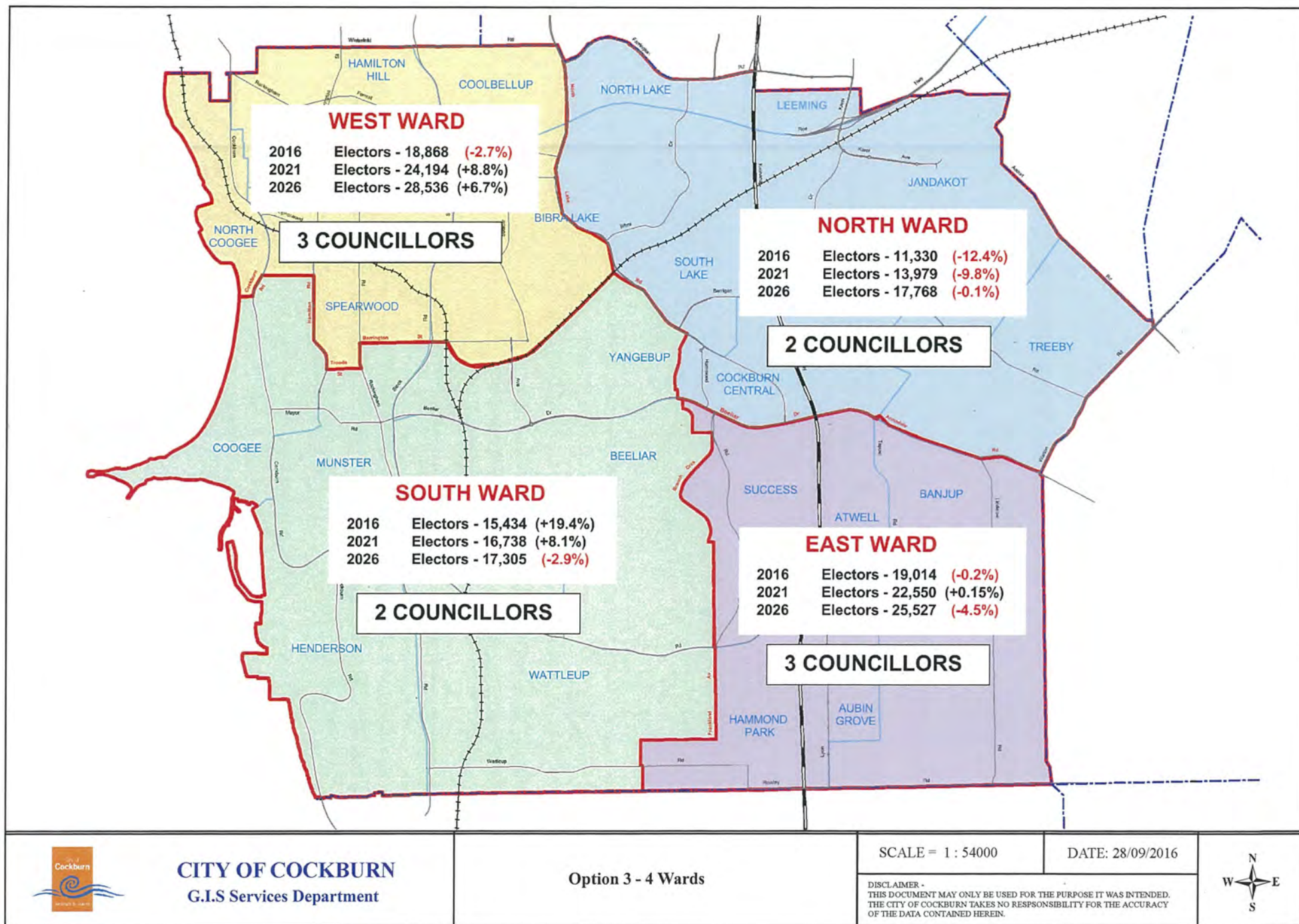
Source: Australian Bureau of Statistics, Census of Population and Housing, 2006 and 2011 (Usual residence data).
Compiled and presented in profile.id by .id, the population experts

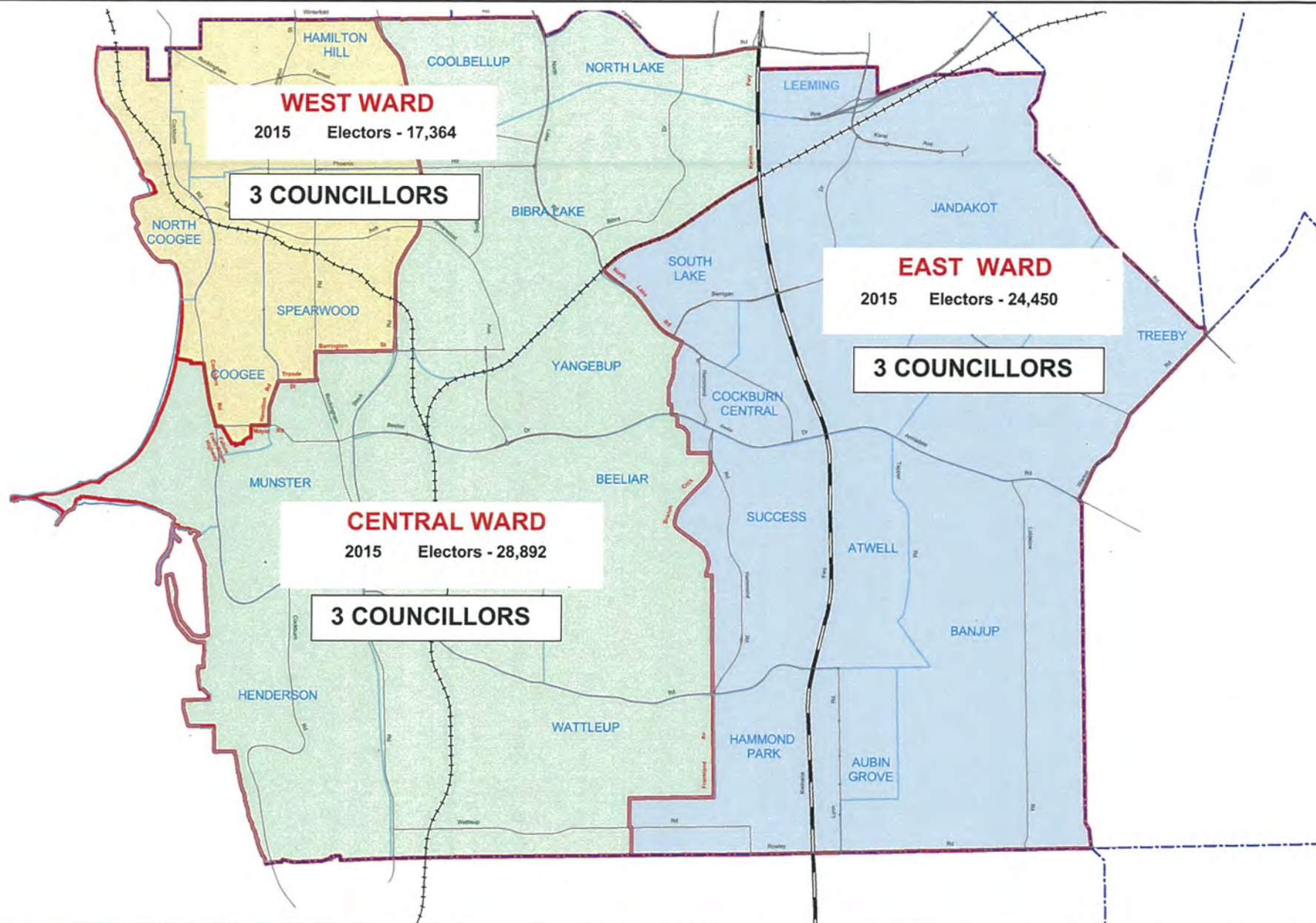
.id the population experts











CITY OF COCKBURN
G.I.S Services Department

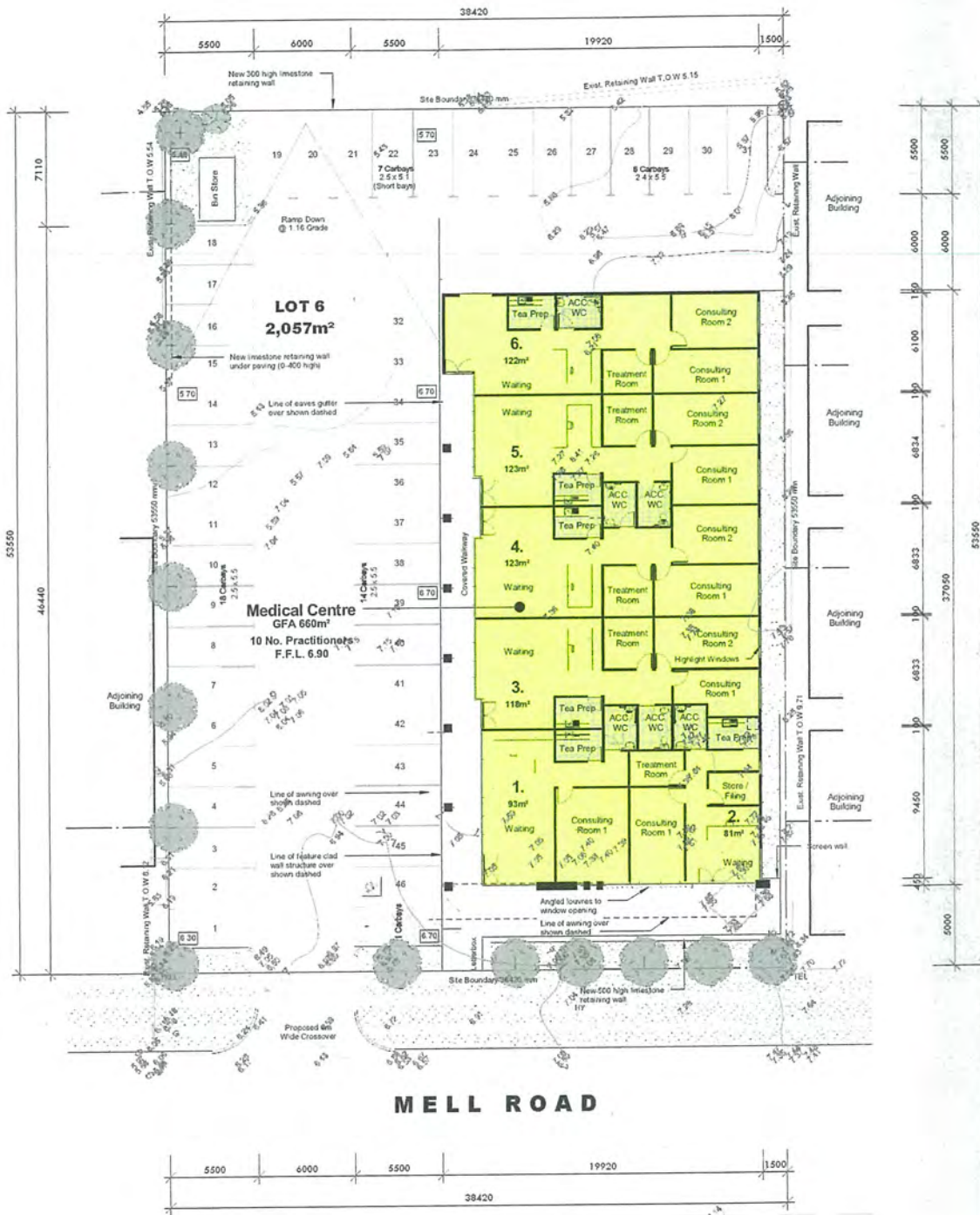
Current Boundaries 2015

SCALE = 1 : 54000

DATE: 28/09/2016

DISCLAIMER -
THIS DOCUMENT MAY ONLY BE USED FOR THE PURPOSE IT WAS INTENDED.
THE CITY OF COCKBURN TAKES NO RESPONSIBILITY FOR THE ACCURACY
OF THE DATA CONTAINED HEREIN.





PROPOSED MEDICAL CENTRE

LOCATION : LOT 6 (HN 21), MELL ROAD, SPEARWOOD WA
FOR : CANCI GROUP HOLDINGS PTY LTD

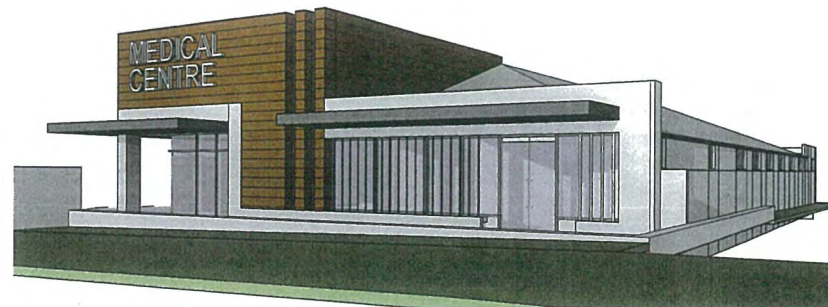
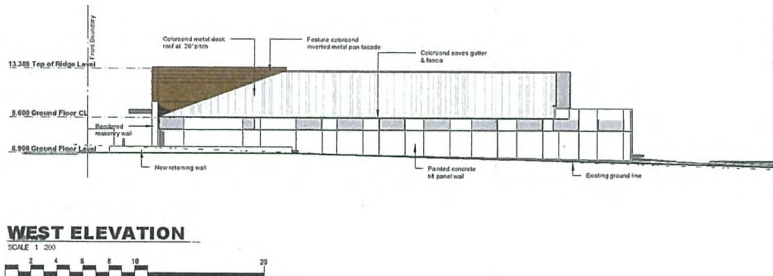
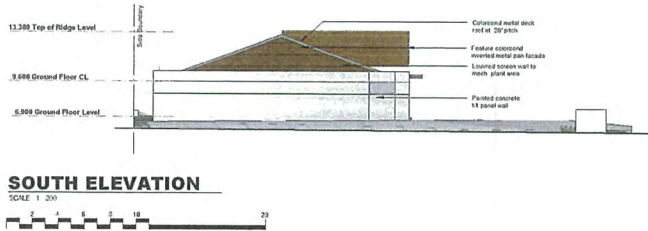
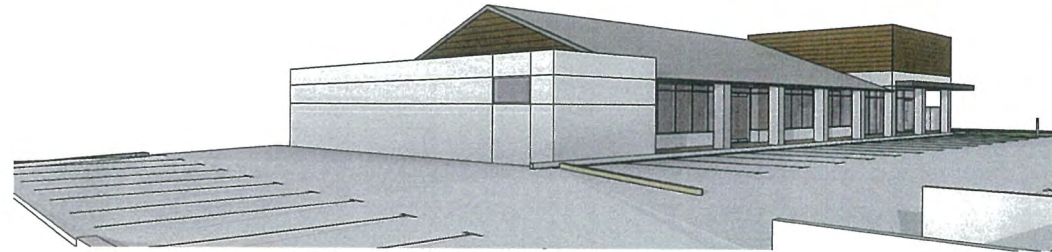
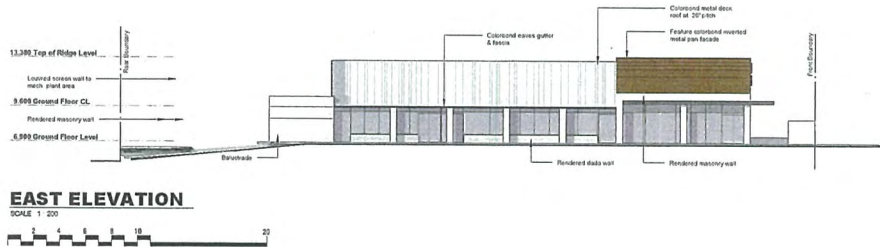
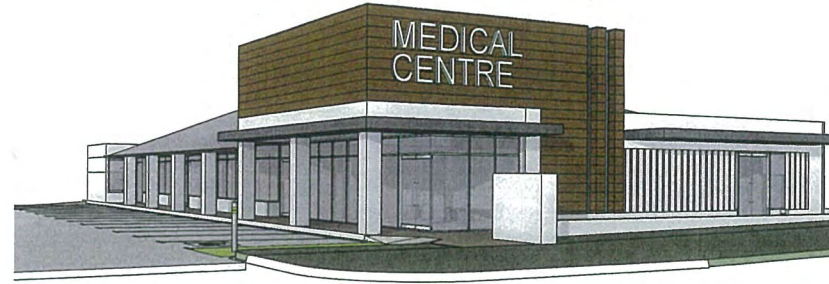
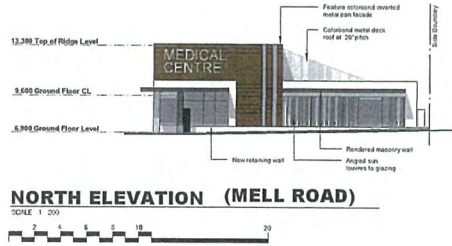
PROJECT No 8067
SKETCH No SK007
SHEET No 1
SCALE As indicated @ A1
DATE AUGUST 2016

meyer shircore 50 YEARS
and associates ARCHITECTS 1963|2013

Suite 2, Ground Floor, 437 Roberts Rd,
Subiaco, Western Australia 6008.
t: (08) 9381 8511.
e: msa@meyershircore.com.au
w: www.meyershircore.com.au

Meyer Shircore
& Associates
ACN 115 189 216

Member
Australian Institute
of Architects



PROPOSED MEDICAL CENTRE

LOCATION : LOT 6 (HN 21), MELL ROAD, SPEARWOOD WA
FOR : CANCI GROUP HOLDINGS PTY LTD

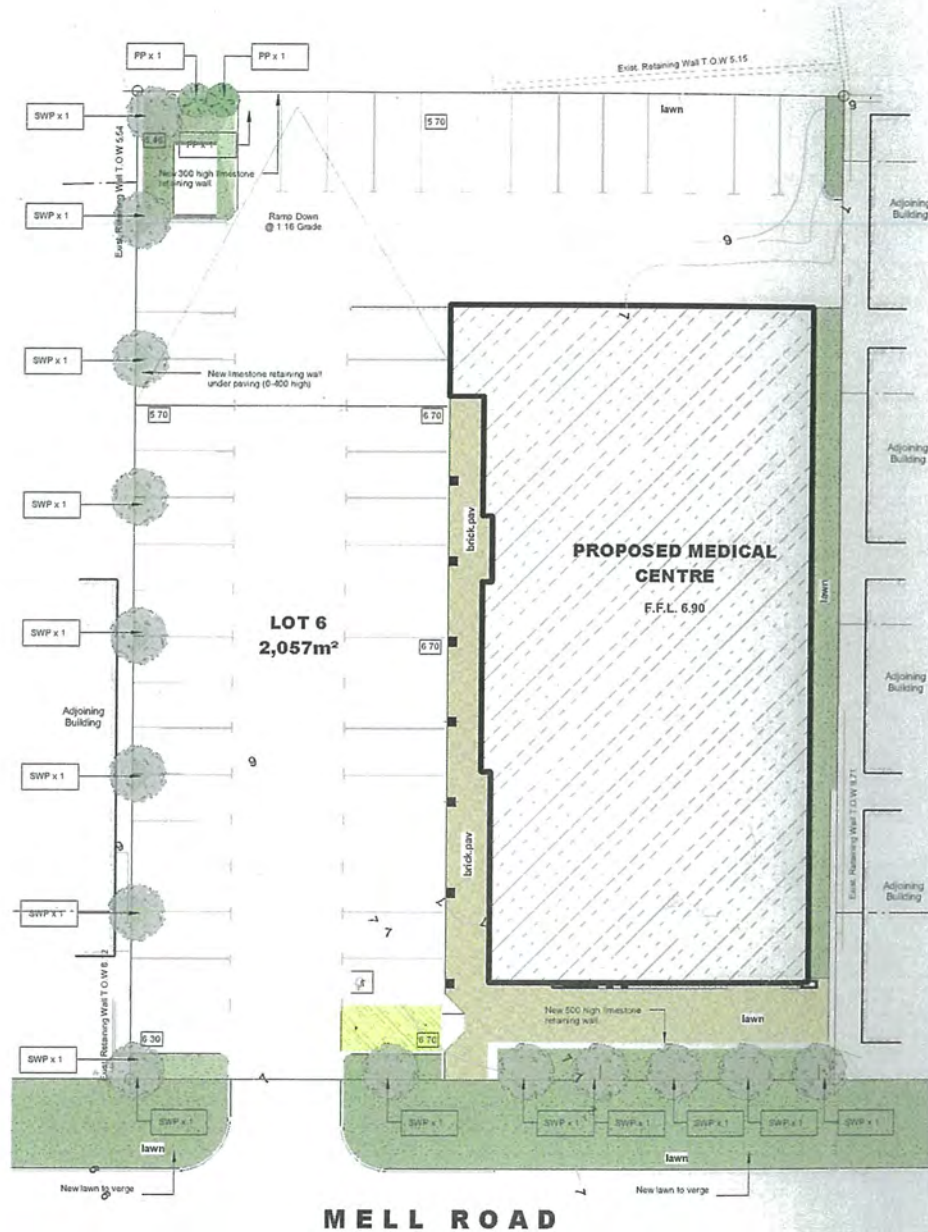
PROJECT No 6067
SKETCH No SK007
SHEET No 4
SCALE 1:200 @ A1
DATE AUGUST 2016

meyer shircore
and associates
ARCHITECTS
1963/2013

Suite 2, Ground Floor, 437 Roberts Rd,
Subiaco, Western Australia 6008.
t: (08) 9381 8511
e: msa@meyershircore.com.au
w: www.meyershircore.com.au

© Meyer Shircore
& Associates
ACN 115 189 216

Member
Australian Institute
of Architects



PROPOSED MEDICAL CENTRE

LOCATION : LOT 6 (HN 21), MELL ROAD, SPEARWOOD WA
FOR : CANCI GROUP HOLDINGS PTY LTD

PROJECT No 8067
SKETCH No SK007
SHEET No 5
SCALE 1:200 @ A1
DATE AUGUST 2016

meyer shircore 50th YEAR
and associates ARCHITECTS 1963|2013

Suite 2, Ground Floor, 437 Roberts Rd
Subiaco, Western Australia 6008.
t: (08) 9381 8511.
e: msa@meyershircore.com.au
w: www.meyershircore.com.au

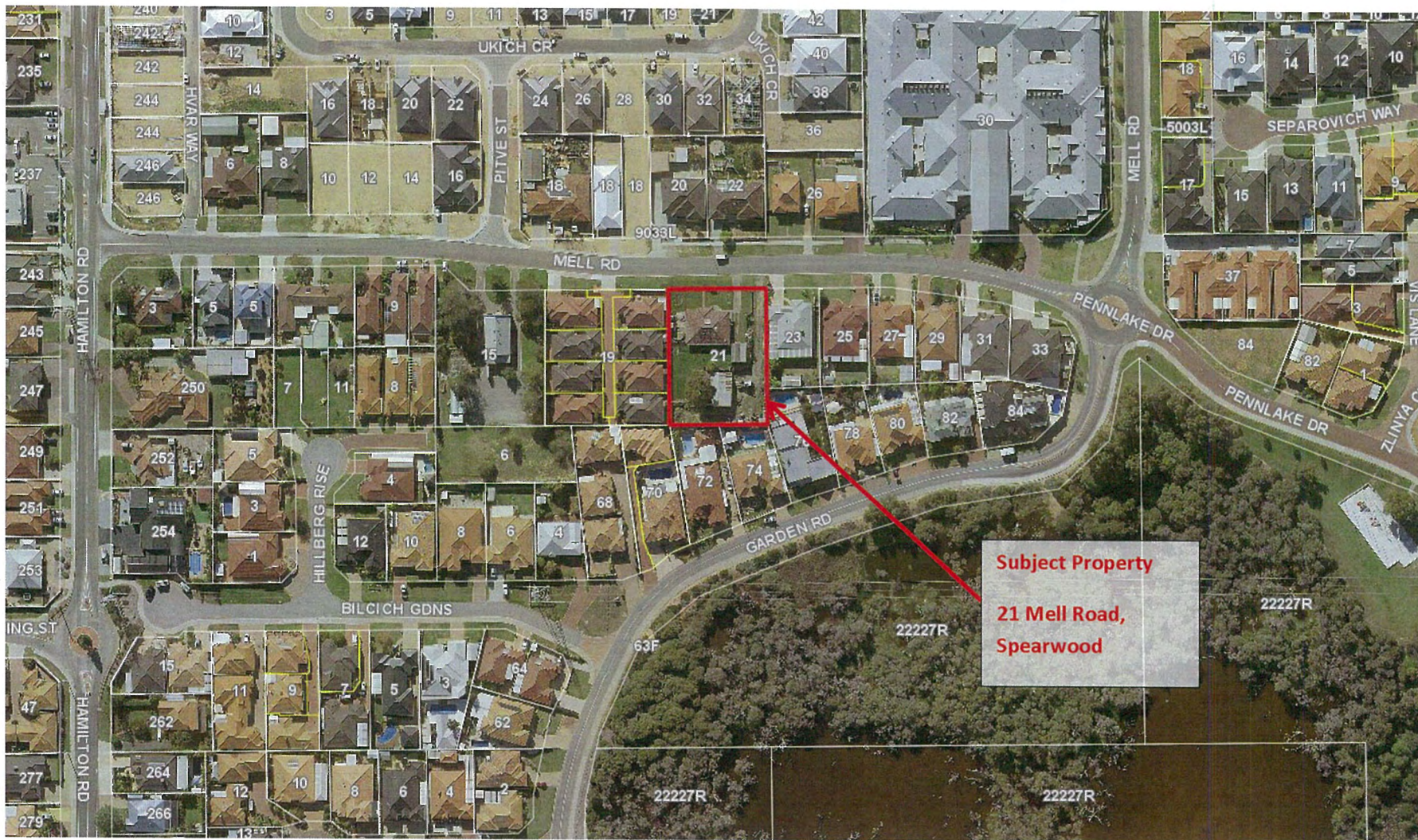
© Meyer Shircore
& Associates
ACN 115 189 216

Member
Australian Institute
of Architects

LANDSCAPING PLAN

SCALE: 1:200





To: CEO City of Cockburn

From: The Community and Residents of Mell Road

Submission: 21 Mell Road Spearwood, Proposed Medical Centre

I have viewed the proposal and I **object** to the proposed Medical Centre on 21 Mell Road Spearwood on the following grounds listed, to name a few:

- Increased volume of traffic and hazard this will cause on an already busy Mell Road
- Currently zoning is residential – the proposed Centre will impact on the community vibe
- Increase in noise caused by traffic, patients and the Centre in general (e.g. heating and cooling units)

Name	Address	Date	Signature
Tanja Matic	31 Mell Road	6/9	J Matic
Lorraine Vann	96oneril Way Coodbellup	6/9	L Vann
Christine Hendricks	10 Angus Ave Spearwood	6/9	Ch Hendricks
EDITH YAKAS	8 MELL RD SPEARWOOD	6/9	E Yakas
KEVIN YAKAS	8 MELL RD SPEARWOOD	6/9	K Yakas
Kim Bull	6 Mell Rd Spearwood	6/9	Kim Bull
Daniel Corver	6 Mell Rd Spearwood	6/9	D Corver
ALEX HALL	SA MELL ROAD	6/9	A Hall
CLAIRE HALL	SA MELL ROAD	6/9	C Hall
Connie Guming	7 Mell Rd S/wood	6/9	C Guming
MARLENE WOODCOCK	3 MELL RD S/wood	6/9	M Woodcock
Ray Woodcock	3 Mell Rd Spearwood	6/9	R Woodcock

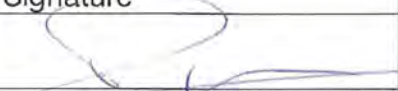
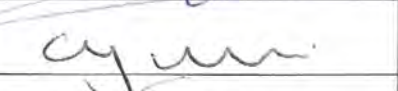


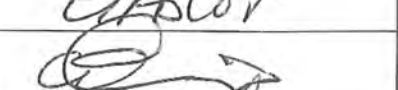

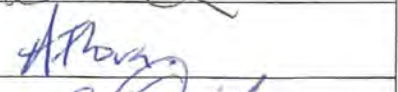
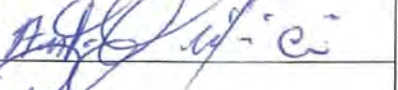
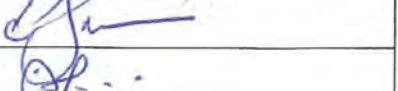



To: CEO City of Cockburn


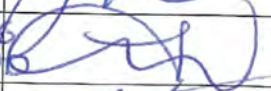

From: The Community and Residents of Mell Road

Submission: 21 Mell Road Spearwood, Proposed Medical Centre

I have viewed the proposal and I **object** to the proposed Medical Centre on 21 Mell Road Spearwood on the following grounds listed, to name a few:

- Increased volume of traffic and hazard this will cause on an already busy Mell Road
- Currently zoning is residential – the proposed Centre will impact on the community vibe
- Increase in noise caused by traffic, patients and the Centre in general (e.g. heating and cooling units)

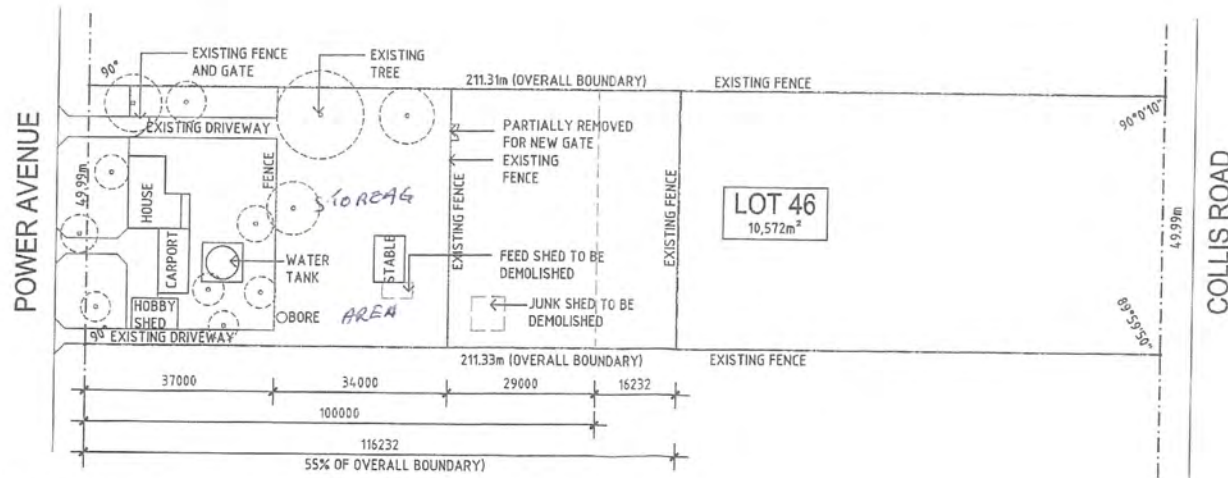
Name	Address	Date	Signature
Rodriguez	8/19 Mell Road	6/09	
Carla Miraglia	7/19 Mell Rd	6/9	
Emmet Hughes	6/19 Mell Road	6/9	
G Connolly	1-19 Mell Rd	6/9	
E Aston	3-19 Mell Road	6/9	
C McIntyre	3-19 Mell Road	6/9	
I Bacieth	18 x 22 Mell Rd	6/9	
Athova	18 A Mell Rd	6-9	
Yeny. O'Riordan	N ^o 2. SORIC RISE ^{POOGE}	6-9	
Leon Gagne	16 Ulich Cres, Spearwood	6/9	
Antonio Ferreira	23 Mell Rd. Spearwood	6/9	
Leanne Ricci	27 Mell Rd, Spearwood	6/9	

Name	Address	Date	Signature
Marnie	5 Mell Road, Spearwood	6.9.16	
LEIGH MESSER	5 MELL ROAD, SPEAR WOOD	6/9/16	
Martyn Ferris	5 Mell Rd Spearwood	6/9/16	





EXISTING AERIAL VIEW
SCALE 1:1000



SITE PLAN- DEMOLITION
SCALE 1:1000

ATTACH 2

THIS DRAWING IS COPYRIGHT AND THE PROPERTY OF SCRIBE DESIGN GROUP PTY LTD. THIS DRAWING MUST NOT BE USED, REPRODUCED OR ADAPTED, IN PART OR WHOLE, WITHOUT WRITTEN AUTHORIZATION FROM SCRIBE DESIGN GROUP PTY LTD. DO NOT SCALE THIS DRAWING. ALL DIMENSIONS ARE TO BE CENTER UNLESS NOTED OTHERWISE. REPORTED BEFORE ANY WORK OR STOP DRAWING ARE UNDERTAKEN.

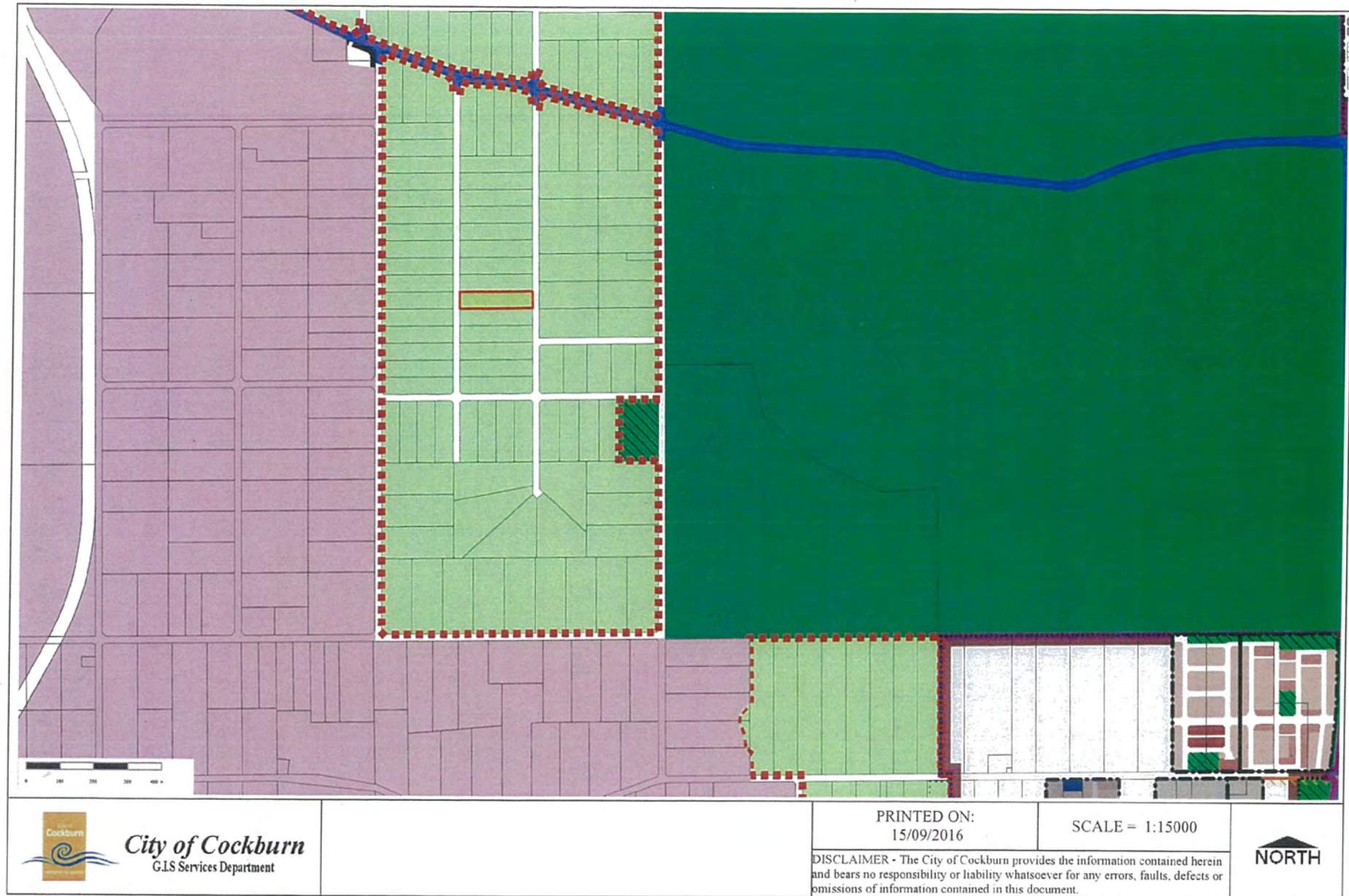
SKETCH 2
30/06/2016

scribe
DESIGN GROUP
Julia 3 / 110 North Street
Northbridge Perth WA 6006
P 08 9461 1100
F 08 9461 1101

DATE: JUNE 2016
SCALE: 1:1000 AT A3
DRAWN: CA
CHECKED: KPH

PROJECT
GEORGE HIGGS
59 POWER AVENUE
WATTLEUP WA 6166

ISSUE BUILDING PERMIT		
DWG TITLE SITE PLAN		
PROJECT No	DRAWING No	REV
0901/0109	A01	-





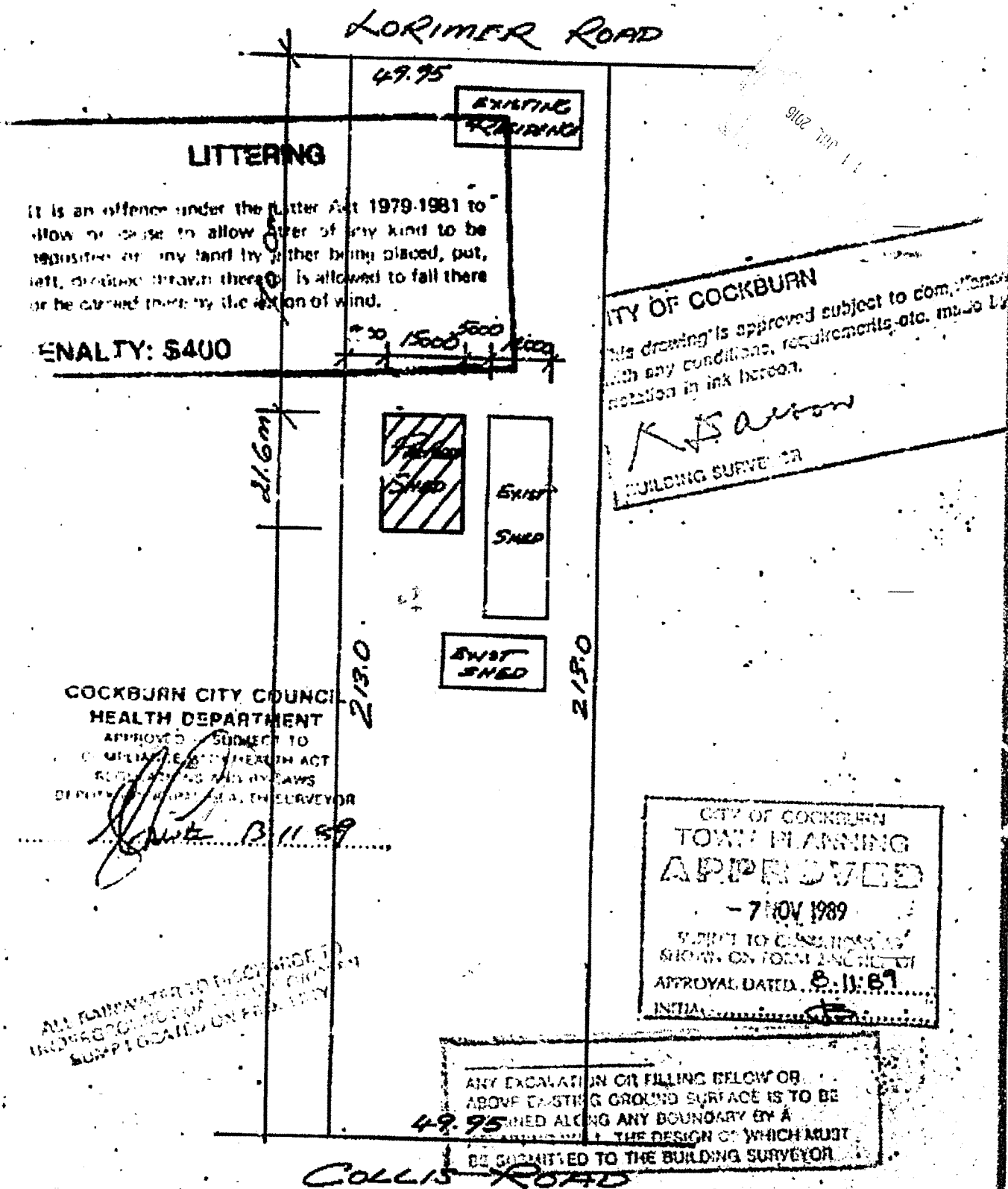
City of Cockburn
GIS Services Department

PRINTED ON:
15/09/2016

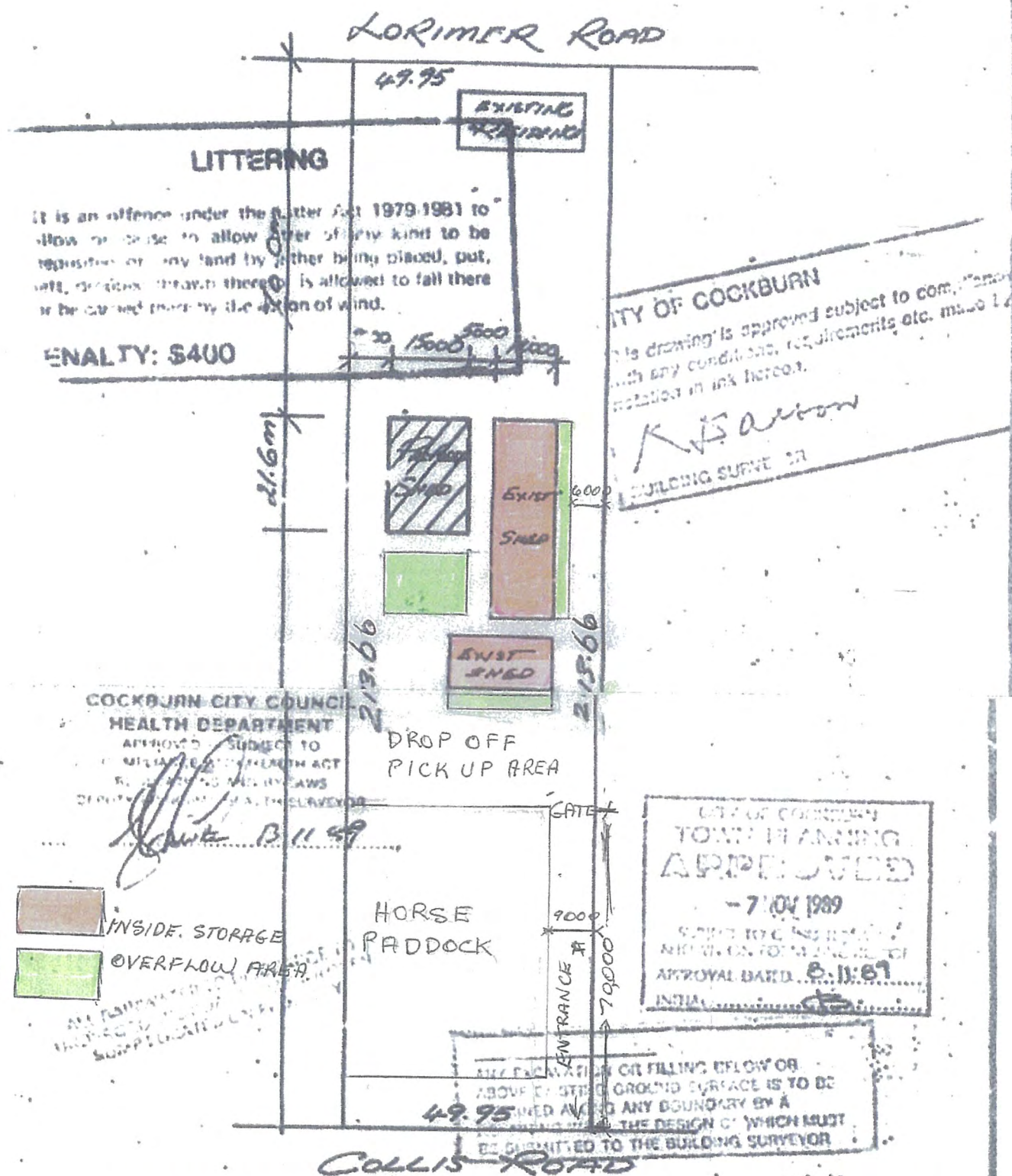
SCALE = 1:1500

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.





PROPOSED SHED FOR COLLIS RD TRODUCE
OF LOT 13 COLLIS RD WATTLEUP
DRAWN BY L. GRAY SCALE 1:1000 DATE 12/89
01/26/91



PROPOSED SHED FOR COLLIS RD PRODUCE

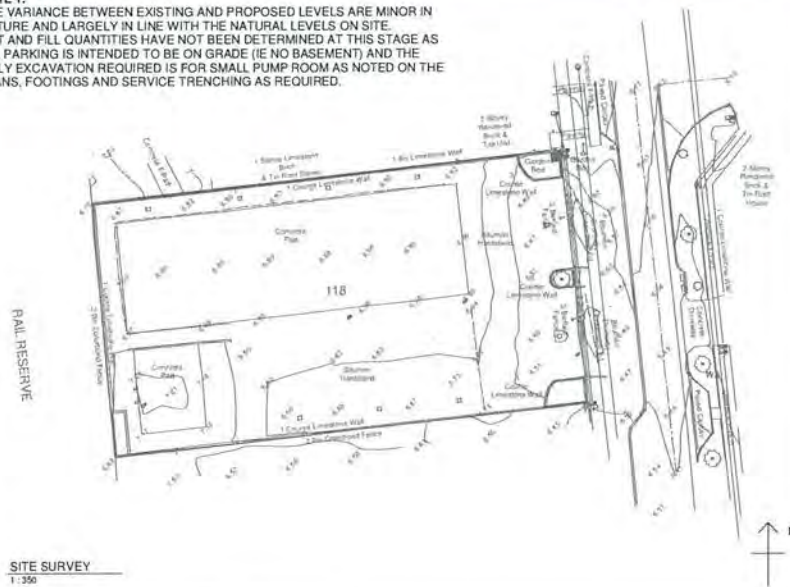
OF LOT 13 COLLIS RD WATTLEUP

DRAWN BY L. GRAY SCALE 1:1000 DATE 12.10.89

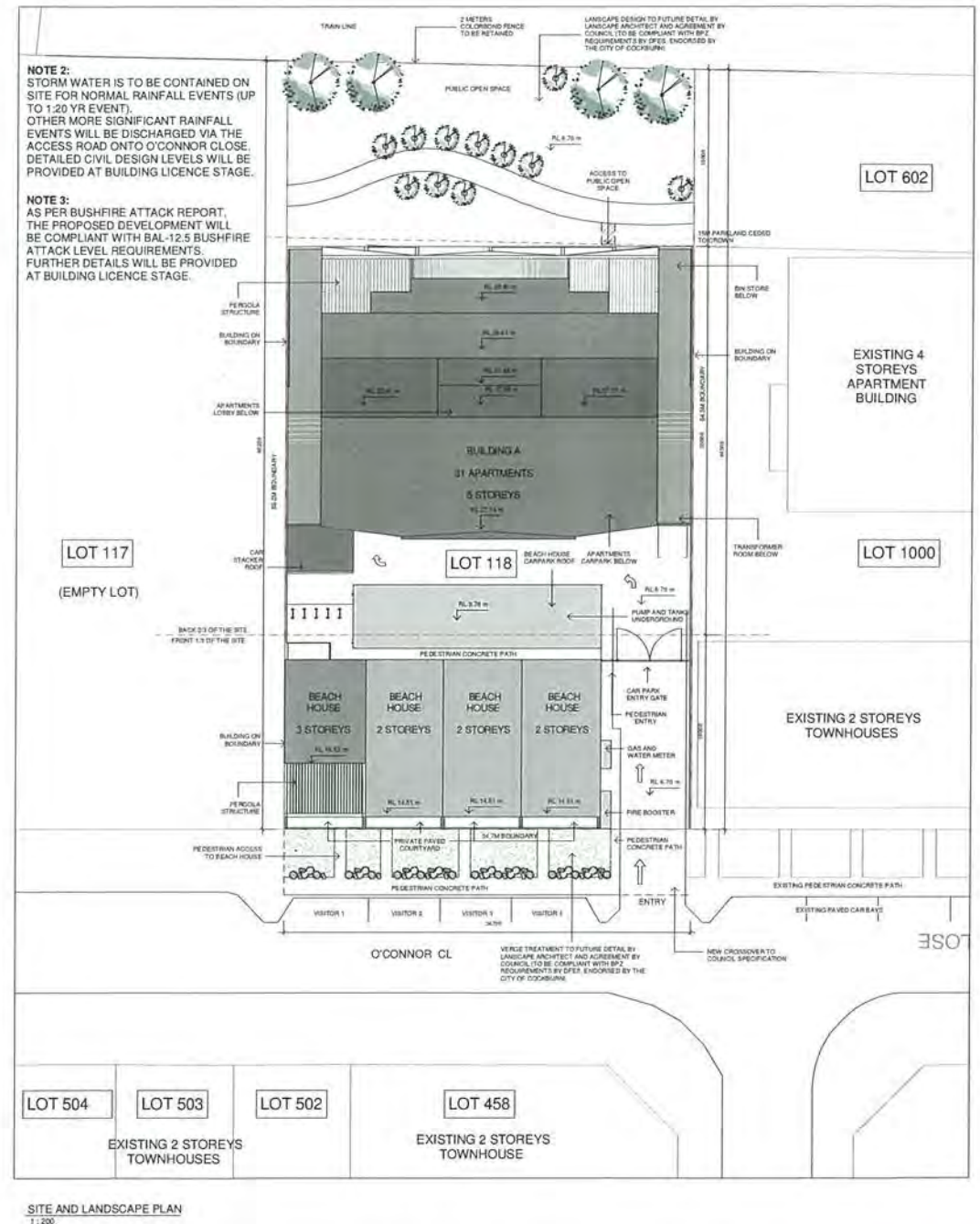
01N26441



NOTE 1:
THE VARIANCE BETWEEN EXISTING AND PROPOSED LEVELS ARE MINOR IN NATURE AND LARGELY IN LINE WITH THE NATURAL LEVELS ON SITE. CUT AND FILL QUANTITIES HAVE NOT BEEN DETERMINED AT THIS STAGE AS ALL PARKING IS INTENDED TO BE ON GRADE (IE NO BASEMENT) AND THE ONLY EXCAVATION REQUIRED IS FOR SMALL PUMP ROOM AS NOTED ON THE PLANS, FOOTINGS AND SERVICE TRENCHING AS REQUIRED.



SITE SURVEY
1:350



SITE AND LANDSCAPE PLAN
1:200

SITE PLAN
23 O'Connor Close, North Coogee WA

Status: FOR APPROVAL
Path: 43006 South Beach Apartments\23 Production\21 Design\BIM and LNA\Central File

Scale: NTS



Project Number: 43306
Drawing Number: SD101
Revision: P
Date: 31/08/2016

Hames Sharley



ARTIST IMPRESSION FROM PUBLIC OPEN SPACE (SOUTH-WESTERN VIEW)



ARTIST IMPRESSION FROM O'CONNOR CLOSE (NORTH - EASTERN VIEW)



SOUTH BEACH CONTEXT IMAGES

CONTEXT IMAGES & 3D VIEWS
23 O'Connor Close, North Coogee WA

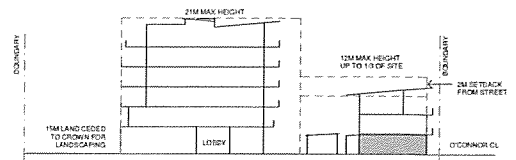
Status: **FOR APPROVAL**
Path: 43006 South Beach Apartments03 Production01 Design01.dwg
Link: Central File

Scale: NTS

Project Number: 43306
Drawing Number: SD103
Revision: D
Date: 24/05/2016

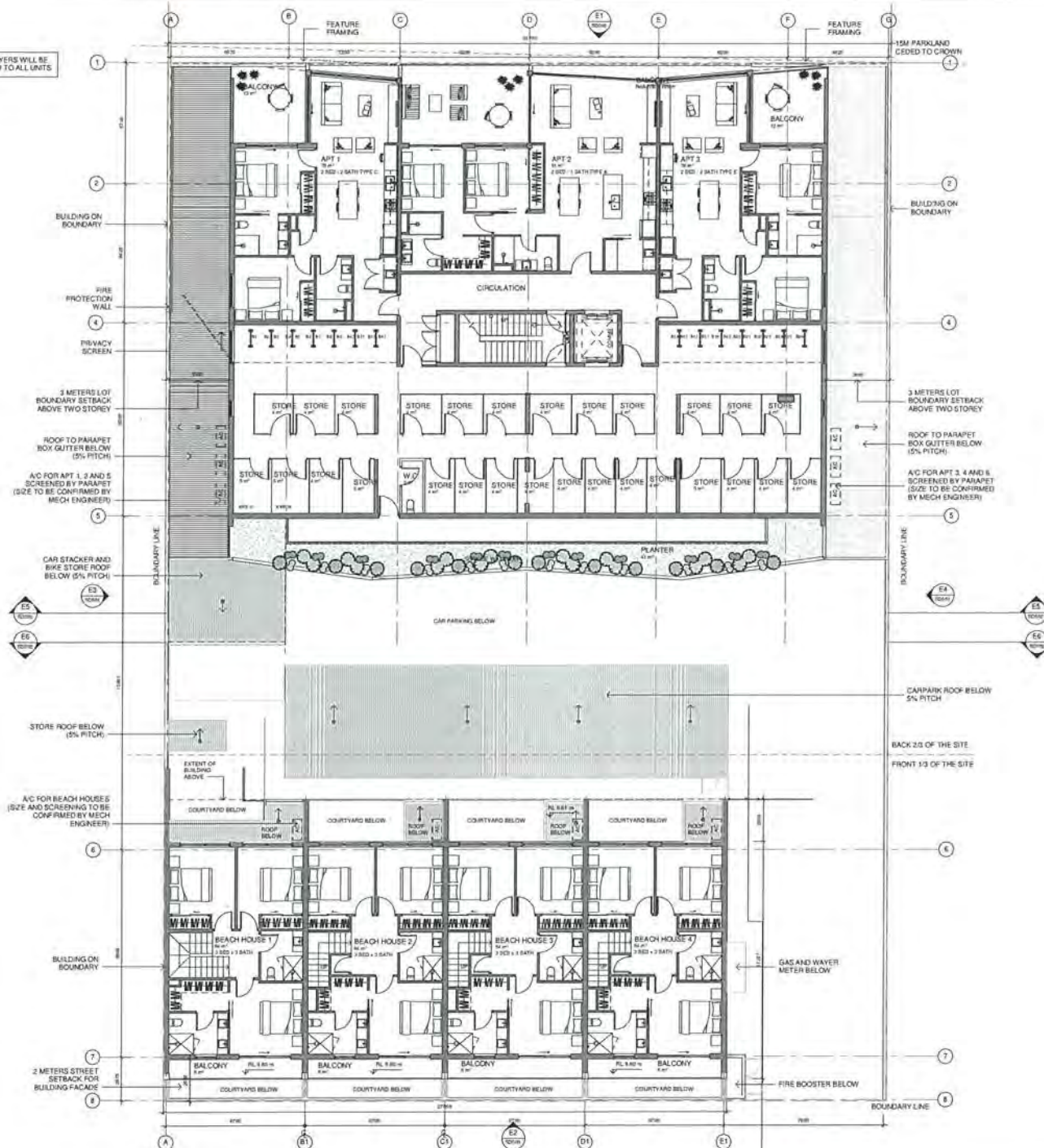
Hames
SHARLEY

© Hames Sharley



Version: 1, Version Date: 11/10/2016

NOTE: DRYERS WILL BE PROVIDED TO ALL UNITS



LEVEL 1 PLAN
23 O'Connor Close, North Coogee WA

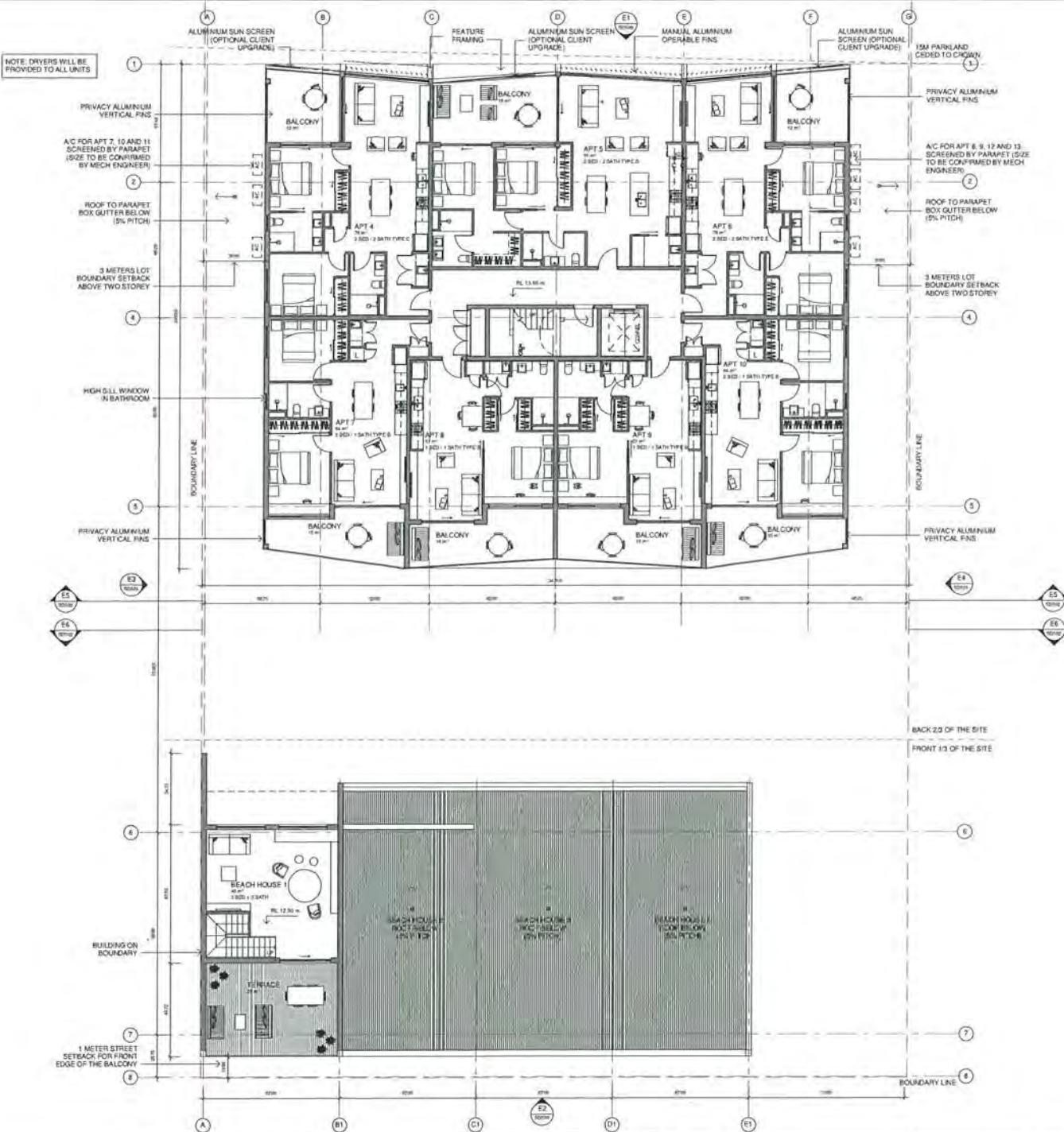
Status: FOR APPROVAL
Path: 43306 South Beach Apartments (21 Production) (21 Design) (21) and 1/20/2016

Scale: 1:100 @ A1
© Hames Sharley



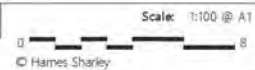
Project Number: 43306
Drawing Number: SD201
Revision: V
Date: 31/08/2016

Hames Sharley



LEVEL 2 PLAN
23 O'Connor Close, North Coogee WA

Status: **FOR APPROVAL**
Path: 43206 South Beach Apartments03 Production01 Design004 anc
Link/Cat# & File



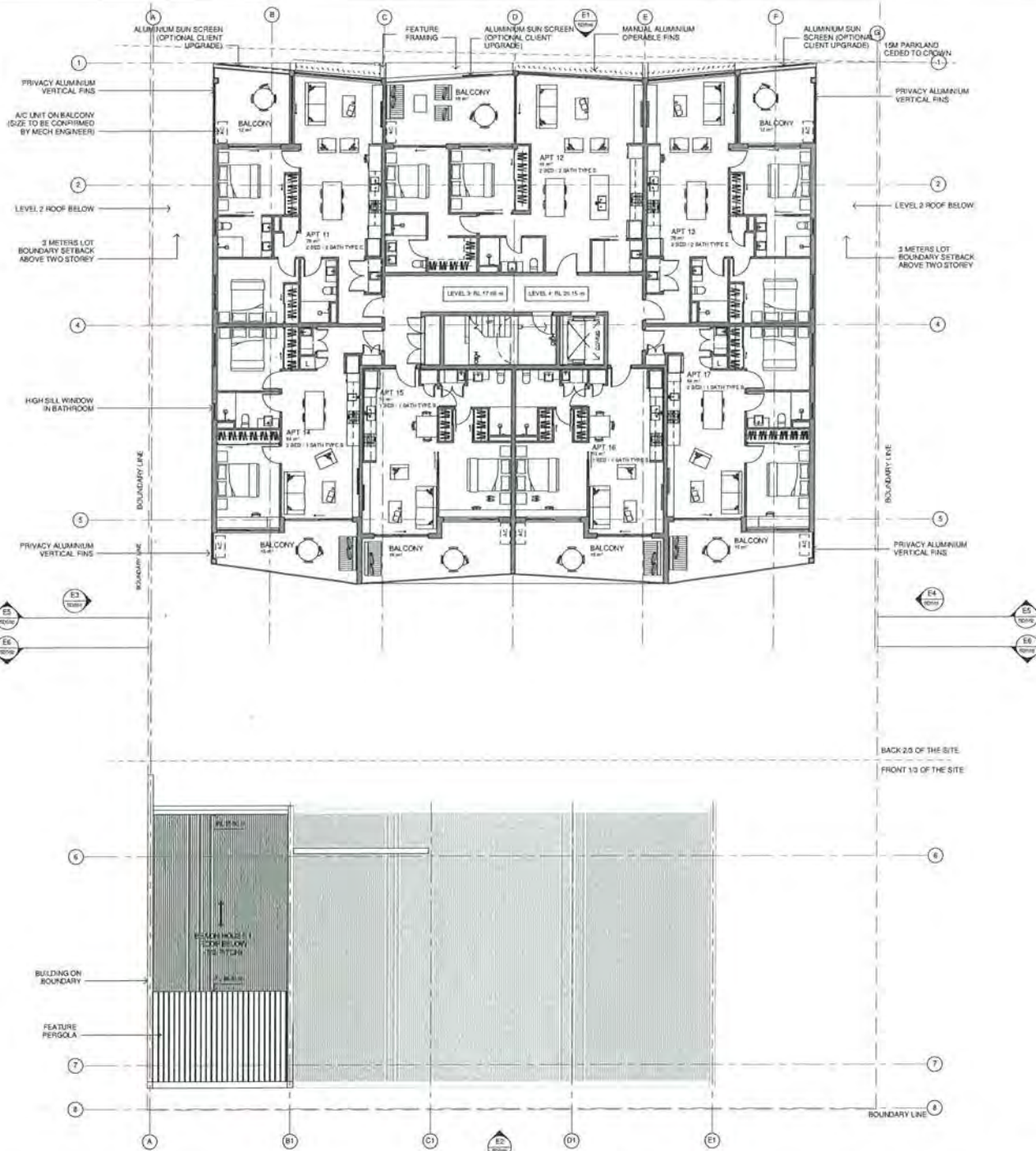
North:

A circular compass rose with a single line pointing towards the top-right corner of the page, indicating the direction of North.

Project Number:	43306
Drawing Number:	SD202
Revision:	T
Date:	31/08/2016

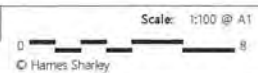
James Sharley

NOTE: DRIVERS WILL BE PROVIDED TO ALL UNITS



LEVEL 3 AND 4 PLAN
23 O'Connor Close, North Coogee WA

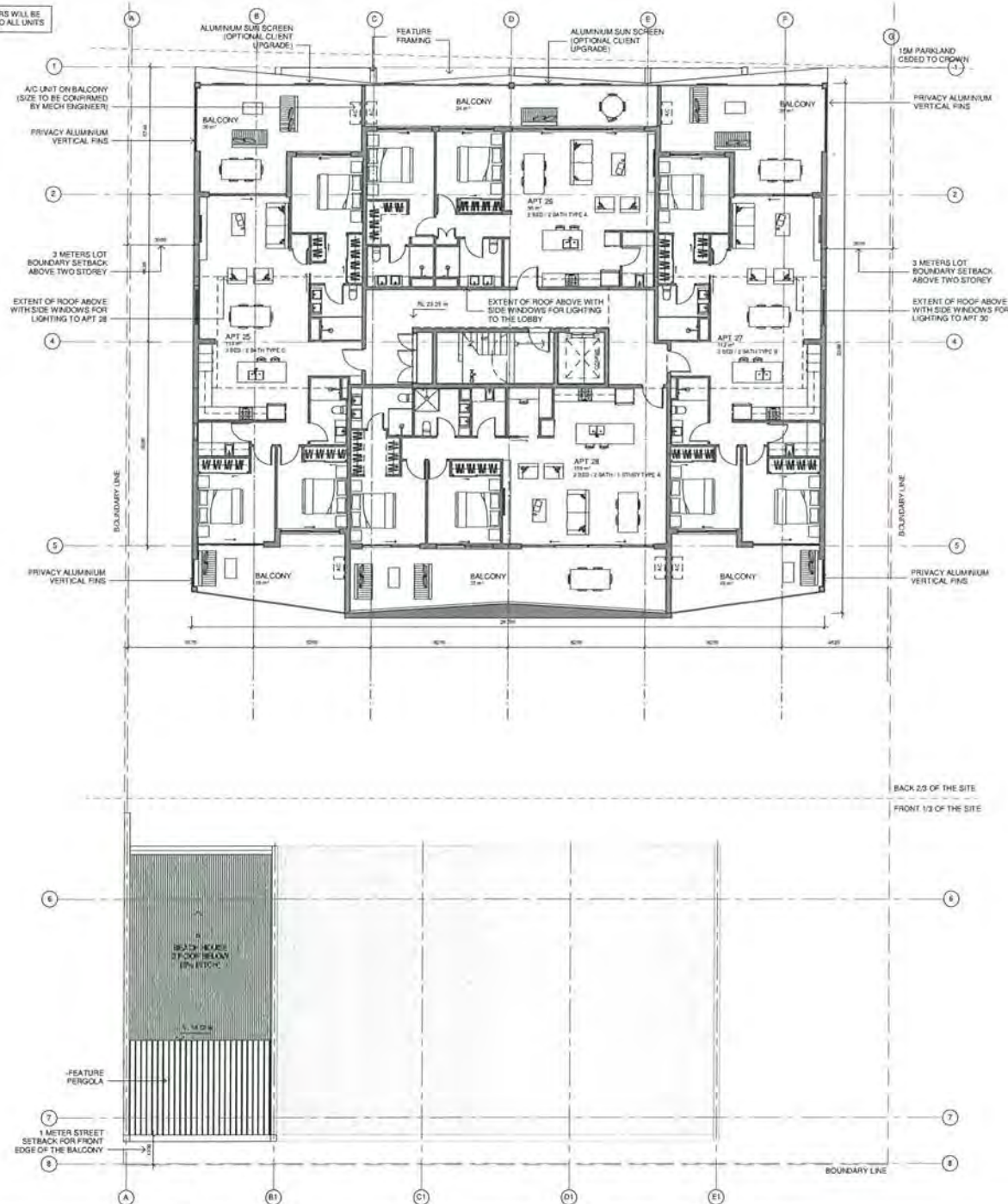
Status: FOR APPROVAL
Path: 43306 South Beach Apartments (D3 Production) (1) Design (LBM) and
LBM (LBM) File



Project Number: 43306
Drawing Number: SD203
Revision: P
Date: 31/08/2016

Hames
Sharley

NOTE: DRYERS WILL BE PROVIDED TO ALL UNITS



Attach 7

LEVEL 5 PLAN
23 O'Connor Close, North Coogee WA

Status: **FOR APPROVAL**
Path: -43006 South Beach Apartments(2) Production(1) Design(1)M and L(1)Central File

Scale: 1:100 @ A1

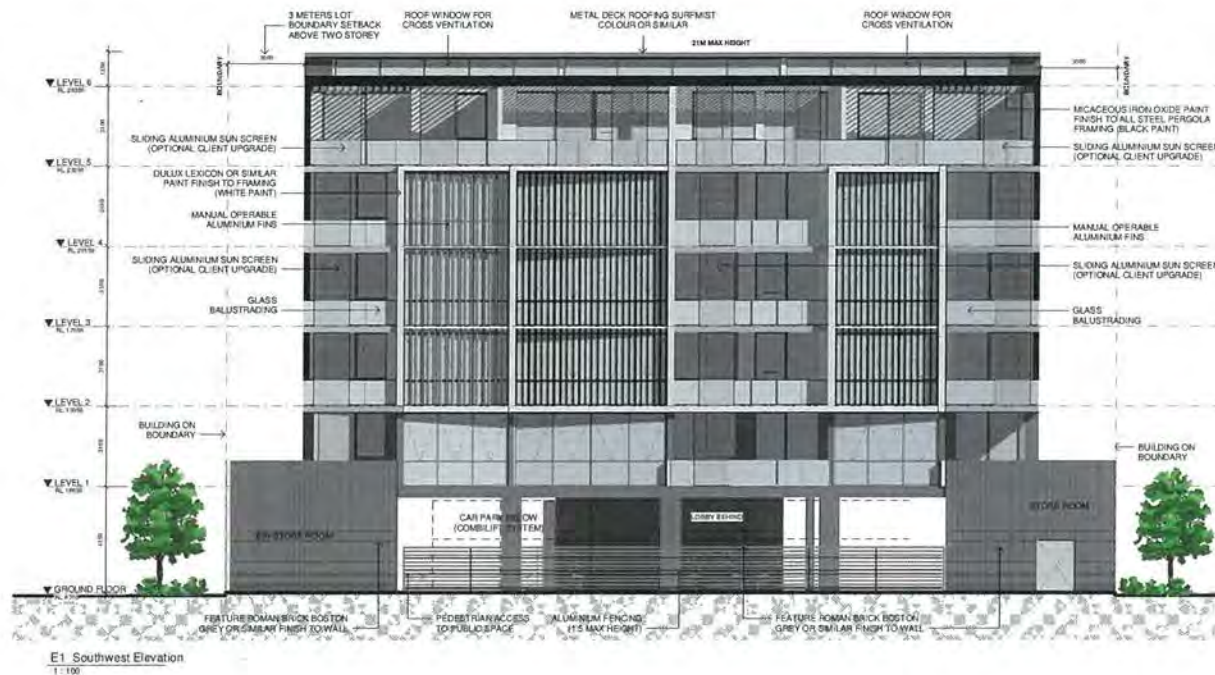
0 8

© James Sharley



Project Number:	43306
Drawing Number:	SD204
Revision:	5
Date:	31/08/2016

HAMES
SHARLEY



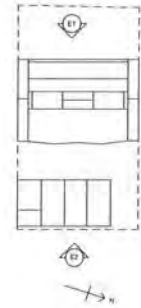
ELEVATIONS - SHEET 1
23 O'Connor Close, North Coogee WA

Status: FOR APPROVAL
Path: 43306 South Beach Apartments 31 Production 31 Design 31 BM and 1416 4 Central 4 File

Scale: 1:100 @ A1
0 8
© Hames Sharley

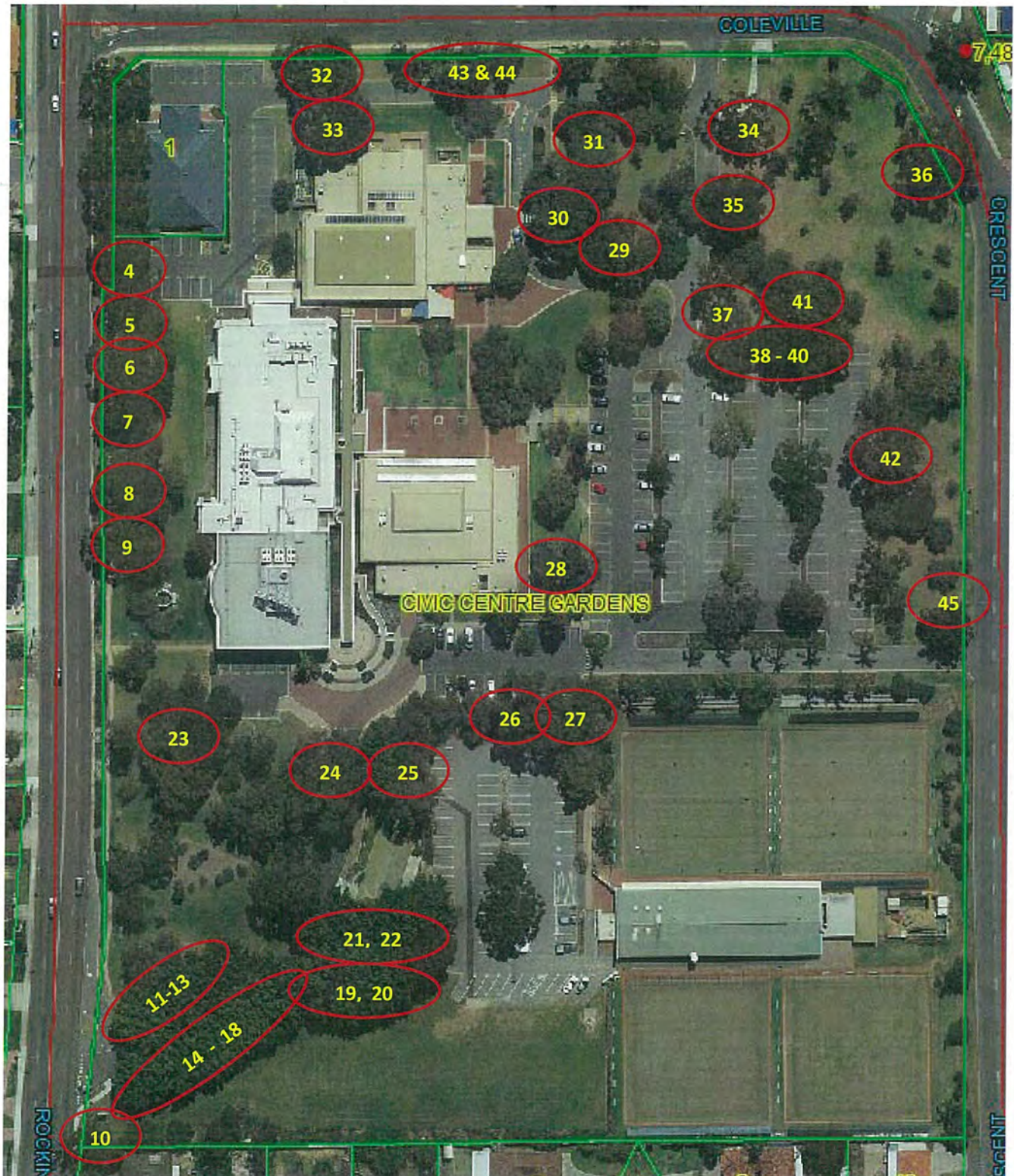
Project Number: 43306
Drawing Number: SD500
Revision: H
Date: 31/08/2016

Hames
Sharley

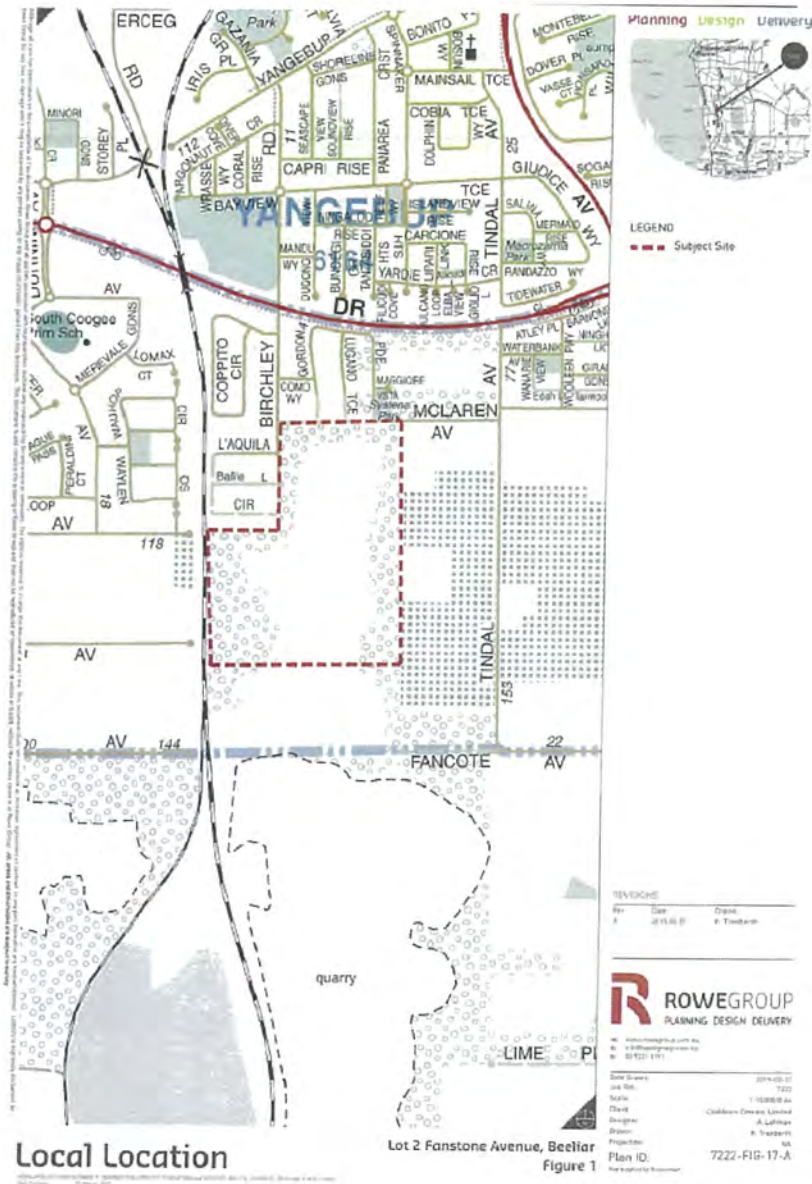


City of Cockburn Administrative Centre

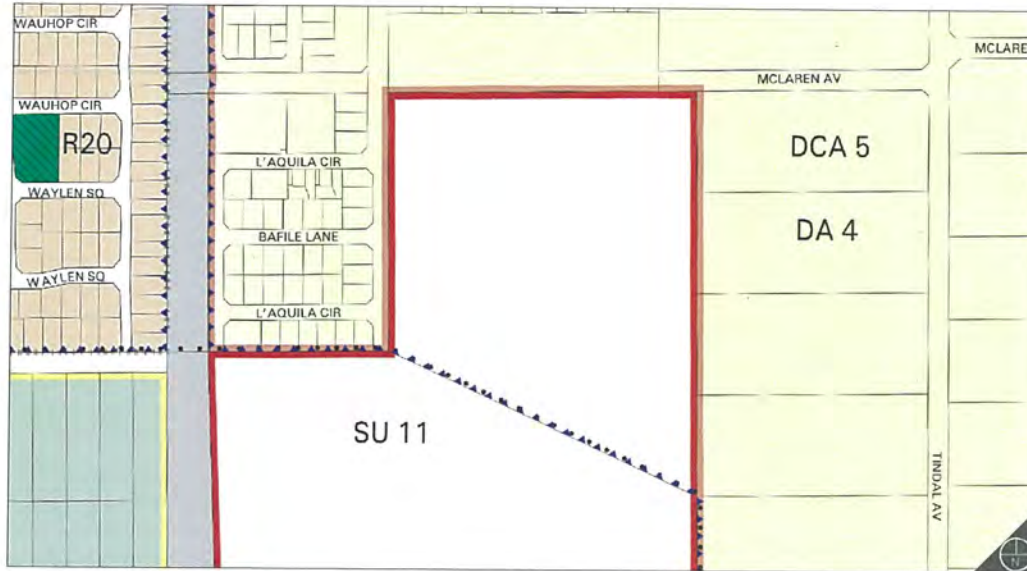
Map indicating the location of Significant Trees September 2016



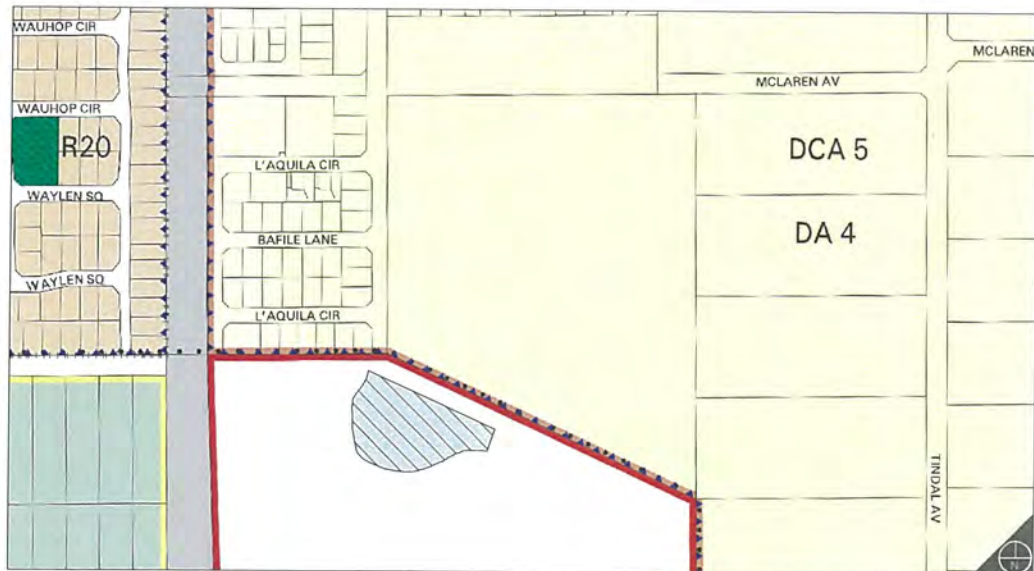
Attachment 1 – Location Plan and aerial – Lot 2 Fanstone Avenue Beeliar



City of Cockburn Town Planning Scheme No. 3 Amendment No. 110



Existing Zoning



Proposed Zoning

LEGEND	
METROPOLITAN REGION SCHEME RESERVES	
	Railways
LOCAL SCHEME RESERVES	
	Local Road
	Open Space / Recreation
	Lakes & Drainage
ZONES	
	Development
	Residential
	Rural
	Rural Living
	Development Area
	Development Contribution Area
	Special Use Area

ADOPTION/REFUSAL

ADOPTION [Regulation 13(1)]
ADOPTED by resolution of the Council of the
City of Cockburn at the Ordinary Meeting of the
Council held on the ____th day of ____, 201__

MAYOR

CHIEF EXECUTIVE OFFICER

LEGEND	
METROPOLITAN REGION SCHEME RESERVES	
	Railways
LOCAL SCHEME RESERVES	
	Local Road
	Open Space / Recreation
	Lakes & Drainage
ZONES	
	Development
	Residential
	Rural
	Rural Living
	Development Area
	Development Contribution Area
	Special Use Area

FINAL APPROVAL

1. FINAL ADOPTION BY COUNCIL

Adopted for Final Approval by Resolution of the City of
Cockburn at the ____ Meeting of Council held on
the day of _____. The
Common Seal of the City of Cockburn was hereunto
affixed by authority of a resolution of the Council in the
presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

2. RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

DELEGATED UNDER S.16 OF PD ACT 2005

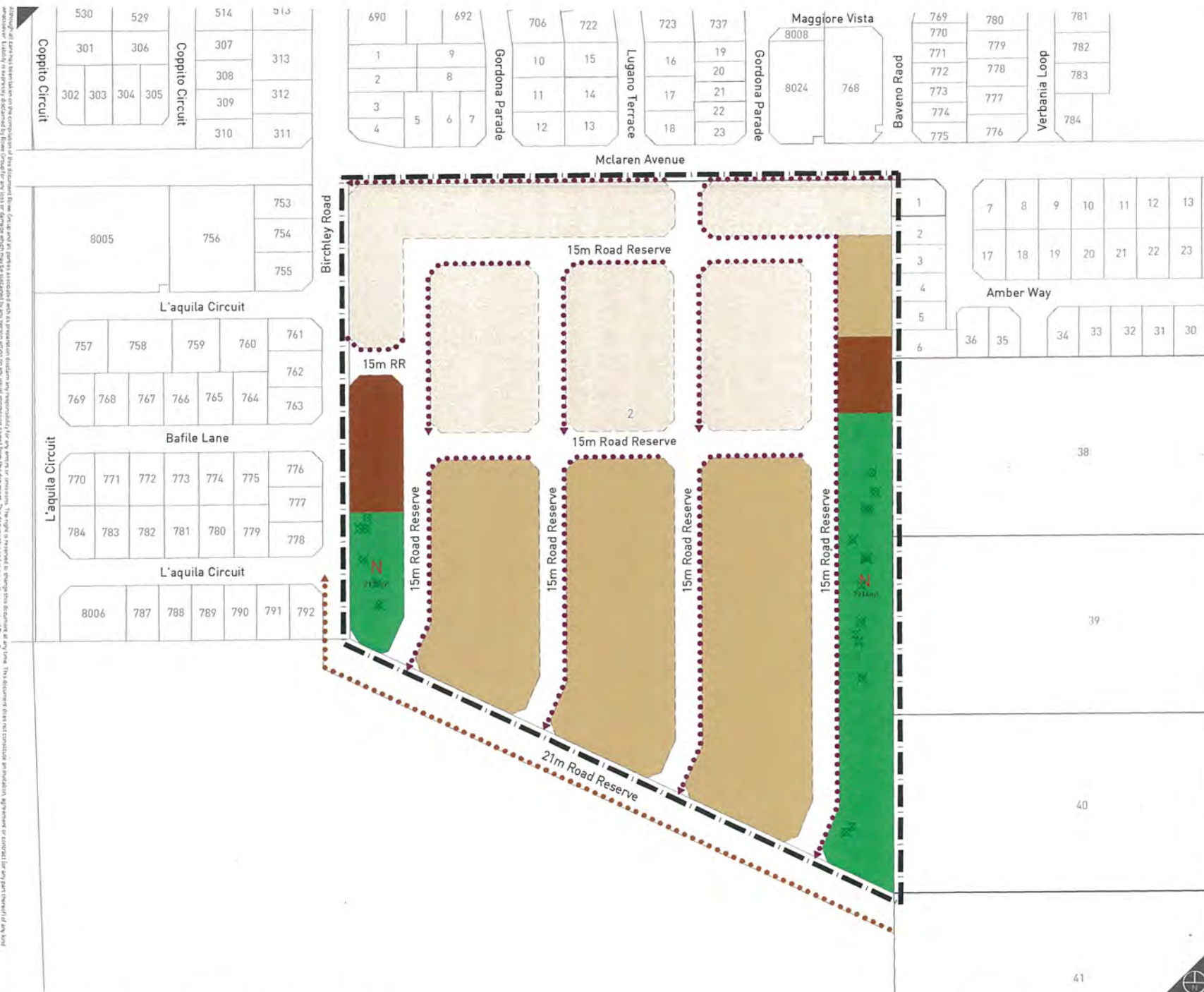
Date: _____

3. FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

Date: _____

Although all care has been taken in the preparation of this document, Rowegroup and its parties do not accept any responsibility for any errors or omissions. This document is provided as a guide only and should not be relied upon for any legal or financial purposes. The document is the property of Rowegroup and may not be reproduced or transmitted, in whole or in part, without the written consent of Rowegroup. All areas and dimensions are subject to survey.



Planning Design Delivery



LEGEND

RESIDENTIAL

Residential (R20)

Residential (R25)

Residential (R40)

PARKS, RECREATION & CONSERVATION

Public Open Space

N Neighbourhood

TRANSPORT

Pathway - Shared

Pathway - Pedestrian Only

OTHER

Structure Plan Boundary

Local Development Plan Required

Trees to be Retained

0 50 100 Metres

REVISIONS

Rev	Date	Drawn
A	2015.06.22	M. Sullivan
B	2015.09.16	M. Sullivan
C	2015.12.08	M. Sullivan
D	2015.12.18	M. Sullivan

ROWEGROUP
PLANNING DESIGN DELIVER

w: www.rowegroup.com.au
e: info@rowegroup.com.au
p: 08 9221 1991

Date Drawn: 2015-06-
Job Ref: 72
Scale: 1:2000 @
Client: H. Be
Designer: C. Richar
Drawn: M. Sulliv

Projection: MGA50 GD4ra
Plan ID: 7222-LSP-08-D
Cadastral data supplied by Water Corporation of WA

Attach 3

Local Structure Plan

Lot 2 Fanstone Avenue, Beeliar
Plan 1

SCHEDULE OF SUBMISSIONS
PROPOSED SCHEME AMENDMENT 110 & STRUCTURE PLAN – LOT 2 FANSTONE AVENUE, BEELIAR

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
1	Helen G Jeffery and Paul Jeffery 12 Verbania Loop BEELIAR WA 6164	<p>Object We object very strongly to the above proposal as it is disappointing to see that this beautiful pocket of land is going to be more residential in an already massive development.</p> <p>The housing development we currently reside in is now just a sea of roofs with very few trees, two very small parkland areas (only one with play equipment) and power lines. This area is full of young families and would benefit greatly from having something similar to the lovely park/play area that is in the older part of Beeliar on The Grange.</p> <p>We need to preserve much of the natural bush area that is left in this part of Beeliar with walkways, play areas, a man-made lake, Barbeques and seating. The location is perfect for this.</p> <p>Many of the other new developments in Perth are beautifully done with parks for families which this new area that we reside in, is sadly lacking.</p>	<p>Support modification</p> <p>Loss of bushland and lack of recreation facilities</p> <p>The City agrees that further investigation should be undertaken to review the potential for retaining more of the Tuarts surrounding the perimeter of the subject site. However the City is limited in its ability to retain extensive areas of vegetation once land is zoned urban at a metropolitan level.</p> <p>As a result the City recommends a modification to the proposed structure plan to further investigate options for the retention of Tuart Trees, particularly within road reserves or through the relocation of portions of POS.</p> <p>With regard to recreation and play facilities the proponent as per Liveable Neighbourhoods WA policy is required to provide 10% of residential land as Public Open Space. The proposal will include the embellishment of these areas.</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
2	Sam Tunnicliff 16 Baveno Road BEELIAR WA 6164	<p>Object</p> <p>I wish to voice my objection towards the development of the proposed "Fanstone Avenue" in Beeliar. The surrounds are already placing immense pressure on existing infrastructure, which will only be exacerbated with continuing infill. Cockburn Councils' efforts to curb the pressure appear to have failed with added lanes on Beeliar drive failing to assist those attempting to turn on to Beeliar Drive from either Tindal Road or Birchley Road. Evidence of the congestion can be seen every morning and afternoon during school runs.</p> <p>I'd also like to question the impact of Cockburn Cements' operations on those living in this proposed area. From my residence on Baveno Road, we are subject to noise pollution, and recently an increase in odour pollution- aggravating respiratory issues suffered by those that live in the area. At what point does the Council step in to maintain a safe industrial buffer for local residents? Urban creep appears to be an issue that has not been factored in at the planning level of this scheme</p> <p>Finally, the environmental impacts of further land clearing are in direct conflict with the efforts made by Cockburn Cement to revegetate disused quarries. As quoted from Cockburn Cement:</p> <p>"The rehabilitation of the quarries has also encouraged a vast array of wildlife to inhabit the area, including a large colony of blue wrens and around 400 rainbow lorikeets.</p> <p>Our aims are to increase habitat and foraging opportunities and attracting particular wildlife, including the endangered Carnaby's Cockatoo."</p> <p>I will not be supporting this development and will be raising my concerns with other local residents as well as my local member of parliament. I wish to be kept informed of the progress of this scheme amendment</p>	<p>Increased traffic congestion – not supported</p> <p>A traffic assessment was prepared for the proposal and accompanied the scheme amendment and the structure plan. The City's traffic engineers and Main Roads Western Australia have reviewed the traffic study and have found it appropriately considers traffic generated by the proposal and that it can be accommodated within the existing road network.</p> <p>Noise pollution and odour impacts from Cockburn Cement – not supported</p> <p>The Kwinana Air Quality buffer is the mechanism used to ensure residential uses are located an appropriate distance from Cockburn Cement.</p> <p>The subject site is located outside the buffer and the land to which the proposal applies is zoned urban in the Metropolitan Region Scheme.</p> <p>Loss of bushland and lack of recreation facilities - supported</p> <p>Please see response to submission number 1. The City seeks a modification to review the potential for further retention of</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
			Tuarts.
3	Landowner	Support However, existing trees should be kept, as there are not enough established trees in this area. Including McLaren Avenue. More input from the council in street scaping this suburb.	Support – see response to submission number 1.
4	Landowner	Support But I would like a buffer zone of bush along McLaren Avenue	Support – see response to submission number 1.
5	Landowner	Object Why do you bother asking us for what we think, yes or no. You've already decided for us, so why waste our time by sending letters. We did not want the road on Beeliar Drive. We went to meetings to stop it but guess what? It was done anyway.	Noted
6	Kelly Fontana 43 Coppito Circle BEELIAR WA 6164	Object We have observed black cockatoos roosting in the trees, therefore hold concern that they will be harmed. The trees provide roosting areas within the hollows that cannot be replaced if cut down. Please complete a fauna and flora assessment of the area as this currently provides a peaceful sanctuary for many birds. The Carnaby black cockatoo is listed as an Australian Threatened Species as per the Department of Environment and we must protect remant vegetation, hallows and banksia heathlands.	In part supported – see response to submission number 1 regarding further retention of Tuart trees. In terms of the concerns regarding impacts on threatened fauna and loss of local bushland, the Federal Government's environmental assessment process, in addition to the State Government's environmental assessment process have deemed the proposal as acceptable from an environmental perspective.
7	Glen J & Yolande B Lemberg 9/4 L'Aquila Circle BEELIAR WA 6164	Support Subject to: 1:- As we are currently tolerating a dust problem from the Cockburn Cement Works, we would request that any dust problem from the proposed earthworks be kept to an ABSOLUTE minimum. 2:- Construction traffic, especially larger delivery vehicles & the like, not be permitted to enter the L'Aquila Circle precinct due mainly to potential road and curb damage. We realise that access has been allowed for on the east side of the proposed development but as the majority of the houses here have been built on a sand base, large vehicles could also cause major structural damage.	Dust minimisation – Noted The proposal does not involve the intensification of Cockburn cement activities. Road and curb damage – Not supported

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		General parking: YES Other traffic: NO	The City's roads are constructed to Australian Standards. Should damage occur to curbs or road infrastructure the developer will be required to address.
8	Landowner	<p>Object</p> <p>I have bushland behind my house and if it turns into houses, it will devalue my home. I bought this house because I liked being near bushland and it has few direct neighbours.</p> <p>I am disgusted with the amount of lots that have been added in the area over the last year. The crime rate has increased as so many houses/people have been put on such a small area. The bushland breaks up the area providing a natural vibe and without it the area is too built up. The trees and animals deserve to keep their homes.</p>	<p>Loss of bushland – in part supported. See response to submission number 1.</p> <p>Property valuation is not a valid planning consideration.</p> <p>Crime rate increase</p> <p>It is not supported that density alone contributes to crime rates.</p>
9	Department of Education 151 Royal Street EAST PERTH WA 6004	The Department has reviewed the document and wishes to advise that it has no objection to the proposed rezoning and the increased dwelling yield in the Structure Plan.	Noted
10	ATCO Gas Australia PO Box 3006 SUCCESS WA 6964	<p>We wish to advise that ATCO Gas have medium pressure and associated gas infrastructure in the immediate vicinity, predominantly within the adjacent road reserves.</p> <p>ATCO Gas no objection to the proposed amendment to the Town Planning Scheme No. 3 proceeding.</p> <p><u>Advice Notes to applicant:</u> ATCO Gas has Medium Pressure gas mains in the vicinity of the property described, in the road reserves of L'Aquila Circle, Birchley Road, McLaren Avenue and Delphinium Way, within the City of Cockburn.</p> <p>Anyone proposing to carry out construction or excavation works must contact 'Dial Before You Dig' (Ph</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		1100) to determine the location of buried gas infrastructure.	
11	Landowner	Object There are far too many small cramped houses being built in this area already. The bushland is needed to keep a balance between residential and land left alone. I love seeing the trees and would be very sad if they were destroyed. Too much land is being cleared around here. Our wildlife needs somewhere to live – enough is enough!	Loss of bushland – in part supported See response to submission number 1.
12	Landowner	Object My Partner and I OBJECT, we are extremely disappointed that this has even come up in conversation and is even considered for development. It is BEAUTIFUL nature reserves that should NOT be destroyed. It is the only section where this neighbourhood has wildlife, trees and nature. This national park was the major part in our decision when deciding to build here and is for many people who live here also. It was also confirmed to us and guaranteed from our building company that it will always be UNTOUCHED and remain exactly how it is. If you take this away from us, it will become a very sterile and cold environment which is not what we all want. We enjoy walking out into our backyard and watching the beautiful trees and listening to all the precious birds, it is our stunning sanctuary. It makes us extremely upset to think that this could be taken away from us. PLEASE DON'T REMOVE OUR NATURE	Loss of bushland – in part supported See response to submission number 1.
13	Hugh McBride & Karen L Ross 19 Verbania Loop BEELIAR WA 6164	Support	Noted
14	Otmar Henger 1/41 Gordona Parade BEELIAR WA 6164	Object I object to the above proposal!! Everybody at Cockburn Council already knows the dust problem in the area because of the “untouchable” Cockburn Cement to partly counter this ever present greyish substance, we need not just every big trees, but even shrubs or any other available greenery which is in the proposed development area! As for adding new land development there in time when the already existing ones is hardly saleable is questioning the common sense of the proposal anyway!!	Impacts from Cockburn Cement – noted The Kwinana Air Quality buffer is the mechanism used to ensure residential uses are located an appropriate distance from Cockburn Cement. The subject site is located outside the buffer and the land to which the proposal applies is zoned urban in the Metropolitan Region

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
			<p>Scheme.</p> <p>Should residents experience issues then these incidents need to be reported to Cockburn Cement and/or the EPA. Given the EPA records a complaints register and is the monitoring authority for the Cockburn Cement operation.</p> <p>It is noted a referral was made to both the EPA and the Department of Environment and Regulation. No objection was provided on the proposal.</p>
15	<p>Water Corporation</p> <p>PO Box 100 LEEDERVILLE WA 6902</p>	<p>The Corporation offers the following comments in regard to this proposal.</p> <p><u>Water</u> Reticulated water is currently available to the subject area. All water main extensions, if 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>The Corporation's long-term water planning for this area indicates that a DN700 water main will be required to be extended from the north to the intersection of Spearwood Ave and The Grange to service the surrounding area. This water main is not scheduled on the Corporation's current 5-year Capital Investment Program. A route for this main will be required. The route should be in the form of a road reserve.</p> <p><u>Wastewater</u> The subject site has been included in the Corporation's conceptual long term wastewater planning to south forming part of the Wattelup Sewer District Catchment. Given that the site falls substantially from north to south, there is no provision to the north and west wastewater planning network for a connection or pump station outlet. The proponent would be required to engage a consulting engineer to explore possible wastewater connection and capacity scenarios.</p> <p>It should be noted that the current wastewater planning indicates that some of the subject site may require additional fill based on scenario planning options explored.</p> <p><u>General Comments</u> The implementation of Water Corporation planning for the provision of the infrastructure to service the</p>	<p>Noted</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		<p>area is dependent on the timing of development within the area. Developers should liaise with the Water Corporation at the preliminary planning stage of any development to determine the Corporation's current servicing and land requirements.</p> <p>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 Corporation may also require land being ceded free of cost for works.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Corporation should be contacted to confirm if the information is still valid.</p> <p>Please provide the above comments to the land owner, developer and/or their representative.</p>	
16	<p>Department of Aboriginal Affairs</p> <p>PO Box 3153 EAST PERTH WA 6892</p>	<p>A review of the Register of Aboriginal Places and Objects as well as the DAA Aboriginal Heritage Database concludes that there are no known heritage places within the proposed Amendment. Therefore based on the information held by DAA no approvals under the Aboriginal Heritage Act 1972 (AHA) are required.</p> <p>DAA also recommends that for any future works DAA that the Developers refer to the State's Aboriginal Heritage Due Diligence Guidelines (Guidelines). The Guidelines can be found on the DAA website at the following link: http://www.daa.wa.gov.au/heritage/land-use/</p> <p>The Guidelines allow developers to undertake their own risk assessment regarding any proposal's potential to impact Aboriginal heritage.</p>	Noted
17	Landowner	Object	Noted
18	Landowner	Support	Noted
19	<p>Main Roads WA</p> <p>PO Box 6202 EAST PERTH WA 6892</p>	The proposed scheme amendment and local structure plan are not adjacent to, nor will they impact, any roads under the control of Main Roads. Therefore, Main Roads has no comment.	Noted
20	Landowner	<p>Object</p> <p>WE STRONGLY OBJECT</p> <p>When we bought into the area what was appealing to us was the bush opposite that is the habitat for the native wildlife which we have had joy in seeing.</p> <p>It is now with horror and disgust that we now learn that this natural bush is going to be destroyed and</p>	<p>Loss of bushland – in part supported. See response to submission number 1.</p> <p>Loss of Habitat for Carnaby</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		<p>replaced with high density living with the place being devoid of trees.</p> <p>As the Council who has shown leadership in being opposed to Roe 8 as we are, we would have thought that one of the few remaining areas of bushland would have been taken into consideration . It provides breeding and foraging habitats for Carnaby's Black Cockatoos and Forest Red Tailed Black Cockatoo's. Were the Acts of the Commonwealth Endangered (Environmental Protection and Biodiversity Conservation Act 1999) and WA Specially protected fauna (Western Australian Wildlife Conservation Act 1950) taken into account?</p> <p>As this site is classified as contaminated what steps are going to will be taken to address these issues? After all while the bush is being raped and pillaged we will be asked to breathe it all in.</p> <p>This brings us to another point; were the Ratepayers thought about when this proposal was put forward? Was our privacy, security and safety thought about? What is being proposed is that we live opposite high density apartments where people will be able to see into our backyard? What steps will be taken to address these issues? What about the traffic volume and parking issues? Has anyone given any thought to it or is the proposed little park further down the road from us to be used for that purpose?</p> <p>With regards to the public open space there appears to be a discrepancy between the local structure plan and the drawings in the developers report?</p> <p>We believe that this proposal has not been well thought out and is being rushed through as there is many issues that have been raised and need to be addressed - the very thing the Barnett Government has been accused of doing with Roe 8 albeit not on as large a scale.</p> <p>We firmly believe that absolutely no thought was given to the residents residing in the areas that will be affected by the proposal, and who I should point out are the Ratepayers. We also can't help but wonder if we would be going down this path if a member of the Council lived in the area. We doubt that we would.</p>	<p>Cockatoo's - In terms of the concerns regarding impacts on threatened fauna and loss of local bushland, the Federal Government's environmental assessment process, in addition to the State Government's environmental assessment process have deemed the proposal as acceptable from an environmental perspective.</p> <p>Contaminated site issues - In respect to site contamination the subject site was subject to a Preliminary Site Investigation (PSI) and a Sampling and Analysis Program (SAP) has been prepared.</p> <p>The PSI and SAP have been reviewed by the Department of Environment Regulation and an accredited Contaminated Site Auditor.</p> <p>A further DSI may be required in order to further assess the contamination present on the subject site. If site remediation works are required these will be undertaken in accordance with the requirements of the Department of Environmental Regulation and accredited Contaminated Site Auditor. Such contaminated matters are addressed at the subdivision stage, and relevant conditions applied on the</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
			<p>subdivision approval.</p> <p>High density developments – No high density apartments are proposed. Traffic considerations are addressed within the Traffic Impact Assessment and the structure plan accordingly.</p> <p>Given the sites topography (it is lower than surrounding properties in most parts) privacy and overlooking issues are unlikely to occur.</p> <p>Increased traffic congestion – not supported</p> <p>A traffic assessment was prepared for the proposal and accompanied the scheme amendment and the structure plan. The City's traffic engineers and Main Roads Western Australia have reviewed the traffic study and have found it appropriately considers traffic generated by the proposal and that it can be accommodated within the existing road network.</p> <p>Discrepancy between structure plan and reports (POS): It is unknown which report is referred to here nonetheless the structure plan has considered the relevant reports. It is the structure plan that presents the final layout for approval.</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
21	Department of Health PO Box 8172, Perth Business Centre PERTH WA 6849	<p>Proposed developments are required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy - Perth Metropolitan Region.</p> <p>DOH has a document on 'Evidence supporting the creation of environments that encourage healthy active living' which may assist you with planning elements related to this structure plan. A copy is attached or may be downloaded from:</p> <p>http://www.public.health.wa.gov.au/cproot/6111/2/140924_wahealth_evidence_statement_b_e_health.pdf</p> <p>The City of Cockburn should also use this opportunity to minimise potential negative impacts of the increased density development such as noise, odour, light and other lifestyle activities. To minimise adverse impacts on the residents, the City of Cockburn could consider incorporation of additional sound proofing/ insulation, or design aspects related to location of air conditioning units and other appropriate building/construction measures.</p>	Noted
22	Landowner	<p>We would like to register our objection to the above Amendment.</p> <p>When we bought our block on L'Aquila Circle we were assured by the Real Estate Agent at the time that as long as the cement works remained so would the green footprint around it, as it was part of the requirement for the cement works to maintain this footprint.</p> <p>This raises the question; how come the cement works and/or City of Cockburn have been able to disregard the requirement for the green footprint in order to commence with Amendment 110?</p> <p>The proposed, disproportionately high percentage, of higher density blocks will certainly adversely affect the existing ambience of the neighbourhood. Parking will become a significant issue/problem.</p> <p>Additionally, clearing 56 established trees which will destroy the flora and fauna, for it to be traded away to developers without any concern for birdlife is at best extremely short-sighted and at worst greedy. Without any doubt the clearing of these trees will affect both the resident and visiting birdlife that nest and feed in this area.</p> <p>It is disappointing that the City of Cockburn have gone against their usual high standards and seemingly 'caved in' on this issue. The developers want to divide the land into as many blocks as possible, understandably this equals more rates but we strongly feel that a lot more consideration needs to be given to this amendment to arrive at a more acceptable outcome for all stakeholders.</p>	<p>Cockburn cement buffer to remain – The buffer around Cockburn Cement is to remain, this proposal does not seek to change that. Rather, the subject site is located outside the Cockburn cement buffer and no longer forms part of the Cockburn Cement operation.</p> <p>The subject land is zoned urban under the Metropolitan Regional Scheme (MRS) and has been since 1995. The City is now bringing the Town Planning Scheme 3 into line with the MRS.</p> <p>Retention of Tuarts – The City where possible has addressed the retention of Tuarts within the structure plan proposal.</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
23	Landowner	Support	Noted
24	Landowner	Object There are limited areas that have trees and bushland. There is already a large blanket of residential land that has already been developed so it would be a shame to not leave this area as it is. Also as far as I am aware there may be contaminated products on this land that maybe an issue to health if this is disturbed.	Loss of bushland – in part supported See response to submission number 1. Contaminated site issues – See response to submission 20.
25	Janet Burke 65 McLaren Avenue BEELIAR WA 6164	Object I disagree with the development of this land. We were told when we purchased this land that it would never be developed. We chose this area to build on due to the surrounding land not being used for development. Traffic would be an issue if all these properties were to be built.	The subject land is zoned urban under the MRS, allowing the City to ensure the subject land, within the City's town planning scheme 3, aligns with the MRS zoning. The MRS zoning has been in place since 1995. Traffic considerations are addressed within the Traffic Impact Assessment and the structure plan accordingly.
26	Landowner	Support However, as a resident at the above address, we are concerned about the increasing traffic along Birchley to L'Aquila. Can speed bumps/humps be placed along these roads to reduce speeding in the area? Is there any way of reducing the noise from this new road as we have children's bedrooms facing this road which is currently a no-through road.	Noted – Strategic Planning will pass on this comment to the traffic engineers for consideration given this road is outside the structure plan area.
27	Landowner	Object I object to the proposed development at 2 Fanstone Avenue for the following reasons. The proposed development site is contaminated & the extent & impact of this contamination has not been fully explored. The development will have a direct negative impact on the environment with the loss of at least 37 Tuart trees. The development will also have a direct, negative impact on the Carnaby Black Cockatoo who are frequent visitors to this area for feeding. The report produced by the Rowe Group has a clear disclaimer which exonerates them from any inaccuracy's or accountability for the information contained in the said	Site contamination – Not supported, Please see response to submission number 20. Loss of Tuart Trees – Support, see response to submission


NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		<p>report, therefore given it no credence whatsoever. The development will require 3 half metre retaining walls & there is no information as to how this will be in keeping with the current properties and the impact this may have on our sunlight etc. As part of the agreement with the developers Cockburn will received a financial contribution to widening of Beeliar Drive which has already been completed, leaving me with the impression that this is already a done deal. The impact of the increased traffic has not been fully explored & the proposed plans are insufficient in this regard. The information provided was also very lacking/unclear as to how high the proposed development will be & the impact this with in terms of light, sunlight on other residents, particularly those living in L'Aquila, which will also have a direct negative impact on their privacy.</p>	<p>number 1 regarding investigation into the potential for further retention of Tuarts.</p> <p>Loss of Habitat for Carnaby Cockatoo's - In terms of the concerns regarding impacts on threatened fauna and loss of local bushland, the Federal Government's environmental assessment process, in addition to the State Government's environmental assessment process have deemed the proposal as acceptable from an environmental perspective.</p> <p>Retaining walls – Retaining walls located to the rear of lots and as a result have a reduced impact on streetscapes. The exception is the northern portion of road 2 of which the City is requiring a review of how Tuarts can be retained within the road reserve. Reconsideration of the retaining wall along this road will also be required.</p> <p>Sunlight Given the subject site is mostly lower than surrounding properties there is unlikely to be issues regarding sublight.</p> <p>Increased traffic – not supported, see response to submission number 2.</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
28	Landowner	<p>Object</p> <p>I object to this proposal on the grounds -there will be increased traffic in our street and surrounding streets making it less safe for children and families living in the area -the level of traffic noise will increase -earthwork noise and disruptions to traffic flow, -dust and dirt issues from earthworks. -potential damage to our property due to significant earthworks, we have had this issue with previous developers in the past due to the level of limestone underground, almost every day for months on end 7am-5pm of constant compaction causing heavy vibration (glassware in cabinets to rattle and damage to walls and joins throughout our home.)</p>	<p>Increased traffic – not supported, see response to submission number 2.</p> <p>Noise pollution and odour impacts from Cockburn Cement – not supported, see response to submission number 2.</p> <p>Impacts on adjoining development during the construction period – Impacts from dust and earthworks are expected to be managed at the subdivision stage through the provision of conditions relating to site works and construction vehicles.</p>
29	Department Parks & Wildlife Locked Bag 104 Bentley Delivery Centre WA 6983	<p>Parks and Wildlife recommends that the city consider retaining the good condition vegetation within public open space in the Structure Plan.</p> <p>It is noted that the proposed development may result in the loss of habitat for Carnaby's black cockatoo. This species are listed as 'Endangered' under the Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act) and is also listed as 'Specially Protected' under the Western Australian Wildlife Conservation Act 1950.</p> <p>It is the department's expectation that planning for the area should firstly make provision to retain as much of the Cockatoo habitat as possible, identify and quantify habitat which will be lost, and consider if offsets may be required to mitigate any residual impact on habitat of this species.</p> <p>Proposals should be discussed with the Federal Department of the Environment and Energy as there may be a requirement to refer the proposal under the EPBC Act.</p> <p>It is also important to note that the State Government prepared the draft Perth and Peel Green Growth Plan for 3.5 million and it is currently assessing public submissions on this plan. The draft plan outlines broad commitments and values for the remnant vegetation in the amendment area and therefore the proposal should be checked for consistency with that initiative. For further information on the draft Green</p>	<p>Support – The City is requiring the retention of as many Tuart trees within the POS and road reserve.</p> <p>In terms of the concerns regarding impacts on threatened fauna and loss of local bushland, the Federal Government's environmental assessment process, in addition to the State Government's environmental assessment process have deemed the proposal as acceptable from an environmental perspective.</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		<p>Growth Plan you can contact the Department of Premier and Cabinet who is the lead agency or alternatively liaise with the Department of Planning's representative for the Green Growth plan.</p> <p>It is the department's expectation that the planning system will appropriately address environmental planning issues including those not specifically referred to in this letter.</p>	
30	Michael Blesic 2 Lugano Terrace BEELIAR WA 6164	<p>Object</p> <p>I am objecting to this development proposal from Cockburn Cement for the following reasons.</p> <ol style="list-style-type: none"> 1. The land is currently zoned Special Use SU 11, "Cement Works and Conservation Area, includes land and buildings used for the Manufacture of cement lime and associated products for use in the construction industry and includes excavation and earthworks associated with manufacture of cement together with the surrounding areas of buffer land retained and conserved to separate the works from adjoining uses, and operates in accordance with the "Cement Works (Cockburn Cement Limited) Agreement Act" 1971 (as amended) and to the Agreement as annexed to that Act." <p>Cockburn Cement are still in existence and are still obliged to follow state legislation, regardless if the parcel of land is within the councils urban or rural zoning. I believe by allowing Cockburn Cement to disregard state legislation, is setting a dangerous precedent for other companies and or quarries to disregard the conditions of use, of their land.</p> <ol style="list-style-type: none"> 2. Section 5 of the Scheme Amendment states that "The land the subject of the Scheme Amendment is surplus to the requirements of CCL, and a higher and better use is sought" <p>This statement is in contrast to Cockburn Cements Community website, which states that "There has been notable success in establishing Tuart trees on part of the site. Our Revegetation Plan has focused on establishing and improving both internal and external ecological corridors to allow improved movement of fauna and flora and long term linkages of larger natural areas. The rehabilitation of the quarries has also encouraged a vast array of wildlife to inhabit the area, including a large colony of blue wrens and around 400 rainbow lorikeets. Our aims are to increase habitat and foraging opportunities and attracting particular wildlife, including the endangered Carnaby's Cockatoo." Cockburn cement are also aware of the communities concerns regarding dust (particulates) and odours. If the parcel of land is cleared this will only exasperate the dust and odour problems for residents surrounding the area, let alone the residents who will be living in the proposed development.</p> <p>Again, Cockburn Cement want to clear the Conservation and Rehabilitation Area, to establish a housing development. I ask in whose interest is a residential development really a higher and better use than the conservation of Endangered native fauna etc.</p>	<p>Not supported – The land is outside the Kwinana Air Quality buffer, and has been zoned urban under the MRS since 1995. The urban zone allows the City to ensure the town planning scheme aligns with the MRS. The amendment will see the subject land be removed from SU11 and accordingly the "Cement Works (Cockburn Cement Limited) Agreement Act" 1971 will not be a relevant consideration for the subject site. Any site contamination issues have been addressed or have been identified as being required at subdivision stage.</p> <p>Loss of bushland – in part supported</p> <p>See response to submission number 1.</p> <p>Site contamination – Not supported, Please see response to submission number 20.</p> <p>Loss of Habitat for Carnaby Cockatoo's - In terms of the concerns regarding impacts on threatened fauna and loss of local</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		<p>3. Section 3.3 of the Scheme Amendment states that "Vegetation condition within the area the subject to the Scheme Amendment ranges for 'completely degraded' to 'good'. The majority of the vegetation contained on site, excluding the rehabilitation area, is classified as 'degraded'</p> <p>This statement is false, when reviewing the Environmental Assessment and Management Strategy of the Local Structure Plan report, shows the vegetation condition which is classified as good to degraded, will be cleared and developed for housing and the areas which are classified as degraded and completely degraded will be maintained and used as a green zone and public open space. Also the majority of the Tuart trees, which have the potential to be breeding habitats for the Endangered Carnaby's Cockatoo will be cleared.</p> <p>This again will negatively affect the Endangered Carnaby's Cockatoo, and is in contrast to Cockburn Cements Community website regarding re-vegetation.</p> <p>4. The Geotechnical Report of the Local Structure Plan, calls for additional contamination testing to be undertaken, to determine if there are any other contaminants in the ground. The existing testing was only carried out to a depth of a couple of metres, however the development is proposing to excavate in excess of 5m of earth, to obtain the Finished Surface Level of the estate. I am a resident who will be immediately affected by any dust from this development and would like in excess of 5m tested for airborne contaminants, as at this depth it is more likely that kiln ash was buried, which the initial Geotechnical Report has already identified.</p> <p>5. The 132kV powerlines have not been assessed by the consultant or the council, as the Report says that the powerlines are to remain in place. However there is one powerline tower in particular which has a concrete footing in excess of 1m above the height of the finished design level. In order to develop the land, the powerline tower has to be removed and lowered to accommodate the proposed level of the land.</p> <p>6. The data used for the calculation of the traffic impact assessment does not take into account the upgraded intersection of Birchley Road onto Beeliar Drive, and does not accurately represent the amount of traffic that has been forced onto McLaren Avenue to exit the area immediately surrounding the proposed development. I believe the traffic around Systema Park will come to an unacceptably high amount from this development and traffic alleviating devices will need to be installed. I suggest another Traffic Impact Assessment needs to be undertaken, incorporating the latest existing road design, and actual traffic volumes used not assumed volumes, as the current traffic impact study has used.</p> <p>7. Directly opposite my house is a proposed road to enter the estate, which is not required, alternatively a through road could be placed 100m west of the proposed location which will not impact any residents. I am concerned for the safety and security issues of the proposed road during and after it has been built. I will also not be able to have my windows open as vehicles will be able to see directly into my house, not to mention the noise, dust and vibrations from when the</p>	<p>bushland, the Federal Government's environmental assessment process, in addition to the State Government's environmental assessment process have deemed the proposal as acceptable from an environmental perspective.</p> <p>Powerlines – The City identifies the power lines will not require removal; rather the levels will be addressed at the subdivision stage.</p> <p>Birchley Road intersection – Support, the City requires modifications to the traffic impact assessment to address a number of intersections including Birchley Road. See the schedule of modification at attachment 5.</p> <p>The location of entry roads into the proposed development have been considered in the LSP design and review as part of the TIA. It is considered that the proposed entry roads are appropriately located.</p>

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMEDNATION						
		<p>development is being constructed. I have had valuations from local real estate agents about the drop in real estate value and drop in rental income which could be generated if the proposal was to go ahead and I will be seeking to have compensation paid to myself and other residents which are affected by this development.</p> <p>8. Overall I am disappointed with the current response I have received from the Council, as I have already had numerous phone conversations with planners and public question time at the ordinary council meeting, and have always had my concerns and objections dismissed. Not to mention the poor planning and review of the report which does not try to compromise with local residents or have any local resident input into the proposed development which is going to immensely affect us. I will be rallying with other local residents against this proposal and will be taking it to the local member of parliament, to have our objections heard.</p> <p>I look forward to hearing from the council and being present at the council meeting when my concerns are to be addressed.</p>							
31	Western Power GPO Box L921 PERTH WA 6842	<p>Western Power has no objection to proposed Amendment No. 110, however provides the following comments with regards to the Local Structure Plan :</p> <ul style="list-style-type: none">Any future subdivision and development of Lot 2 Fanstone Avenue, Beeliar is required to comply with safe clearances for restriction zones and danger zones to the adjoining 132kV transmission line network along McLaren Av, Beeliar. <table><tr><td></td><td>Clearance (horizontal and vertical from centre of line)</td></tr><tr><td>Transmission</td><td></td></tr><tr><td>132 kV</td><td>10.0m</td></tr></table> <ul style="list-style-type: none">As noted in the table above, legislation and Australian Standards require a minimum 10m building setback from the centreline of the 132 kV overhead transmission line for any development proposed (see Figure 1 for overview). Western Power therefore recommends that the proposed local structure plan be amended to ensure compliance with this safe clearance. Alternatively, other actions should be taken by the developer to ensure compliance for the current design (e.g. line relocation, etc.).		Clearance (horizontal and vertical from centre of line)	Transmission		132 kV	10.0m	Noted
	Clearance (horizontal and vertical from centre of line)								
Transmission									
132 kV	10.0m								

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		 <p>Figure 1. Overview of approximate restriction zone along McLaren Av, Beeliar.</p> <ul style="list-style-type: none"> It is recommended prior to any subdivision and/or development that a servicing report is prepared by the developer to determine network requirements. This should then be submitted to Western Power for review and response through a feasibility study. Link to submitting a request for this feasibility study is included below. https://www.westernpower.com.au/services/feasibility-study/ <p>Western Power welcomes any meeting required to further clarify and discuss this matter.</p>	
32	Department of Transport GPO Box C102 PERTH WA 6839	<p>The Department of Transport has no comments to provide in regard to the proposed TPS amendment.</p> <p>Below is the DoT comments in regard to the proposed LSP:</p> <ul style="list-style-type: none"> Footpaths on both sides of the street <p>The footpaths have to be provided on both sides of the street and they need to be at a minimum width of 1.5m. this is in accordance with the draft amendment to the Liveable Neighbourhoods.</p> <ul style="list-style-type: none"> Shared Path Design <p>The Shared Path needs to be a minimum width of 2.5m and appropriately line marked. The proponent is advised to refer to DoT's Shared Path Guidelines which will be published in the coming weeks.</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		In view of the above, DoT recommend that the City of Cockburn take the above recommendations into consideration prior to the LSP being finalised.	
33	Department of Fire and Emergency Services (DFES) GPO Box P1174 PERTH WA 6844	<p>The Department of Fire and Emergency Services (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>The Department of Fire and Emergency Services (DFES) advises that the proponent has adequately identified issues arising from the bushfire risk assessment and considered how compliance with the bushfire protection criteria can be achieved within the submitted Bushfire Management Plan</p>	Noted
34	Stephanie MacDougall 2 Gordona Parade BEELIAR WA 6164	<p>Object</p> <ol style="list-style-type: none"> 1. Concern over Childs park on McLaren Ave with the increase of traffic 2. Concern over contaminate land usage 3. Who has the development responsibility – local or state 4. Tuart trees that are used by the endangered Black Cockatoos must be retained 5. The development of Beeliar Drive appears to not be in accord with expected increase of traffic to the new development- is this development “ set in stone” or can variations be negotiated 	
35	Irena Mladinich 12 Bafile Lane BEELIAR WA 6164	<p>We bought in this area being told that the reserve will not be build out. Would rather have a natural reserve around us than housing.</p>	The subject land is zoned urban under the MRS, allowing the City to ensure the subject land, within the City's Town Planning Scheme 3, aligns with the MRS zoning. The MRS zoning has been in place since 1995 highlighting the potential for residential development has been in place since this time.
36	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	<p>As per the requirements under section 58(6) (a) and (b) of the Contaminated Sites Act 2003 (CS Act), advice is required in regard to the suitability of the land for the proposed scheme amendment.</p> <p>Under the CS Act, the Department of Environment and Conservation (DEC) (predecessor agency to DER) classified land at lot 2 on Diagram 15056, as shown on Certificate of Title 1722/866 (the site), as possibly contaminated - investigation required on 6 July 2007 and a memorial (reference number K529174 MI) was placed on the Certificate of Title.</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	RESPONSE/RECOMMENDATION
		<p>The site, along with other lots owned by Cockburn Cement Limited (CCI), were reported to DEC in April 2007 following the identification of several areas suspected contamination.</p> <p>Based upon historic aerial photos between 1974 until 1995, it appears that the proposed area to be rezoned as 'Development' has been used for sand extraction, and may have been subject to landfilling (Attachment 2). DER also notes that the proposed southern boundary of the 'Development' area is located approximately 500 metres north of the current active face of the landfill used by CCI.</p> <p>DER does not object to the proposed scheme amendment. However, given the uncertainties associated with the current contamination status of the site, DER notes that without further investigation, the site may not be suitable for more sensitive uses such as child care centres, schools or residential land use. Therefore, if development advice is requested in the future, DER is likely to recommend that contamination condition EN9 and advice ENa2, as published in 'Model Subdivision Conditions Schedule' (Department of Planning and WAPC, October 2012) should be applied to the approval. Map included</p>	
37	Department of Water PO Box 332 MANDURAH WA 6210	<p>The Department of Water (DoW) has reviewed the proposal and has the following advice. <u>Better Urban Water Management</u> Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9, the proposed Local Structure Plan (LSP) should be supported by an approved Local Water Management Strategy (LWMS) prior to finalising and supporting the LSP. The DoW has previously endorsed the Lot 2 Fanstone Ave Beeliar Local Water Management Strategy (Hyd2o 2016) on 31 May 2016. Accordingly DoW has no objections to the proposed scheme amendment and the LSP.</p>	Noted
38	State Heritage Council PO Box 7479, Cloisters Square PERTH 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 and LSP has been considered for its potential impact on heritage places within the Scheme area. There is no objection to the proposal.</p>	Noted

Schedule of Modifications – Lot 2 Fanstone Avenue Structure Plan

Traffic Impact Assessment

Location/section	Modification
Page 5	The MRWA classification of Spearwood Avenue (south of Beeliam Drive) is shown as a Local Distributor road whereas the City has classified that road section as a District Distributor (B) road;
Page 6	it is stated that the McLaren Avenue road reserve is approximately 19 metres wide when it is more like 20 metres;
Page 6 –	the L'Aquila Circle road reserve is correctly noted as being 15 metres wide. As this road will form part of a continuing road involving Birchley Road/L'Aquila Circle/Road D it is preferred that the road reserve was provide at 20 metres, to be more consistent with the other roads. However, a 15.4m reserve is considered suitable for an Access road in the Liveable Neighbourhoods policy;
Generally	<p>Require a condition within Part 1 of the structure plan, identifying the need for the following to occur at subdivision:</p> <ol style="list-style-type: none"> 1. The subdivision condition requirements. No mention is made of the current form of the Birchley Road/L'Aquila Circle intersection, which currently has Birchley Road as the terminating leg of the intersection. As the movement priority at that intersection will change as a result of the new development so that Birchley Road continues south into L'Aquila and then into Road D, the intersection will need to be modified at the time of subdivision to reflect that changing movement priority – require subdivision condition. This will require inclusion within part 1 of the structure plan. 2. Further consideration/investigation needs to be given to the provision of traffic treatments at the 4-way intersections within the site and along the long sections of perimeter roads. This can be done as part of the detailed subdivision design but must be done before any subdivision is approved, to ensure that adequate road reserve is provide for any required treatments. It is noted that some Traffic Calming Measures are located indicatively on Figure 12 of the traffic report but additional treatments will be needed on McLaren Avenue and Birchley Drive to keep traffic speeds down on those long sections of road, as per Liveable Neighbourhoods principles. 3. The design of the bend where L'Aquila Circle meets Roads B and D will need careful design because of the need to design an appropriate radius bend and the close proximity of

	<p>Road B to that bend. The design will need to be approved by the City's Road Design Manager and it may be necessary to either cul-de-sac the south end of Road B or maybe make it left-in/left-out.</p> <p>4. 'Eyebrow' treatments will be needed on the two right-angle bends on Road B to help visually delineate the bend in the road.</p>
Generally	<p>The City's traffic engineer has marked up a copy of the Traffic Impact Assessment and identified these elements requiring attention in addition to more minor items. It is recommended the Traffic Impact Assessment be updated with this feedback. This information has been provided to the applicant.</p>

Attachment 1 - Applicant's Structure Plan



OCM 13/10/2016 - Agenda Item 15.4 Attach 1

Plan 1: Local Structure Plan Map

Lot 51 & Pt Lot 22 Mayor Road, Munster



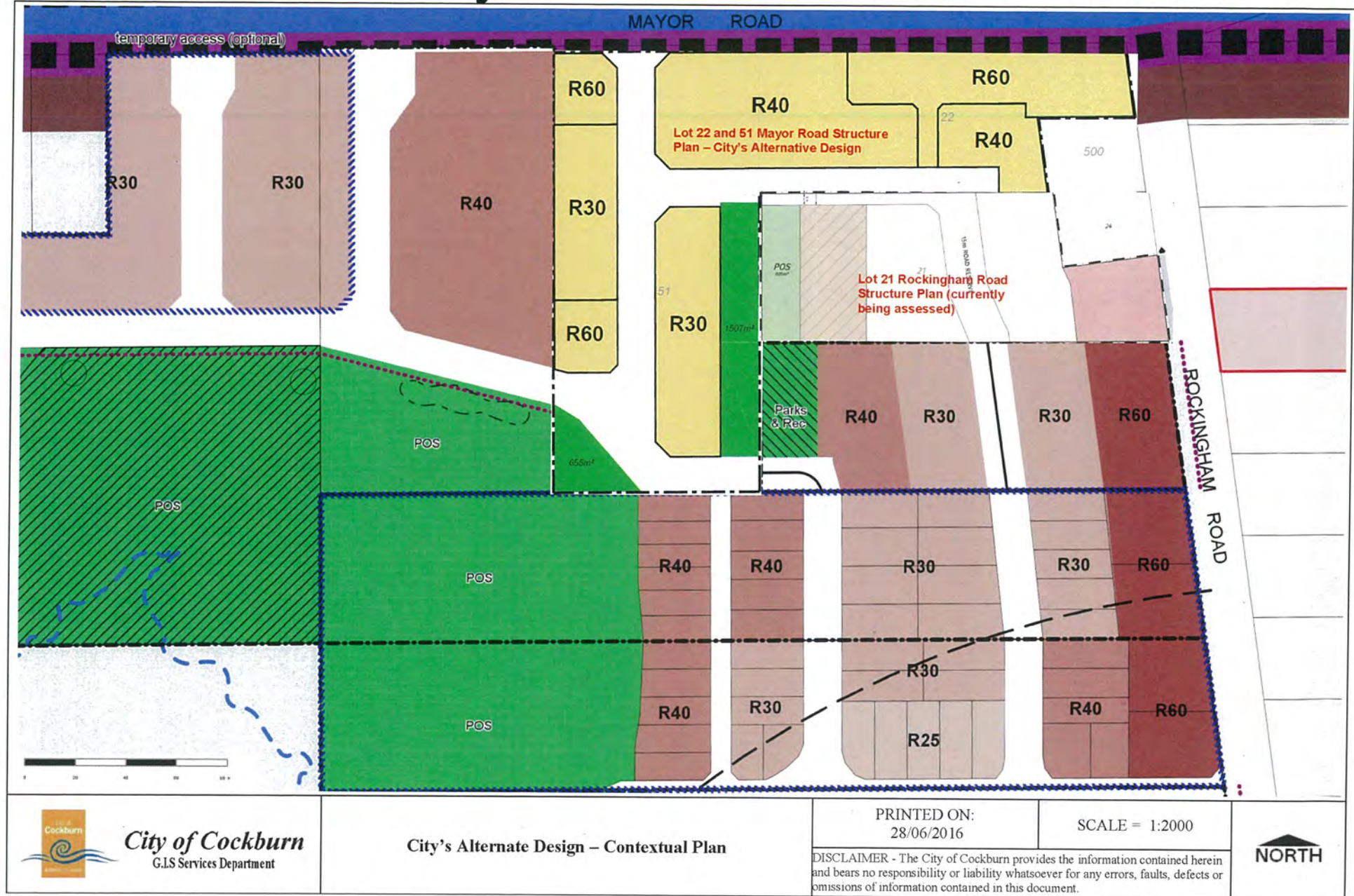
Project Manager: DC Date: 11 Feb 2016
 Drawn: GW Scale: 1:1000 @ A3
 Checked: DA Drawing No: 715-399 SP-01A



Level 7, 162 St Georges Terrace
 Perth Western Australia 6000
 Telephone +61 8 9233 9300
 Facsimile +61 8 9233 4399
 www.tpg.com.au
 The Planning Group Pty Ltd
 ABN 38 607 272 222



Attachment 3 - City's Alternate Contextual Plan



SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – PART LOT 22 AND LOT 51 MAYOR ROAD, MUNSTER

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Western Power GPO Box L921 PERTH WA 6842	<p>I refer to your correspondence dated 27 June 2016 requesting comment from Western Power in respect to the aforementioned Proposed Structure Plan. Western Power has no objection to the proposed Plan and provides the following comment:</p> <p>Comments:</p> <ul style="list-style-type: none"> Detailed assessment will be required at the subdivision / development application stage in accordance with Western Power's standard processes to determine distribution augmentation requirements for future development. 	Noted. The applicant has been made aware of these comments via this attachment to the Council Report.
2	Tiana Divich and Glenn Robertson 12 Monger Road MUNSTER WA 6166	<p>Object</p> <p>We would like to see more of the land dedicated to parks & recreation. We would also like it spread out.</p>	Noted and supported. The Structure Plan does not provide for efficient and useable Public Open Space (POS) that responds and integrates with the approved POS over Lot 20 Rockingham Road, and the proposed POS over Lot 21 Rockingham Road. The exclusion of the two portions of Lot 22 from the Structure Plan area also results in a reduction in POS provision. This will result in an undesirable design and amenity outcome for future residents. This has been addressed in recommendation (1)13 of the Council Report.
3	Department of Water PO Box 332 MANDURAH WA 6210	<p>Thank you for the referral of the abovementioned site received with correspondence dated 27 June 2016. The Department of Water (DoW) has reviewed the proposal and has the following advice.</p> <p>Better Urban Water Management</p> <p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9, the proposed Local Structure Plan (LSP) should be supported by an approved Local Water Management Strategy (LWMS) prior to finalising and supporting the LSP.</p>	Noted. The LWMS has since been amended in accordance with the Department of Water (DoW) and City of Cockburn comments and has been approved by the DoW.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The DoW has reviewed the Lots 22 & 51 Mayor Road and Lots 18, 19 & 25 Rockingham Road, Munster Local Water Management Strategy (Emerge, 2016) and amendments are required (see attached). It is recommended that the LSP should not be finalised in the absence of a LWMS approved by the City of Cockburn and the Department. DoW is yet to receive an amended LWMS with response to our previous correspondence (<i>see below</i>).</p> <p>Thank you for the Lots 22 & 51 Mayor Road, Munster - Local Water Management Strategy dated February 2016. The Department of Water (DoW) has reviewed the plan and provides the following comments:</p> <p>Section 3.3.4: Groundwater Levels Generally 18 months of groundwater monitoring, including a minimum of two winters, is required to inform a LWMS. A singular monitoring event in May has been provided, which is insufficient given the shallower clearance to groundwater in the south western portion of the site, and the intention to use underground storage for stormwater. It should also be noted the Department's letter of 8 November 2011 included in the document relates to Lot 19 Rockingham Road, rather than this site. Given the proposed stormwater strategy for the site and lack of monitoring information it is recommended groundwater levels from nearby DoW monitoring bore (Bore 103122) is utilised to provide a greater degree of accuracy in determining on-site maximum groundwater levels.</p> <p>Section 5.1.2: Groundwater Approval of a LWMS is reliant on a site having a confirmed non-potable water source sufficient for POS irrigation requirements, or there being substantial groundwater allocation available. This LWMS must confirm that adequate groundwater is currently available for the proposed POS, through the lodgement (or approval) of a groundwater licence application under the Rights in Water Irrigation Act, or the LWMS must confirm an agreement with the City of Cockburn (CoC) to access an existing groundwater bore and provide details on the groundwater bore's current use, allocation limits and authorised uses.</p> <p>Section:6.1.1: Lot Storage Section indicates that lot soakwells will be designed to hold runoff from the first 15mm of rainfall. City of Cockburn requires lot soakwells to contain runoff up to the 1 :20 year ARI. LWMS should confirm that lot soakwells will</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>have this capacity.</p> <p>Section 6.1.2: Subsurface Storage - Lots 22 & 51 Mayor Road A LWMS is required to provide proof of concept for the management of stormwater. The development is proposing subsurface storage in the south western part of the development area where the groundwater is shallow. Design details of the storm tech cells proposed around the two areas of POS, including use of amended soils and distance to maximum groundwater level from the cell invert should be presented.</p> <p>Section:6.1.4: Discharge to Wetland LWMS should provide conceptual designs and details on the discharge overflow/spillway which will carry runoff from the development to the adjacent wetland. Plans should indicate how it will be integrated into the development and wetland buffer and confirm that the design will avoid erosion/scouring.</p> <p>Section 9.2: Water Quality Monitoring Section should outline a contingency action plan. Section should indicate that water quality trigger values for stormwater discharged to the wetland will be based on local values and criteria rather than ANZECC values.</p> <p>Section 9.3: Reporting Section should include the DoW as an organisation to receive monitoring reports. Post-development monitoring reports should be provided annually.</p> <p>Appendix B: Landscape Concepts Please provide landscape concept plans for PCS proposed in Lots 21 & 55 Mayor Road. The plans presented relate to Lots 18 & 19 Rockingham Road. The landscape plans should provide an indication of how the POS is integrated with the drainage infrastructure particularly the wetland discharge overflow/spillway.</p> <p>Appendix F: Hydrological Calculations Please provide hydrological calculations and capacity of stormtech chambers proposed for Lots 21 & 55 Mayor Road (catchment 9). The information presented appears to relate to Lots 18 & 19 Rockingham Road.</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		It is recommended that the LWMS be revised incorporating the above points and any others recommended by the City of Cockburn. In the revised LWMS please identify where and how comments have been addressed.	
4	Department of Aboriginal Affairs PO Box 3153 EAST PERTH WA 6892	<p>The Application area is not within the boundary of any sites under the <i>Aboriginal Heritage Act, 1972</i> (AHA) as currently mapped on the Register of Aboriginal Sites. However, there are also no reports held at the Department of Aboriginal Sites (DAA) of any heritage surveys conducted within the Application area. There may be Sites present to which the AHA applies that are yet to be identified and are therefore not in DAA records, and these Sites are still afforded protection under the AHA.</p> <p>It is recommended that Developers are advised to familiarize themselves with the State's Cultural Heritage Due Diligence Guidelines (the Guidelines). These have been developed to assist proponents identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present. The Guidelines are available electronically at http://www.daa.wa.gov.au/globalassets/pdf-files/ddg</p>	Noted. The applicant has been made aware of these comments via this attachment to the Council Report.
5	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>The site is situated within the Water Corporation's Thompson's Gravity Water Supply Zone and within the Wattleup Sewer District. The Corporation has adopted conceptual water and wastewater planning covering the area. This planning provides a guide to developers' consulting engineers and can be varied and staged by developers in consultation with the Water Corporation.</p> <p>The developers will need to extend gravity sewers and water reticulation mains through the site at the subdivision stage.</p> <p>A portion of Lot 51 and the adjoining Lot 50 will need to be filled as part of the subdivision works in order to provide sufficient fall for the operation of the proposed 150mm gravity sewer through this area. The approximate fill area is indicated on the sketch attached below. The City is requested to provide this information to the proponents for their information.</p>	Noted. The Water Corporation submission has been forwarded to the applicant to address appropriately. This has been addressed in recommendation (1)46 of the Council Report.
6	Telstra Locked Bag 2525 PERTH WA 6001	Thank you for the above advice. At present, Telstra Corporation Limited has no objection. I have recorded this in our Development database and look forward to further correspondence in the future. Should you require any more information regarding Telstra's new infrastructure policy, please read below or contact me.	Noted. The applicant has been made aware of these comments via this attachment to the Council Report.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p><u>Latest Telecommunications Policy</u></p> <p>The Federal Government has deemed developers are now responsible for telecommunications infrastructure on all developments, i.e. conduits, pits and the cost of the cable installation by Telstra or other carrier. Telstra can provide a quote for the pit and pipe and/or cable. This is explained on the Telstra Smart Community website below. The owner/developer will have to submit an application <u>before construction is due to start</u> to Telstra (less than 100 lots or living units) or NBN Co. (for greater than 100 lots or living units in a 3 year period).</p>	
7	Department of Education 151 Royal Street EAST PERTH WA 6004	<p>Thank you for your letter dated 27 June 2016 regarding the proposed structure plan for Part Lot 22 and Lot 51 Mayor Road, Munster.</p> <p>The Department has reviewed the document and advises that it has no objection to the proposed future residential subdivision. The potential student yield will be accommodated in the nearest local primary school.</p>	Noted.
8	ATCO Gas PO Box 3006 SUCCESS WA 6964	<p>Thank you for providing ATCO Gas Australia the opportunity to comment on the proposed structure Plan for Lot 51 and Part Lot 22 Mayor Road Munster, within the City of Cockburn.</p> <p>ATCO Gas has Medium Pressure (DN100PVC 4.2MP 70kPa) gas mains and infrastructure within the Mayor Road Munster road reserve.</p> <p>ATCO Gas does not have any objection to lodge with the City of Cockburn after considering the advertised Structure Plan and maps. ATCO Gas will not be returning a completed Submission Form objecting to the proposed structure plan.</p> <p>ATCO Gas requests ongoing consultation with the City of Cockburn, as we have had in the past, prior to any proposed construction or ground disturbance occurring.</p> <p>Please see the attached Figure for your record.</p>	Noted. The applicant has been made aware of these comments via this attachment to the Council Report.
9	Landowner	I support.	Noted.
10	Environmental Protection Authority Locked Bag 10 EAST PERTH WA 6850	Thank you for your correspondence dated 27 June 2016 seeking comment from the Environmental Protection Authority (EPA) regarding the proposed Structure Plan – Part Lot 22 and Lot 51 Mayor Road, Munster.	Noted. The proposal does not have a significant impact on the environment as defined under the Referral Information guide and thus has not been forwarded on to the EPA under section 38

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The Office of the EPA notes that the site for the proposed Structure Plan is on cleared land.</p> <p>The EPA does not generally provide comment on structure/development plans but if you believe that this development will have a significant impact on the environment it can be formally referred to the EPA under section 38 of the <i>Environmental Protection Act 1986</i>. Information on what might be considered significant can be found on the EPA's website in the Referral Information guide at www.epa.wa.gov.au.</p>	of the <i>Environmental Protection Act 1986</i> .
11	Department of Fire Emergency Services (DFES) GPO Box P1174 PERTH WA 6844	<p>DFES have the following comments with regard to <i>State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)</i> and the <i>Guidelines for Planning in Bushfire Prone Areas (Guidelines)</i>.</p> <p>Considerations for the City of Cockburn</p> <p>1. Policy objectives</p> <ul style="list-style-type: none"> i. A portion of the structure plan site is designated as bushfire prone on the <i>Map of Bush Fire Prone Areas</i>, and therefore SPP 3.7 applies. ii. Policy Measure 6.3 of SPP 3.7 states: <p><i>Any strategic planning proposal to which policy measure 6.2 applies is to be accompanied by the following information prepared in accordance with the Guidelines:</i></p> <ul style="list-style-type: none"> a) <i>(i) the results of a BHL assessment determining the applicable hazard level(s) across the subject land, in accordance with the methodology set out in the Guidelines. BHL assessments should be prepared by an accredited Bushfire Planning Practitioner; or</i> <i>(ii) where the lot layout of the proposal is known, a BAL Contour Map to determine the indicative acceptable BAL ratings across the subject site, in accordance with the Guidelines. The BAL Contour Map should be prepared by an accredited Bushfire Planning Practitioner; and</i> b) <i>the identification of any bushfire hazard issues arising from the relevant assessment; and</i> 	Noted and supported. These comments have been addressed within the Council Report and recommendation (2).

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>c) <i>clear demonstration that compliance with the bushfire protection criteria in the Guidelines can be achieved in subsequent planning stages.</i></p> <p>The proponent has submitted a BMP which has been prepared in accordance with <i>Planning for Bush Fire Protection Guidelines</i> (May 2010). However, due regard to SPP 3.7 and the new Guidelines has been required since May 2014. The BMP will need to be revised to reflect the new legislated changes.</p> <p>Technical advice for the Bushfire Consultant</p> <p>2. Bushfire Management Plan (BMP)</p> <p>i. It should be noted that the BMP has been prepared in accordance with the <i>Planning for Bush Fire Protection Guidelines</i> (May 2010), however, there has been a requirement to apply due regard for SPP 3.7 and the new Guidelines since May 2014. The BMP will need to be revised to reflect the new legislated changes.</p> <p>3. Bushfire Hazard Level (BHL) Assessment</p> <p>i. The vegetation classification cannot be validated. There are no geo-referenced photographs of the vegetation that has been assessed or other supporting documentation to demonstrate where the photos were taken (i.e. photo points and direction of photo marked on the BHL Assessment). More than 2 photos will be required to support the identification of vegetation class across the site.</p> <p>ii. The BHL assessment does not apply the appropriate methodology as set out in the new Guidelines (Appendix 2, page 50-51). The bushfire hazard should be mapped as per Figure 10, page 52 of the Guidelines. Areas that are assessed as low hazard, but are within 100 metres of a moderate or extreme bushfire hazard are to adopt a moderate bushfire hazard within that 100 metres.</p> <p>4. BAL Contour Map</p> <p>i. The indicative BAL ratings cannot be validated. There are no calculations, actual separation distances on site or inputs included in the BMP to demonstrate the methodology applied to determine the BAL outputs within the Contour Map.</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>ii. The proposal outlines that vegetation will be modified to reduce the BAL ratings. However acceptance of these measures requires approval to clear the vegetation and evidence it will be managed/maintained as 'low threat'.</p> <p>5. Consideration of Bushfire Protection Criteria</p> <p>i. Section 5.0 has been prepared in accordance with the <i>Planning for Bush Fire Protection Guidelines</i> (May 2010), and need to reflect all Elements of the Bushfire Protection Criteria from the current Guidelines (Siting and Design of Development is missing).</p> <p>ii. Given the above, a full assessment of Section 5 – Fire Management Plan has not been undertaken.</p> <p>RECOMMENDATION</p> <p>DFES advice is to seek a revised BMP for the structure plan in line with the above points. A revised BHL Assessment and revised BAL Contour Map for the structure plan are required upfront with any strategic proposal for which SPP 3.7 applies. The methodology and assumptions of the BMP need to be rectified to ensure it demonstrates to the fullest extent possible how the bushfire protection criteria have been addressed.</p>	
12	Harley Dykstra Planning and Survey Solutions PO Box 8110 PERTH BC WA 6849	<p>Harley Dykstra, on behalf of our client Gary Oreb, is pleased to provide this submission regarding the proposed Local Structure Plan (LSP) for Pt Lot 22 & Lot 51 Mayor Road, Munster that has been advertised for public comment by the City of Cockburn.</p> <p>Harley Dykstra has recently submitted to the City of Cockburn for its consideration an LSP for Lot 21 Rockingham Rd, Munster, being our client's property. Lot 21 immediately abuts Pt Lot 22 to the south and Lot 51 to the east and is therefore directly affected by the advertised LSP. A copy of our lodged LSP for Lot 21 is enclosed with this correspondence.</p> <p>We seek to provide comment to the City regarding two aspects of the advertised LSP layout for Pt Lot 22 & Lot 51 being a) the alignment of the proposed road on the common boundary between Lot 21 and Pt Lot 22 and b) the location of open space in the vicinity of the western boundary of Lot 21. Further detail regarding each of these matters is provided below.</p>	<p>Noted.</p> <p>The realignment of proposed Road 2 on the common boundary between Lots 21 Rockingham Road and Lot 22 Mayor Road is not necessary as the road reserve can be designed and embellished to incorporate the additional road reserve over Lot 22 appropriately without any need for either proposed roads to be realigned.</p> <p>The City is in agreement that the Public Open Space over Lot 51 should be realigned to better integrate with the POS over Lot 20 and the proposed POS over Lot 21. This is discussed further in the Council Agenda Report and addressed in point (1)13 of the Council recommendation.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Road Alignment</p> <p>The alignment and width of the proposed road on the common boundary between Lots 21 and 22 is generally consistent between the advertised LSP and our lodged LSP and we are supportive of the proposed alignment.</p> <p>There is, however, a discrepancy between the two plans as to the point where the proposed new road turns to the south. The location on the advertised LSP is approximately 11m to the east of the proposed alignment of the road shown on our lodged LSP. This discrepancy is illustrated on the enclosed Proposed Road Contextual Layout Plan that has been prepared and provided by the City of Cockburn. The road on our LSP has been positioned in this location to provide for regular lot depths on either side of this new road in the development of Lot 21.</p> <p>It is proposed that the point at which the road turns to the south on the advertised LSP be shifted approximately 11m to the west to match that shown on our lodged LSP. This will result in the following outcomes:</p> <ul style="list-style-type: none"> • Increased net developable area for the applicant of the advertised LSP, with an additional ~110m² to be included in the adjacent R40 development site proposed on Pt Lot 22; • Reduced road construction cost for the applicant; • Reduced road reservation for which the City of Cockburn will have maintenance responsibility in the long term; and • Ability for our client to subdivide their land to create regular depth lots.. <p>We believe that this is a mutually beneficial outcome for all parties and we respectfully request that the City seek to have this design change implemented prior to finalisation of the advertised LSP.</p> <p>Public Open Space</p> <p>We do not support the proposed public open space (POS) layout depicted on the advertised LSP. The proposed R30 development cell immediately to the west of our client's property will directly abut the 15m wide POS area shown on our lodged LSP. Such a development outcome, being private lots/development directly backing onto a long and narrow POS area, is not</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>considered desirable from a passive surveillance or public safety perspective.</p> <p>Furthermore, it appears that the proponent of the advertised LSP has failed to adequately consider how the proposed POS on Lot 51 will integrate with the POS that is identified on the approved LSP for Lot 20 to the south, in addition to that proposed on Lot 21.</p> <p>We recommend that the provision of POS in this area be reviewed and amended prior to the finalisation of the advertised LSP. Options to address this issue may include the following:</p> <ul style="list-style-type: none"> • Provision of additional POS on Lot 51, including along the common boundary with Lot 21 to match that identified on our lodged LSP and to provide a consolidated open space area; or • Removal of the POS shown on our lodged LSP and consolidation of this with the POS proposed on the advertised LSP as well as the approved LSP for Lot 20 to the south. Our client would then be required to provide cash-in-lieu instead of providing the minimum 10% of the land area of Lot 21 for open space. <p>We do not support the POS layout that is currently depicted on the advertised LSP, given its impact on our client's lodged LSP. However, we would be happy to work with the City to achieve a better design outcome regarding the provision of open space in this location.</p> <p>Conclusion</p> <p>We trust that this submission is of assistance to the City of Cockburn and Western Australian Planning Commission in the consideration, progression and finalisation of the proposed Local Structure Plan for Pt Lot 22 & Lot 51 Mayor Road, Munster. Should you have any further queries please do not hesitate to contact me at this office.</p>	
13	Marija Garbin 31A Zlinya Circle SPEARWOOD WA 6166	I am owner of several lots within the subdivision of the former Lot 19, including Lot 230 and 236 as shown on the attached LSP map for Lot 51 and Pt Lot 22 Mayor Road, Munster. I have carried out a joint LWMS with the owner of Lot 51 and Pt Lot 22, which included a joint drainage design and landscape concept plan (refer to the attached). The LWMS forms part of the full Structure Plan report for Lot 51 and Pt Lot 22 and the engineering	Noted and supported. This has been addressed in point (1)15 of the recommendation to Council.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>detail requires Road 1 (as shown on Lot 51) to connect up with Erie Lane, which runs north/south on the former Lot 19. It is imperative that these 2 roads adjoin one another in order for the LWMS, to in fact be able to work and be operative. As shown on the attached LWMS Landscape Concept Plan, the future stormwater from the subdivision of Lot 51 and Pt Lot 22 as well as the former Lot 19, will be piped into the existing bubble up pit located within the POS area of former Lot 19. This will ultimately enable the temporary drainage basin located on Lot 230 to be closed and demolished.</p> <p>I therefore seek that the proponent and the City of Cockburn provide assurance that the above will be implemented. In other words I seek that Road 1 and Erie Lane in fact join up to one another in the future and that this amendment is made to the attached Plan 1: LSP Map.</p> <p>On the basis of the above, I would then be supportive of the proposed Structure Plan being approved by the City of Cockburn.</p>	
14	Landowner	Support.	Noted.
15	Department of Health PO Box 8172 PERTH BC WA 6849	<p>Thank you for your letter, dated 27 June 2016, requesting comment from the Department of Health (DoH) on the above proposal.</p> <p>Proposed developments to R30, R40 and R60 densities are required to connect to scheme water and reticulated sewerage as required by the <i>Government Sewerage Policy – Perth Metropolitan Region</i>.</p>	Noted. The proponent has been made aware of these requirements via this attachment to the Council Agenda Report.
16	Department of Parks and Wildlife Locked Bag 104 Bentley Delivery Centre WA 6983	The Department of Parks and Wildlife has no comments on the application.	Noted.
17	City of Cockburn Road Planning and Development Services PO Box 1215 BIBRA LAKE DC WA 6965	<p>I have looked at the draft structure plan for the above lots and provide the following traffic related information feedback from Engineering:</p> <ul style="list-style-type: none"> The existing homes on Lot 22 should be included within the structure plan area, rather than excluded as shown on the plan; No direct vehicle access from lots in the structure plan area is supported and this will need to be included on the title of all lots with frontage to Mayor Road. This is because the adjacent section of Mayor Road will form part of the planned extension of Beeliar Drive, a District Distributor (A) road, west to Cockburn Road and that road is forecast to carry in the order of 13,000-13,500 vehicles per day in 2031. This limited access approach is generally consistent with how lots have been developed along both sides 	Noted and supported. These comments have been addressed in the recommendation to Council except where stated below.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Mayor Road in recent times;</p> <ul style="list-style-type: none"> • It is my understanding that land required for road widening purposes, such as that along Mayor Road, is required to be ceded to the government rather than the government acquiring it. If I am correct the legend note on Plan 1 needs to be amended to reflect that arrangement; • For clarity, I think the width of the land required for road widening purposes should be dimensioned on Plan 1 (I note it is shown on Figure 4 as being 2 metres wide) as that is the main plan reference; • Ossie Pereira, the City's Road Design Manager, needs to confirm that the 2 metres of road widening will be adequate for future road widening purposes as I assume that widening is based on pre-existing concept plans; • In addition to the above road widening, a suitable size truncation will be required from Lot 22 at the Mayor Road/Rockingham Road intersection; • The location of the westernmost R60 land is a concern because these higher density lots have a tendency to generate overflow vehicle parking. In this instance, overflow parking will be totally undesirable along the lot's northern boundary on Mayor Road, as well as on Road 1 along the lot's eastern boundary because of the close proximity of the intersection. It will be critical with any future development of that site that generous visitor parking is available on-site to avoid safety and amenity impacts on adjacent roads; • The shape of the easternmost R60 land, with a narrow frontage to Road 2, is poor because it will create problems for other residents because of the lack of road frontage to place rubbish/recycling bins for collection and on-street (overflow) visitor parking. A more traditional rectangular lot shape should be provided because if it is not done then the bins from the R60 lot will undesirably need to be placed in front of other resident's homes, and any overflow parking will also occur in front of those resident's homes; • Temporary turn-around arrangements for vehicles need to be provided at the end of all terminating roads, and maintained until such time that the roads are extended; • The alignments of the boundaries of the POS at the southern end of Road 1 need to be amended to provide truncations on road corners, and to remove a triangular section of POS which would normally be road reserve. These amendments are needed to 	<p>The Structure Plan has been prepared consistent with the MRS zoning which identifies a 2m wide strip of land along the northern boundary of Lot 22 and 51 as "Other Regional Road".</p> <p>Parking and access arrangements will be addressed at the Local Development Plan and Development Application stage and dealt with via the R-Codes. A Local Development Plan is required for this lot as per recommendation (1)12b) of the Council Report.</p> <p>Parking and access arrangements will be addressed at the Local Development Plan and Development Application stage and dealt with via the R-Codes. A Local Development Plan is required for this lot as per recommendation (1)12a) of the Council Report. The battle-axe driveway should also be widened to 8m to alleviate bin collection and access concerns as per recommendation (1)14.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>ensure that all proposed and future services and road infrastructure is contained with standard road reserves and does not compromise the POS.</p> <ul style="list-style-type: none"> • Very brief mention is made in the report that pedestrian paths should be provided on all road reservations in the proposed subdivision. I recommend that the term "should" is replaced with "shall" and also that shared paths should be identified for Mayor Road and Road 1 to connect this and adjacent sites with the surrounding path network; • An auxiliary left turn will need to be provided on Mayor Road, into Road 1, as that road will be one of the few vehicle access points in/out of the LSP area and adjacent developments via Mayor Road. This is needed to maximise the level of safety and efficient operation of the existing Mayor Road, and the future Beeliar Drive extension; • Detailed intersection analysis and assessment of the Mayor Road/Road 1 intersection will need to be done as part of the subdivision planning, and <u>before</u> any subdivision is approved, to determine the form of the intersection treatment and its geometric requirements. That assessment will need to consider the roads ultimate operation and whether it is possible to have full vehicle movements and maintain safe and acceptable performance along the main road, Mayor Road; <p>A marked-up copy of Plan 1 is attached for your reference.</p>	
18	City of Cockburn Parks Services PO Box 1215 BIBRA LAKE DC WA 6965	<p>Please see parks comments regarding Lot 22 and 51 Mayor Rd, Munster below:</p> <ol style="list-style-type: none"> 1. The configuration of the POS shown creates spaces within the POS which will be visually disjointed, reducing passive surveillance. The current layout also limits options available to landscaping within the adjacent POS. It would be much preferable to stretch the POS along the length of the block it is located in – thus widening the adjacent POS and creating a more useful space. 2. We are concerned that there are two lots with existing houses which may be removed from the development. This in turn reduces the size of the 10 % of land which would normally be ceded as POS. These two houses which currently lay within the development will benefit from the POS without having contributed to it. 	Noted and supported. The Structure Plan does not provide for efficient and useable Public Open Space (POS) that responds and integrates with the approved POS over Lot 20 Rockingham Road, and the proposed POS over Lot 21 Rockingham Road. The exclusion of the two portions of Lot 22 from the Structure Plan area also results in a reduction in POS provision. This will result in an undesirable design and amenity outcome for future residents. These issues have been addressed within the Council Report and recommendation (1)2 and (1)13.
19	Main Roads Western Australia	With reference to your correspondence dated 27 June 2016, regarding the	Noted. The application has already been

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	(MRWA) PO Box 6202 EAST PERTH WA 6892	<p>proposed Structure plan over part lot 22 and lot 51 Mayor Road, Munster.</p> <p>Please note Main Roads has now had the opportunity to review the proposed Structure Plan and confirms we have no objection to the proposal.</p> <p>It is noted however that Mayor Road, Munster is classified as an "Other Regional Road", within the Metropolitan Regional Scheme and its planning is the responsibility of the Department of Planning. Therefore you are advised to refer this application to the Department of Planning, Infrastructure and Land Use Co-ordination Branch.</p>	referred to the Department of Planning for comment.
20	Landowner	I support.	Noted.
21	Department of Environment Regulation Locked Bag 33 Cloisters Square WA 6850	<p>The Department of Environment Regulation (DER) has reviewed the information submitted in regard to the proposed structure plan (Reference number 110/150) for the abovementioned lots.</p> <p>DER understands that the site is zoned as 'development' under the City of Cockburn Town Planning Scheme NO.3. The proposed structure plan is to facilitate the subdivision of Lot 22 and Lot 51 Mayor Road, Munster for the purposes of creating 40 lots to be used for residential purposes and public open space.</p> <p>As of July 2016, Lot 22 and 51 Mayor Road have not been reported to DER as known or suspected contaminated sites under s 11 of the Contaminated Sites Act 2003, and DER holds no information on the site.</p> <p>DER understands that based on historical aerial photography, market gardening was a previous landuse at Lot 51 and Lot 22 Mayor Road. A market garden is a land use that has the potential to cause contamination, as specified in 'Assessment and management of contaminated sites' (DER 2014).</p> <p>As the site has been used as potentially contaminating activity and is proposed to be developed for a more sensitive land use, DER considers that investigation for contamination, and if necessary remediation and validation of contamination, will be required for this site prior to development to ensure the site suitable for the proposed residential use.</p> <p>DER expects that the Western Australian Planning Commission (WAPC) will request advice from DER when a subdivision application is submitted</p>	Noted. The applicant has been made aware of this via this attachment to the Council Report. The applicant is required to respond to this issue appropriately.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>for the proposed development.</p> <p>Based on the available information, DER will recommend that contamination condition EN9 and advice ENa2 should be applied to the approval, as published in 'Model Subdivision Conditions Schedule' (Department of Planning and WAPC, October 2012).</p> <p>As potential contamination issues can be addressed at the subdivision stage of the development, DER advises that it has no objection to the draft Structure Plan for part Lot 22 and 51 Mayor Road Munster.</p>	



City of Cockburn
G.L.S Services Department

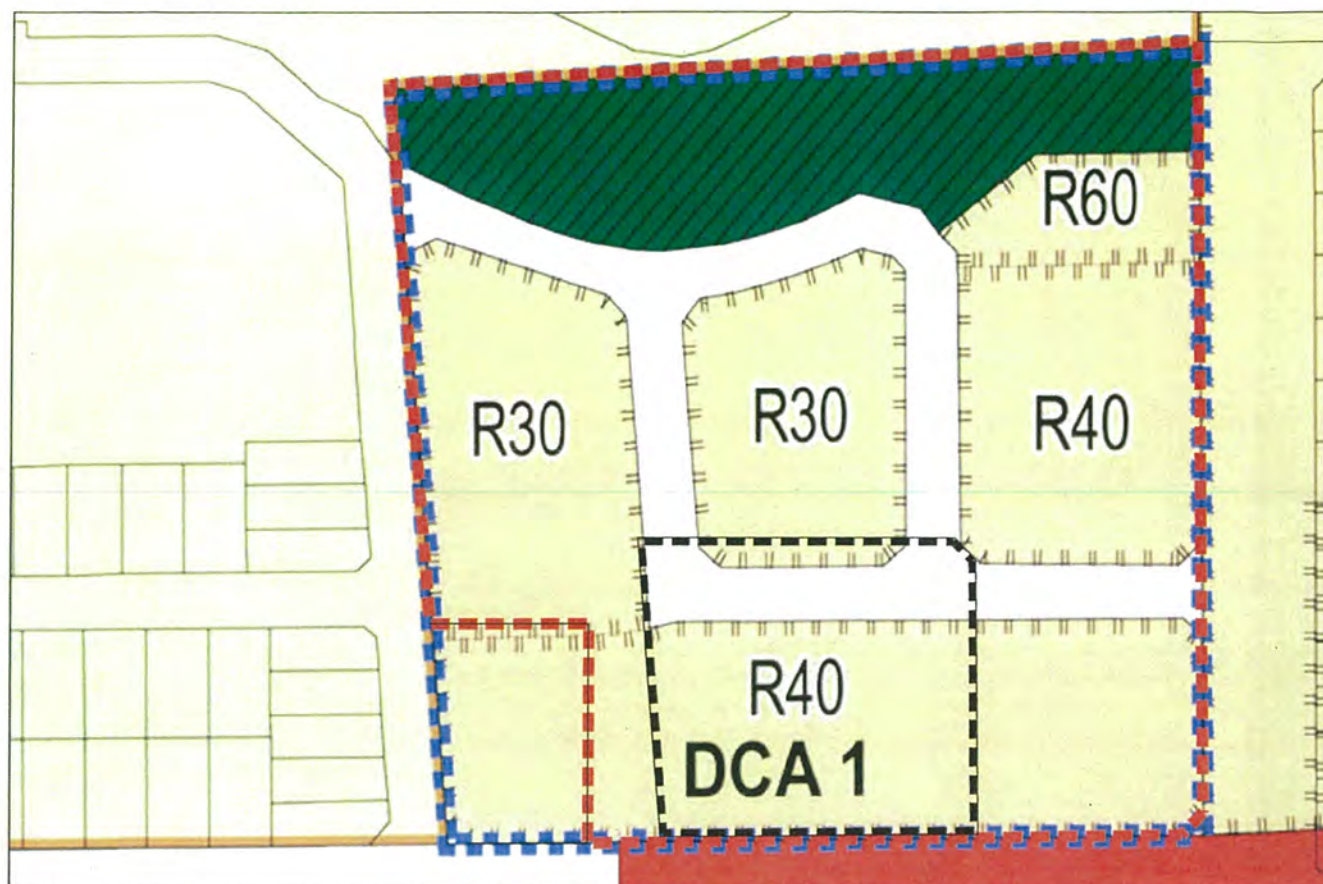
Location Plan

PRINTED ON:
6/09/2016

SCALE = 1:3000

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.





EXISTING ZONING



PROPOSED ZONING

LEGEND

METROPOLITAN REGION
SCHEME RESERVES

Primary Regional Roads

LOCAL SCHEME RESERVES

Local Road

Parks & Recreation

ZONES

Development

Residential

OTHER

R Codes

DA1 Development Area

Development Contribution Area

Subject Site

Amendment Area

PLANNING SOLUTIONS

URBAN & REGIONAL
PLANNING

SCALE
DATE
FILE
REVISION

1:2,000 @ A4
31 August 2016
160831 3551 Existing & Proposed Zoning Map.dwg
5 EF/Rev/31.08.2016
4 EF/Rev/26.08.2016
3 EF/Rev/14.01.2016

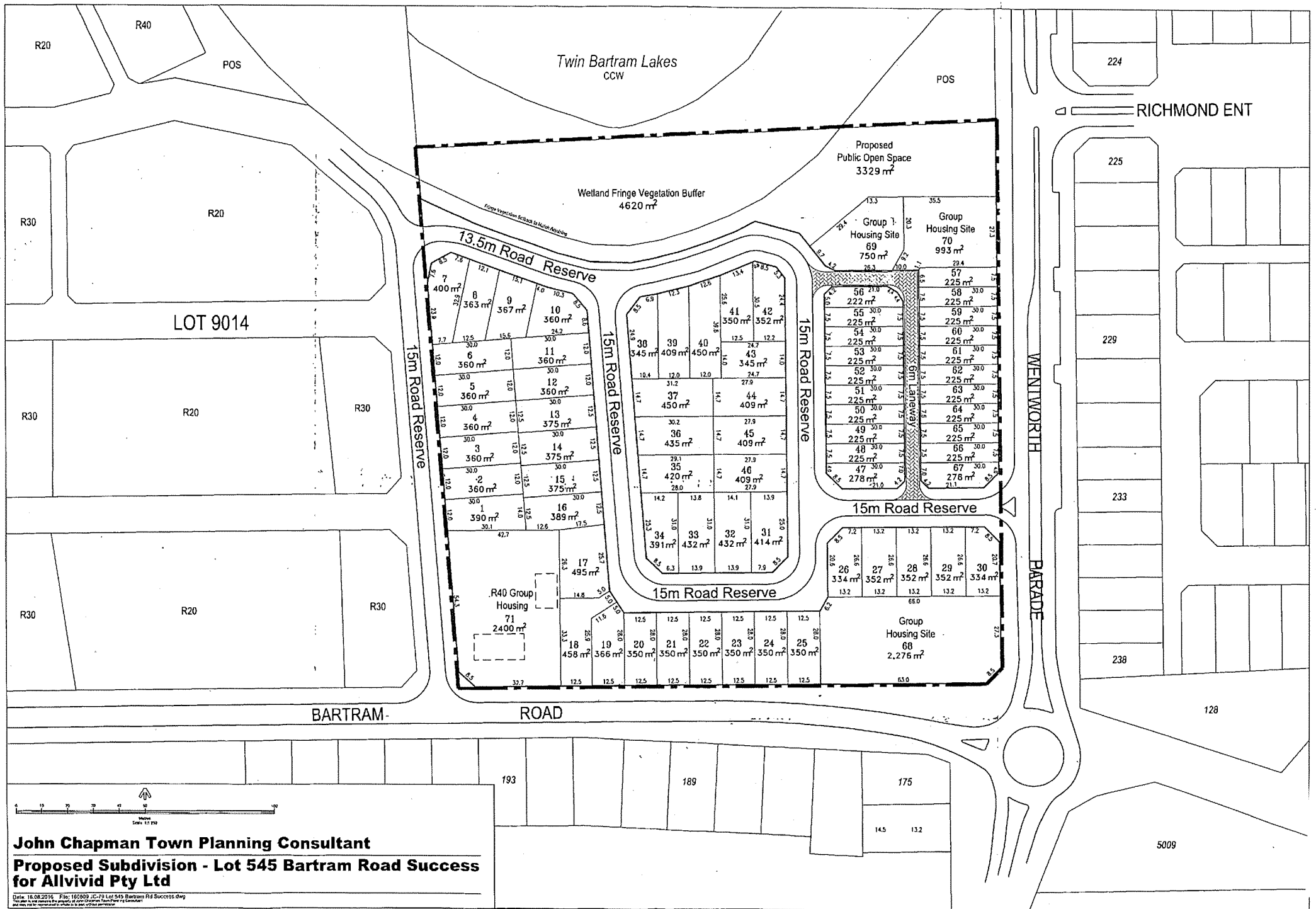


Scale Bar (m)

EXISTING & PROPOSED ZONING MAP

LOT 9501 ON PLAN 409342 BARTRAM ROAD
SUCCESS, WESTERN AUSTRALIA

DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY. BASEPLAN SOURCE: WAPC



John Chapman Town Planning Consultant
Proposed Subdivision - Lot 545 Bartram Road Success
for Allivivid Pty Ltd

Date: 18.08.2016 File: 160809 JC-70 Lot 545 Bartram Rd Success.dwg
 This plan is not intended to be used for any other purpose than that for which it was prepared.
 and may not be reproduced or used in any other way without permission.

28 Shallcross Street
Yangebup WA 6164

City of Cockburn,
PO Box 1215,
Bibra Lake DC WA 6965

Dear City of Cockburn,

RE: Request for change of Park Name

We are currently developing 16 residential blocks at Shallcross Street Yangebup in conjunction with Sureland Pty Ltd who are developing their lots adjacent to ours.

We are respectfully requesting the City of Cockburn to change the name of Ravello Park to Dropulich Reserve, which is the POS for our development.

My wife and I immigrated in 1969 and 1966 respectively from Starcevicia village, approximately half way between Split and Dubrovnik in Croatia. We have lived in the Cockburn area from the moment we arrived, first residing at 30 Bolingbroke St., Spearwood, then at 20 Fawcett Rd., Munster and finally at 28 Shallcross St, Yangebup.

The Munster property was a 3 acre parcel of land where we earned a living as market gardeners from 1975 to 1988. At the same time, I worked as a formworker in the construction industry. My wife and I worked extremely hard, 7 days a week to try to get ahead in life and set out a good future for ourselves and our 2 children. There are many Dropulichs who immigrated from the same area of Croatia, with the first being Stipe Dropulich in the 1930s. The Majority of the Dropulichs still live in the Cockburn area and we are all related.

In 1985, we purchased the 6-acre property at 28 Shallcross St., Yangebup, as we wanted to expand our market gardening venture. Soon after acquiring this property, we cleared the scrub from the land and created a new market garden. In 1988, we sold our property in Munster and moved to Yangebup. Whilst we continued to operate as market gardeners at the new property, we still continued with the formwork family business.

During the last 30 or so years residing and operating from Shallcross Street, we grew an abundance of high quality vegetables which we sold at the Canning Vale Markets (previously the old Perth Markets). The produce included cucumbers, carrots, capsicums, onions, garlic, tomatoes, cauliflower, cabbages and beans.

Our two children, Ivana and Tony also worked on the land when not in school, and it was a family business. Our son, Tony, also worked as a formworker by our side. Our daughter, Ivanka, graduated from university with a Bachelor of Commerce Degree and worked with the Commonwealth Bank as a Business Banker. She now has 4 children and attends to home duties. Tony is a carpenter and mechanic by trade and now has become a successful sole business owner performing mechanical / handywork.

We are proud of our many years of contribution to the community. We have been members of the Dalmatinac Club for over 40 years, and the Cockburn Bowling Club for over 10 years. We value our involvement with these Clubs.

We also have contributed financially to the Villa Dalmatcia from the commencement of the development. In addition, some years later we donated our formwork materials to assist with the building extension.

While our children were attending the former South Coogee Primary School, we donated our labour and materials to build the stage for the children's use during assemblies and concerts.

While we operated our family formwork business, we built homes throughout the Cockburn area from as far south as Dawesville to as far north as Lancelin. Some of the larger projects included the building extension to Princess Margaret Hospital and the Perth Concert Hall.

We also contribute regularly to Mater Christi Catholic Church, Yangebup Parish, where our grandchildren attend school. St Vinnies, Salvos and other charity organisations are other community groups which we support on a regular basis.

After retiring from formwork about 15 years ago, my wife and I concentrated solely on the market gardening at Shallcross St. Yangebup. About 10 years ago, structural plans started to emerge for the land we owned and for the surrounding land owners. The structure plans include a park which predominately covers at least half of our land. At that time, we were not in a position to develop, however we assisted in freeing up POS from our land to Acefield Pty Ltd, who were developing the residential land on the opposite side of Shallcross Street (Bella Vista Estate). Acefield Pty. Ltd. failed to obtain sufficient POS and were unable to obtain clearances from the City of Cockburn. Because of this, we were approached to offer POS to Acefield. We offered our land willingly.

In the past 7 years, we have decided to develop our land. At 68 and 76 years of age, this has been a new venture for us. It has been a massive learning curve. At times it has been somewhat stressful, but exciting as well.

We have lived on Shallcross Street, Yangebup, for coming up to 30 years and have enjoyed our time here. As the area has changed and grown over these years, we continue to live on our newly subdivided land, albeit on a much smaller lot.

Because of our long and strong connection to the land, we are seeking to rename the Park from Ravello Park to Dropulich Reserve. The name "Ravello" is already represented by the road "Ravello Vista". As far as we understand, Ravello never owned 28 Shallcross Street, Yangebup, and it appears that it may have been a 'holding' name given by the City of Cockburn many years ago.

We acknowledge the Government Naming Committee guidelines and in particular the park having the same name as the road it surrounds. However, we would like to point out other parks named after Croatian settlers which don't correspond to the road on which they are located. Some examples are: Radonich Park (Beeliar); Garbin Reserve (Beeliar); Visko Park (short for Viskovich Park) (Yangebup); Mihaljevich Park (Munster); Santich Park, (Munster); and Solta Park (Munster).

Sureland Holdings support our request.

We would be very grateful should the Park be named after our family. It would be a legacy for our 4 beautiful grandchildren and their future children.

As a goodwill gesture and our further contribution to the community, we are willing to transfer our market garden Bore Water Licence to the City of Cockburn to assist in the irrigation requirements for the Park. I understand that this gesture will benefit the City of Cockburn considerably.

We appreciate your attention to this matter and we look forward to your response.

Your sincerely,

Mate and Senka Dropulich

SCHEDULE OF SUBMISSIONS
RENAMING REQUEST – RAVELLO RESERVE to DROPULICH PARK

NO.	NAME/ADDRESS	SUBMISSION
1	DA & V Battista 47 Shallcross Street YANGEBUP WA 6164	Support
2	Landowner	Support It really doesn't matter what a park is called... it's obviously important to the developer, so why stand in the way? For my family, we're just keen to see that massive space turned into a park to play!
3	Landowner	Object We strongly object to this proposed name change. Having read the Cockburn Council meeting agenda of the 11 th Aug 2016, it is quite clearly stated in the report that renaming requests that may be construed to commemorate living persons <u>will not be considered</u> . I do not believe this requires any further discussion and honestly believe deferring this decision is wasting time the council could be utilising on more important items.
4	Landowner	Object They are not the only people that have contributed to the Cockburn community. What about "Albanese Reserve" that has a better ring to it!!
5	Landowner	Object
6	Gus Lepri 30 Amalfi Crest YANGEBUP WA 6164	Support I think that the name of the owner of land used for park should be acknowledged or a street name at least.
7	Landowner	Support
8	Andrew Oreb & Marlee Reichelt 15 Etna Link YANGEBUP WA 6164	Support There is already a street named Ravello, so I think an alternative name for the park would be good. It also recognises Croatian heritage
9	Landowner	Support
10	Landowner	Support
11	Landowner	Object
12	Landowner	Object Why should something that has an established history and community value be changed? Why is it necessary to change the name when it has existed, as is, for so long with no problems?
13	Landowner	Object
14	Landowner	Support
15	Landowner	Support
16	Landowner	Support
17	Boris & Sheryl Ivcevic 14 Scala Gardens YANGEBUP WA 6164	Support

City of Cockburn
9 Coleville Crescent
Spearwood WA

Dear Councillors / Officers

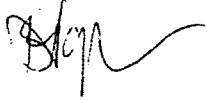
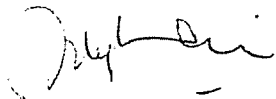
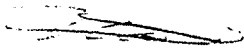

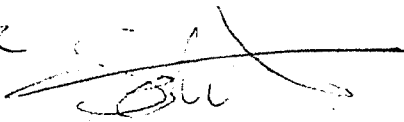
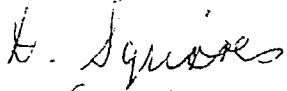
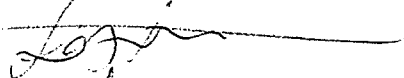

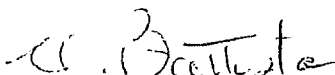
We the undersign **support** the Park name change from Ravello Park to **Dropulich Park**, situate on Ravello Vista, Yangebup.

Name	Address	Signature
Don Duggan	210 Shalldross St Yangebup	Don Duggan
MARIA MARRAFFA	2-3 SHALLCROSS RD YANGEBUP	Milanaffa
GABRIELLA + MICHAEL DEPUE DEPUCE	29 SHALLCROSS ST YANGEBUP	G. Depue
MARIA PICCARO	YANGEBUP 34 SHALLCROSS ST	M. Piccaro
BRUNO MADAFFAI	39 SHALLCROSS ST YANGEBUP	B. Madaffai
NEDEJASKA DUSKO	LAC MIAN LAC MIAN 51 SHALLCROSS ST YANGEBUP	N. Dushko
ANNEA RODINA	61 POSITANO CR	Anke Rodin
Janie Fraser	43 SHALLCROSS	Janie Fraser
JOE MANCINONE	LOT 13 SHALLCROSS RD	Joe Mancinone

City of Cockburn
9 Coleville Crescent
Spearwood WA

Dear Councillors / Officers

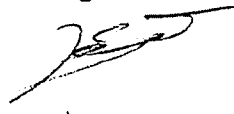

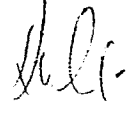
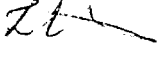
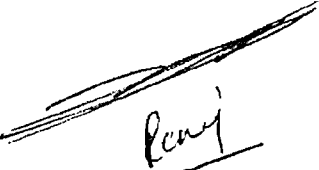
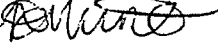
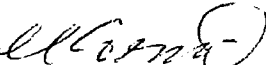
We the undersign **support** the Park name change from Ravello Park to **Dropulich Park**, situate on Ravello Vista, Yangebup.

Name	Address	Signature
Hayley Naylor	3 Floresta Rise. Yangebup	
Lily Kaharudin	1, Floresta Rise Yangebup	
Leigh Moore	14 Etna Link Yangebup	
Matthew & Tia Hayth	5 Etna Link Yangebup	
Sabrina Alessandrina	53 Etna Link Yangebup	
Dianne Squires	11 Positano Cresc.	
LEIGH SMITH	13 POSITANO CRES	
MICHAEL REEVES	2 SHALLCROSS ST	
Tina Battista	47 Shallcross St	

City of Cockburn
9 Coleville Crescent
Spearwood WA

Dear Councillors / Officers

We the undersign **support** the Park name change from Ravello Park to
Dropulich Park, situate on Ravello Vista, Yangebup.

Name	Address	Signature
Peter GARNATI	2 ADOLFIA RISE	
Carmela Galati	17 Shallockross St Yangebup	
Kyle Wack	6 Ravello Vista Yangebup	
Lisa Thomas	4 Ravello Vista Yangebup	
Remy Samuel	8 SCALIA GARDENS	
Nadia Hunt	18 A scala	
MARIANNE CORNISH	20 scala	
	9 FLORESTA RISE	

City of Cockburn
9 Coleville Crescent
Spearwood WA

Dear Councillors / Officers

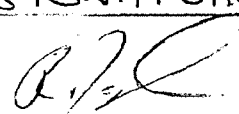
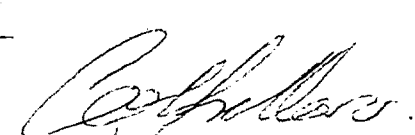
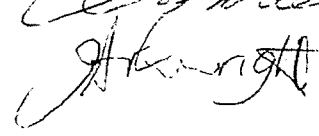

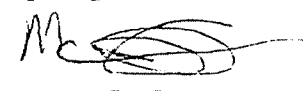
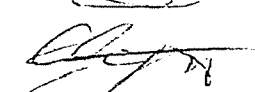
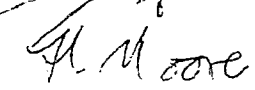
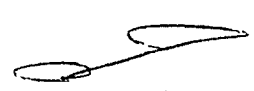


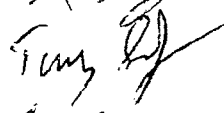

We the undersign **support** the Park name change from Ravello Park to **Dropulich Park**, situate on Ravello Vista, Yangebup.

NAME	ADDRESS	SIGNATURE
TOR CAMPBELL	4 SHALLCROSS STREET	for Campbell
Jane Tottin	16 Ravello Vista, Yangebup	[Signature]
Lauren Brown	5 Ravello Vista	[Signature]
Matt Ryan	2 SCALA GDN	[Signature]
Aaron Gault	6 SCALA GDN	[Signature]
Sheryl Lucevic PISORIS.	14 Scala Gardens Yangebup	[Signature]
Jason Matthews	16 Scala Gardens Yangebup	[Signature]
TERREN BATE	18 - " - " - " - " - "	[Signature]
ANGELINA LOPRESTI	25 SHALLCROSS RD YANKEUP YANKEUP 6164	a. lopresti.
TONY GALIPO	21B YANKEUP SHALLCROSS ST YANKEUP 6	[Signature]
Richard Quintliran	10 Adelphia rise Yangebup 6164	[Signature]
Johnny Letizia	31 Shallcross street yangebup 6164	[Signature]
Vanessa Cleaver	37 Shallcross street yangebup 6164	[Signature]

City of Cockburn
9 Coleville Crescent
Spearwood WA

Dear Councillors / Officers

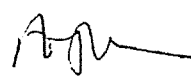

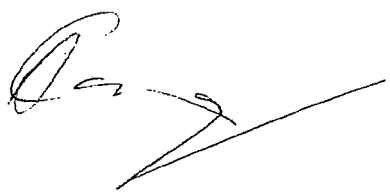


We the undersign **support** the Park name change from Ravello Park to Dropulich Park, situate on Ravello Vista, Yangebup.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
RICHARD ONOFORO	9 POSITANO CND YANKEBUP	
Con O'Malley	7 Positano Crescent Yangebup	
I Arkwright	28 Minor Gids Yangebup	
Stuart Green	24 Minor gardens	
Maurice Carme	1 Etna Link Yangebup	
CARLA JEFFERY	8 ETNA LINK YANKEBUP	
Hannah Moore	14 Etna Link, Yangebup	
ANDREW OREBS	15 ETNA LINK, YANKEBUP	
Daniel Onoforo	13 Etna Link Yangebup	
Rosie Papio	19 Shallcross St Yangebup	
JOPY hoprest	27 shallcross st Yangebup	
Fleur Gilmore	33 Shallcross St Yangebup	

City of Cockburn
9 Coleville Crescent
Spearwood WA

Dear Councillors / Officers

We the undersign **support** the Park name change from Ravello Park to
Dropulich Park, situate on Ravello Vista, Yangebup.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>
Adam White	57 SHALLCROSS ST YANGETUP 6164	
Antoinetta Volpe	58 SHALLCROSS ST YANGETUP WA	A Volpe
Gus Lepri	30 AMALFI CREST YANGETUP WA 6164	
Tony Cangemi	24 AMALFI CREST YANGETUP	
W2A Stojic	5 ADELPHI RISE YANGETUP	W2A Stojic
PEARL WILSON	5 ADELPHI RISE	
IRENE D'ERODE	16 Amalfi crest Yangebup	

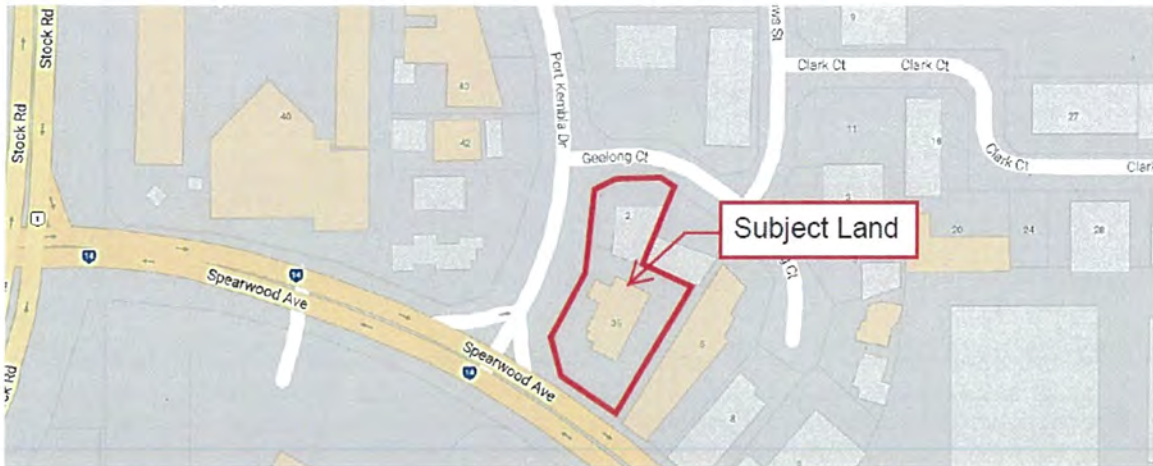


Figure 1: Location Map (Source: Nearmap)



Figure 2: Subject Land (Source: Nearmap)

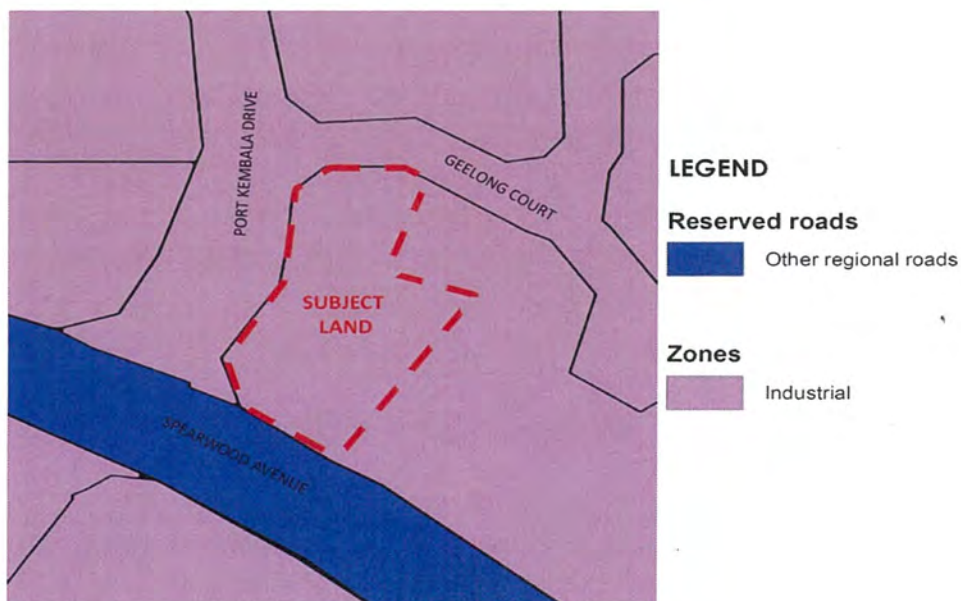


Figure 3: Metropolitan Region Scheme Zoning



**CITY OF COCKBURN
TOWN PLANNING SCHEME NO. 3**

SCHEME AMENDMENT NO. ____

**LOT 100 (NO. 35) PORT KEMBLA DRIVE AND
LOT 4 (NO. 2) GEELONG COURT, BIBRA LAKE**

PLANNING AND DEVELOPMENT ACT 2005
RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME
CITY OF COCKBURN
TOWN PLANNING SCHEME NO. 3
AMENDMENT NO. ____

RESOLVED that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amend the City of Cockburn Town Planning Scheme No. 3 by rezoning Lot 100 (No. 35) Port Kembla Drive and Lot 4 (No. 2) Geelong Court, Bibra Lake, from 'Local Centre' to 'Mixed Business'.

DATED THIS _____ DAY OF _____ 20____

CHIEF EXECUTIVE OFFICER

AMENDMENT REPORT

1. **Local Authority:** City of Cockburn
2. **Description of Local Planning Scheme:** Town Planning Scheme No. 3
3. **Type of Scheme:** District Planning Scheme
4. **Serial Number:** Amendment No. ____
5. **Proposal:** Rezone Lot 100 (No. 35) Port Kembla Drive and Lot 4 (No. 2) Geelong Court, Bibra Lake, from 'Local Centre' to 'Mixed Business'.

Contents

REPORT.....	3
1. Introduction.....	5
1.1 Site Details.....	5
1.2 Proponent	6
1.3 Land Ownership.....	6
2. Strategic and Statutory Framework	6
2.1 State Planning Context.....	6
2.1.1 Metropolitan Region Scheme	6
2.1.2 State Planning Policies.....	7
2.1.3 State Planning Strategies.....	7
2.2 Local Planning Context.....	8
2.2.1 Local Planning Scheme.....	8
2.2.2 Local Planning Policies	9
2.2.3 Local Planning Strategies.....	9
3. Site Analysis.....	10
3.1 Topographical Features	10
3.2 Land Capability	10
3.3 Native Vegetation.....	10
3.4 Native Fauna	10
3.5 Conservation Areas	10
3.6 Watercourses and Wetlands	10
3.7 Hydro-geological Conditions.....	10
3.8 Aboriginal and European Heritage.....	10
3.9 Infrastructure Availability.....	11
4. Amendment Proposal and Type	11
4.1 Amendment Specifications/Type	11
4.2 Rationale for Amendment.....	12
4.3 Future Development Proposal.....	15
5. Conclusions	15

REPORT

1. Introduction

1.1 Site Details

The subject land comprises two adjoining sites fronting Port Kembla Drive, Spearwood Avenue and Geelong Court in the Bibra Lake industrial area. The land is described as follows:

Street Address	Land Description	Certificate of Title
35 Port Kembla Drive, Bibra Lake	Lot 100 on Plan 13925	Volume 2122 Folio 362
2 Geelong Court, Bibra Lake	Lot 4 on Diagram 78040	Volume 2110 Folio 749

The land is located on the north-eastern corner of the intersection of Spearwood Avenue and Port Kembla Drive, with Geelong Court forming the northern boundary. The land is approximately 260 metres east of the intersection of Stock Road and Spearwood Avenue.



Figure 1: Location Map (Source: Nearmap)



Figure 2: Subject Land (Source: Nearmap)

No. 35 Port Kembla Drive is located on the north-east corner of the intersection of Spearwood Avenue and Port Kembla Drive, and is currently occupied by a tavern and drive-through bottle shop, which have recently ceased trading. No. 2 Geelong Court is located on the south-east corner of the intersection of Port Kembla Drive and Geelong Court, and occupied by two motor vehicle repair and parts premises.

1.2 Proponent

The proponent of this Scheme Amendment is MW Urban planning and development consultants on behalf of the owner of 35 Port Kembla Drive.

1.3 Land Ownership

The registered proprietors are identified on certificates of title as:

Street Address	Registered Proprietor
35 Port Kembla Drive, Bibra Lake	SRMT Custodian Pty Ltd of 21 Hay Street, Subiaco
2 Geelong Court, Bibra Lake	George Smargiassi Malgorzata Joanna Smargiassi as joint tenants in 9/10 share Smargiassi Holdings Pty Ltd in 1/10 share all of 339 Bartram Road, Banjup as tenants in common

2. Strategic and Statutory Framework

2.1 State Planning Context

2.1.1 Metropolitan Region Scheme

The subject land is zoned 'Industrial' under the Metropolitan Region Scheme. Spearwood Avenue is reserved as 'Other Regional Roads' under the Metropolitan Region Scheme. The proposal to rezone the subject land to 'Mixed Business' under the local planning scheme, to match the zoning of the surrounding industrial area, is consistent with the Metropolitan Region Scheme.

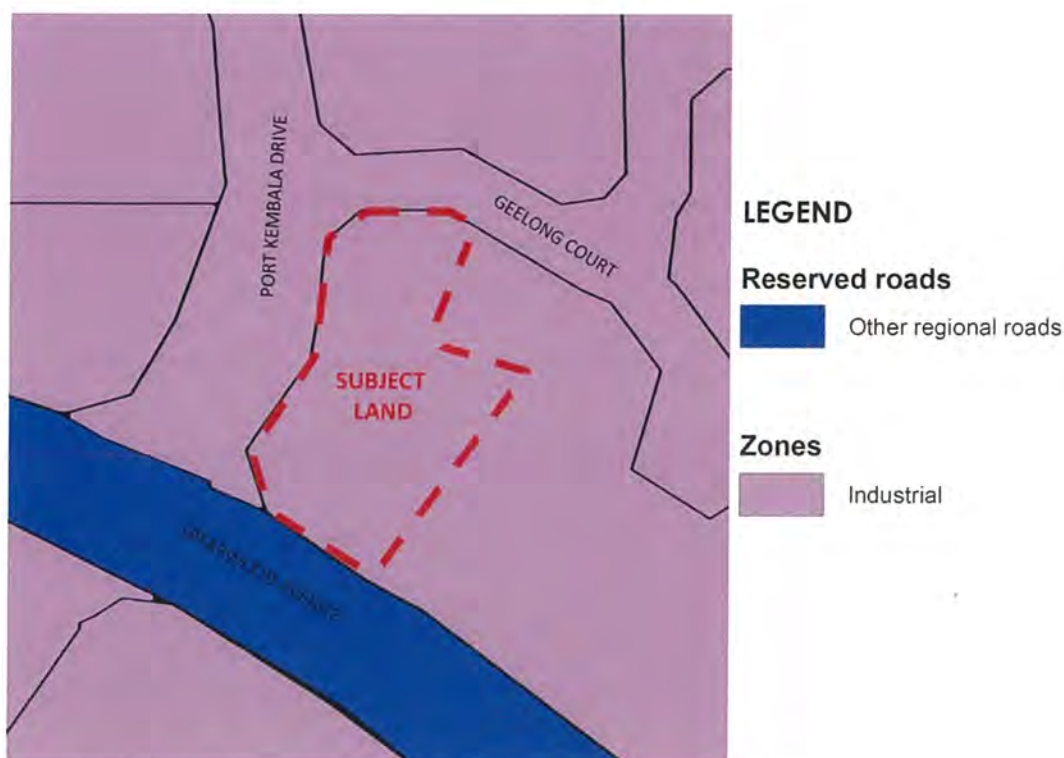


Figure 3: Metropolitan Region Scheme Zoning

2.1.2 State Planning Policies

The proposal to rezone the subject land from 'Local Centre' to 'Mixed Business' under the local planning scheme is consistent with State Planning Policy, in particular State Planning Policy No. 3: Urban Growth and Settlement, and will not prejudice any objectives in respect to commercial/industrial land.

2.1.3 State Planning Strategies

Draft Perth and Peel@3.5 Million

In May 2015, the Western Australian Planning Commission (WAPC) released the draft *Perth and Peel@3.5 Million* documents, which include strategies for accommodating an expected population of 3.5 million by 2050. The Spatial Plan shows the subject land as 'Industrial Zoned – Existing', with no change proposed.

The strategy is supported by four draft sub-regional planning frameworks. The subject land is located within the draft *South Metropolitan Peel Sub-Regional Planning Framework*, which identifies the site as 'Industrial'.

The proposal to rezone the land from 'Local Centre' to 'Mixed Business' under the local planning scheme is, therefore, consistent with the draft strategies, and will not prejudice any objectives in respect to commercial/industrial land.

Economic and Employment Lands Strategy: Non-Heavy Industrial, Perth Metropolitan and Peel Regions

This strategy was released by the WAPC in April 2012 with the aim of ensuring "that adequate forward planning is undertaken to provide employment land in both the Perth

metropolitan and Peel regions over the next 20 years and beyond.” The strategy shows the subject land as ‘industrial area (existing)’. The proposal to rezone the subject to ‘Mixed Business’ under the local planning scheme, to match the zoning of much of the surrounding industrial area, is consistent with the Strategy’s objective of providing “appropriate protection for existing industrial land to sustain long-term industrial activities.”

2.2 Local Planning Context

2.2.1 Local Planning Scheme

The subject sites are both currently zoned ‘Local Centre’ under the City of Cockburn Town Planning Scheme No. 3 (TPS 3).

The surrounding area in the western part of the Bibra Lake industrial precinct, and generally bounded by Stock Road, Phoenix Road and Spearwood Avenue, is zoned ‘Mixed Business’ under TPS 3. Land south of Spearwood Avenue and further east of the subject land is zoned ‘Industry’ under TPS 3.

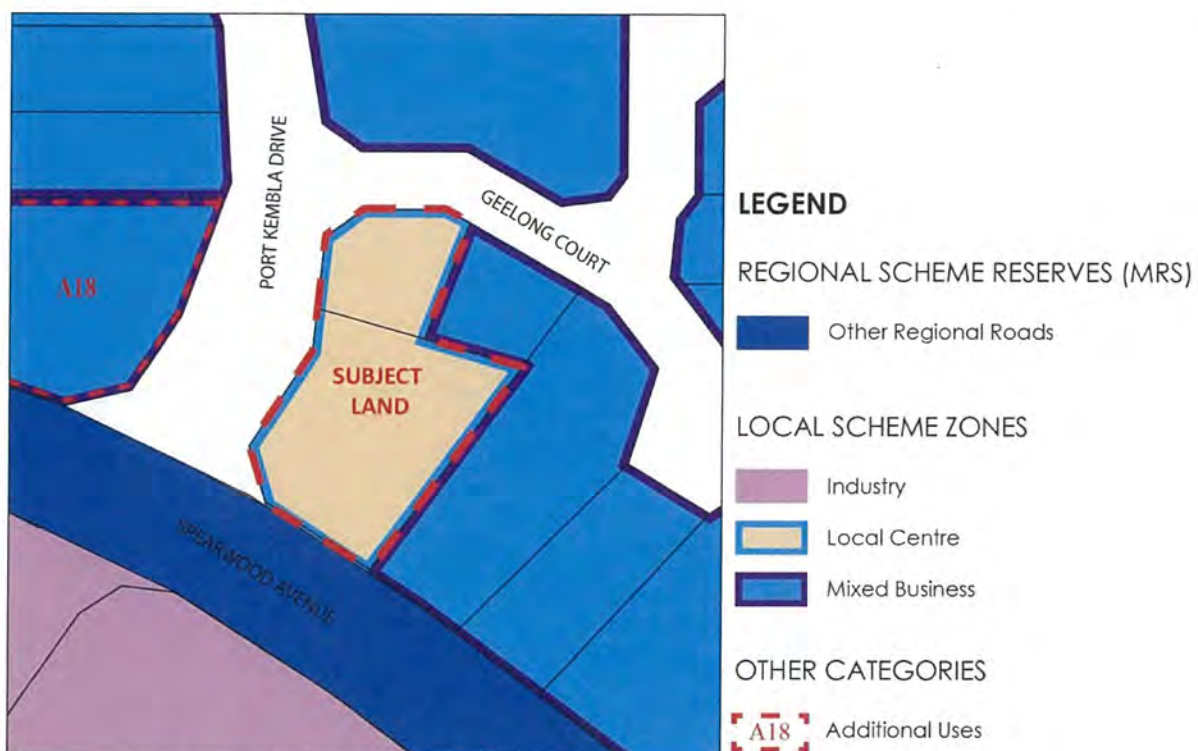


Figure 4: Town Planning Scheme No. 3 Zoning

Under clause 4.2 of TPS 3, the objective of the existing Local Centre Zone is:

To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre.

Under clause 4.2 of TPS 3, the objective of the proposed Mixed Business Zone is:

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

2.2.2 Local Planning Policies

There are no local planning policies that are relevant to the proposed Scheme Amendment.

2.2.3 Local Planning Strategies

Local Planning Strategy

The subject land is located within the 'Bibra Lake Industrial' precinct of the Ultimate Strategic District Plan in the City of Cockburn Local Planning Strategy.

The City of Cockburn Local Planning Strategy aims to maintain existing industrial areas, given their importance as major employment centres. In this respect, section 5.2.6 of the Local Planning Strategy states:

The industrial areas represent the major employment centres within Cockburn providing jobs for local residents and the regional population. Although the Council would not be keen to expand the area of industrial land within the district, the promotion and development of these areas for employment is important for the community.

The proposed Scheme Amendment is consistent with the objectives of the Local Planning Strategy in respect to industrial land.

City of Cockburn Local Commercial and Activity Centre Strategy

The subject land is identified as being within the Bibra Lake Industrial Centre in the Local Commercial and Activity Centre Strategy ("LCACS"), which is a Strategic Employment Centre. It is noted that it is not identified as one of the 32 'Local Centres' (see Figure 1 Activity Centre Location Plan).

The performance of the Bibra Lake Industrial Centre has been measured in the LCACS across three key principles - Intensity; Diversity; and Employment. The possible impact of the proposed rezoning on each of these principles is outlined below.

Intensity: Intensity is the measure of the ratio of floorspace to total land area. The proposed rezoning will not negatively impact on this potential ratio, and in increasing the range of possible uses for the subject land it will increase floor area potential.

Diversity: Diversity seeks co-location of complementary activity which can yield positive externality benefits. The proposed rezoning is not considered to negatively impact diversity of the centre, as the majority of uses that will no longer be permissible are not considered to be appropriate, complementary uses in the area. In addition, the proposed rezoning increases the number of commercial uses that would be permissible, and therefore may facilitate increased diversity.

Employment: In terms of employment opportunities within the Bibra Lake Industrial Centre, the proposed rezoning is not considered to detrimentally impact this performance. It will

even assist in ensuring the residential development of the land (possible under the current zoning) does not reduce the employment generating potential of the subject land.

3. Site Analysis

3.1 Topographical Features

The subject sites have no topographical features, being fully developed. No. 35 Port Kembla Road has a slight fall of about one metre from east to west, from approximately 33m AHD to 32m AHD. No. 2 Geelong Court is effectively flat at around 33m AHD.

3.2 Land Capability

The sites and surrounding area are fully developed and there are no known land capability constraints.

A search of the Department of Environment and Conservation's Contaminated Sites database indicates no known contaminated sites within the subject land.

The subject land and surrounds are mapped as having a moderate to low risk of Acid Sulphate Soils.

3.3 Native Vegetation

There are no significant areas of remnant native vegetation on or near the subject land.

3.4 Native Fauna

The land and immediate surrounds have no known native fauna habitat, being fully developed and located within an established industrial precinct.

3.5 Conservation Areas

The two sites have been developed and contain no identified conservation areas.

3.6 Watercourses and Wetlands

The developed sites do not contain any watercourses or wetlands.

3.7 Hydro-geological Conditions

The sites are developed and connected to existing drainage infrastructure.

3.8 Aboriginal and European Heritage

The Department of Aboriginal Affairs online database indicates there are no Registered Aboriginal Sites on the subject land. There are no identified State or local heritage sites on the land.

3.9 Infrastructure Availability

Being located within an established industrial area, all required servicing infrastructure is available to the subject land.

4. Amendment Proposal and Type

4.1 Amendment Specifications/Type

The proposal involves amending TPS 3 by rezoning Lot 100 (No. 35) Port Kembla Drive and Lot 4 (No. 2) Geelong Court, Bibra Lake, from 'Local Centre' to 'Mixed Business'.

Pursuant to regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the proposal meets the criteria of a 'standard amendment', which means:

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

The proposed zoning will complement the existing Mixed Business zoning within the western part of the Bibra Lake industrial area. The Mixed Business Zone is a type of industrial zone, with its objective under TPS 3 being "to provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or industry zones."

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

As noted above, the proposed rezoning is consistent with the objectives of the City's Local Planning Strategy in respect to industrial land. The Strategy's Ultimate Strategic District Plan includes the land within the 'Bibra Lake Industrial' precinct.

(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;*

The proposal is consistent with the Metropolitan Region Scheme, which zones the land 'Industrial'. The proposed Mixed Business Zone permits a wide range of industrial and commercial uses that are consistent with MRS Industrial Zone, as noted in the following section.

(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;*

TPS 3 includes the proposed Mixed Business Zone.

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

The proposal will have minimal impact on surrounding land. The proposed zoning will complement the existing Mixed Business zoning of land in the western part of the Bibra Lake industrial area, generally bounded by Spearwood Avenue, Stock Road and Phoenix Road.

- (f) *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area;*

The proposed rezoning from 'Local Centre' to 'Mixed Business' will complement the existing zoning of the surrounding area, and will not result in any significant impacts on land in the scheme area.

- (g) *any other amendment that is not a complex or basic amendment.*

The proposal does not fall under the definition of a complex or basic amendment under the *Planning and Development (Local Planning Schemes) Regulations 2015*.

4.2 Rationale for Amendment

The proposed rezoning of the two subject sites from 'Local Centre' to 'Mixed Business' will match the zoning of all other properties in the western part of the Bibra Lake industrial area bounded by Spearwood Avenue, Stock Road and Phoenix Road.

The Mixed Business Zone is a type of industrial zone that will facilitate land uses and development that complement existing development in the locality. As such, the proposal is consistent with the relevant State and local planning frameworks. State planning strategies, including the draft *Perth and Peel@3.5 Million* documents and the *Economic and Employment Lands Strategy*, seek to maintain and protect the Bibra Lake industrial precinct. The City's Local Planning Strategy includes the land within the 'Bibra Lake Industrial' precinct and also aims to consolidate this and other industrial precincts, due to the employment benefits for the local and regional communities. The land is located within the Bibra Lake Industrial Centre in the Local Commercial and Activity Centre Strategy; it is not identified as one of the 32 'Local Centres'.

The following table provides a comparison of use classes within the existing Local Centre Zone and the proposed Mixed Business Zone. The Mixed Business Zone generally provides for a wider range of light industry and commercial land uses than the Local Centre Zone.

USE CLASS	LOCAL CENTRE ZONE	MIXED BUSINESS ZONE
RESIDENTIAL USES		
Ancillary Accommodation (R-Code)	X	X
Bed and Breakfast	X	P
Child Care Premises	P	D
Dwelling Aged or Dependent Persons (R-Code)	P	X
Caretaker's	P	P
Grouped (R-Code)	P	D
Multiple (R-Code)	P	D
Educational Establishment	D	P
Home Business	P	P
Home Occupation	P	D
Home Office	P	D
House Lodging	D	D
Single (R-Code)	D	D
Institutional Building	X	A
Place of Worship	D	P

Residential Building (R-Code)	D	D
Tourist Accommodation	D	D
Holiday Home (standard)	X	X
Holiday Home (large)	X	X
COMMERCIAL USES		
Commercial Bank	P	P
Garden Centre	D	P
Market	A	D
Nursery	A	P
Office	D	P
Showroom	X	P
Entertainment Amusement Parlour	A	D
Betting Agency	D	P
Club Premises	A	D
Fast Food Outlet	D	P
Hotel/Tavern	A	D
Motel	X	A
Public Amusement	X	D
Reception Centre	A	P
Recreation - Private	A	P
Restaurant	A	P
Small Bar	A	X
Health Services Consulting Rooms	D	P
Health Studio	A	P
Medical Centre	D	P
Hospital	X	D
Shop Convenience Store	P	X
Lunch Bar	P	A
Shop	P	X
Home Store	P	X
Transport Commercial Vehicle Parking	A	P
Motor Vehicle, Boat or Caravan Sales	X	P
Motor Vehicle Hire Premises	X	P
Motor Vehicle Wash	X	P
Petrol Filling Station	A	D
Service Station	A	D
Animal Establishment	X	D
Cinema/Theatre	X	X
Funeral Parlour	X	X
Hardware Store	X	A
Night Club	X	X
Restricted Premises	A	X
Trade Display	X	X
Veterinary Centre	D	D
Vehicle – Disused	D	D
INDUSTRIAL USES		
Industry Cottage	X	D
Extractive	X	X
General	X	X
General (licensed)	X	X
Light	X	D
Noxious	X	X
Service	X	D

Storage	Fuel Depot	X	X
	Storage Yard	X	A
	Warehouse	X	P
Transport	Motor Vehicle Wrecking	X	X
	Transport Depot	X	X
Marine Engineering		X	X
Motor Vehicle Repair		A	P
RURAL USES			
Agriculture Extensive		X	X
Agriculture Intensive		X	X
Agroforestry		X	X
Animal Husbandry – Intensive		X	X
Farm Supply Centre		X	P
Hobby Farm		X	X
Rural	Industry	X	X
	Pursuit	X	X

Under clause 4.3.3 of TPS 3:

The symbols used in the cross reference in the Zoning Table have the following meanings –

'P' means that the use is permitted by the Scheme providing the use complies with the relevant development standards and requirements of the Scheme.

'D' means that the use is not permitted unless the local government has exercised its discretion by granting planning approval.

'A' means that the use is not permitted unless the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with clause 9.4.

'X' means a use that is not permitted by the Scheme.

There are a number of commercial and industrial uses that are currently prohibited (X) uses on the subject land under the Local Centre Zone, which is not consistent with the 'Industrial' zoning under the Metropolitan Region Scheme, and contrary to State and local planning strategies for the Bibra Lake industrial precinct, as previously mentioned. These include the following uses (amongst others), which will change from being prohibited to permissible on the subject land under the proposed Mixed Business Zone:

- Showroom;
- Motor Vehicle, Boat or Caravan Sales;
- Motor Vehicle Hire Premises;
- Motor Vehicle Wash;
- Hardware Store;
- Cottage Industry;
- Light Industry;
- Service Industry
- Storage Yard;
- Warehouse.

Importantly, the Amendment will result in grouped and multiple dwellings becoming discretionary (D) uses, and aged or dependent persons dwellings becoming prohibited (X) uses under the proposed Mixed Business Zone; all are currently permitted (P) uses under the Local Centre Zone. This means the City will be able to consider whether grouped and multiple dwellings are appropriate for the site having regard for the amenity impacts of the established industrial/commercial uses in the surrounding industrial precinct. (A single house is currently a D use in the Local Centre Zone and will remain as such under the proposed Mixed Business Zone.)

The Scheme Amendment will therefore correct a current zoning anomaly in TPS 3 by ensuring the permissible uses for the subject land are more appropriate for its location within an industrial precinct.

4.3 Future Development Proposal

Lot 100 is the subject of a current proposal for a service station/convenience store development, which is expected to be lodged with the City in August 2016. The proposed land use will become permissible within the Mixed Business Zone upon gazettal of Scheme Amendment No. 116.

5. Conclusions

The proposal involves amending the City of Cockburn Town Planning Scheme No. 3 by rezoning Lot 100 (No. 35) Port Kembla Drive and Lot 4 (No. 2) Geelong Court, Bibra Lake, from 'Local Centre' to 'Mixed Business'.

The proposed rezoning will complement the existing Mixed Business zoning within the western part of the Bibra Lake industrial area, consistent with the relevant State and local planning frameworks. The Mixed Business Zone is a type of industrial zone that will facilitate land uses and development that complement existing development in the locality. Further, the Scheme Amendment will correct an existing zoning anomaly in TPS 3 by ensuring the permissible uses for the subject land are more appropriate for its location within an industrial precinct.



City of Cockburn
G.I.S Services Department

Subject Land

PRINTED ON:
27/09/2016

SCALE = 1:2778

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.





Level 2
26 Clive Street
West Perth WA 6005
PO Box 1285
West Perth WA 6872
T 08 9476 2000
F 08 9321 9203
perth@mcgees.com.au
www.mcgees.com.au

Our Ref: V351-15

9 October 2015

City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

Attention: Kevin Sim – Land and Property Officer

Dear Kevin

**Re: Market Valuation
Lot 2102 Garston Way, North Coogee**

We refer to your recent instructions that we prepare a market valuation of the subject land for potential land swap purposes and confirm that we have completed our inspection and investigations and submit the following report which we trust will be satisfactory for your requirements.

Yours faithfully
McGees Property

A handwritten signature in black ink, appearing to read "Jonathan Fyson".

Jonathan Fyson AAPI, B. Com (Property & Finance)
Certified Practising Valuer
Licensed Valuer No. 44213
Western Australia

A Valuation Report prepared for potential Land Swap purposes
Lot 2102 Garston Way, North Coogee
Under instructions from City of Cockburn

Table of Contents

EXECUTIVE SUMMARY	1
VALUATION REPORT	3
1.0 VALUATION INSTRUCTIONS	3
2.0 DATE OF VALUATION	3
3.0 PROPERTY ADDRESS	3
4.0 LEGAL DESCRIPTION	3
4.1 Date of Search	3
4.2 Title Particulars	3
4.3 Status Order/Interest	3
4.4 Primary Interest Holder	3
4.5 Easements and Encumbrances	3
4.6 Date of Last Transaction	4
5.0 LOCATION	4
6.0 ACCESS	6
7.0 SITE DESCRIPTION	6
7.1 Dimensions	6
7.2 Topography	7
8.0 TOWN PLANNING AND DEVELOPMENT	7
8.1 Town Planning Scheme	7
8.2 Metropolitan Region Scheme	8
9.0 ENVIRONMENTAL, HERITAGE AND CULTURAL ISSUES	9
9.1 Soil Contamination	9
9.2 Asbestos	9
9.3 Heritage Consideration	9
9.4 Aboriginal Sites	9
9.5 Flooding	10
9.6 Climate Shift	10
10.0 SERVICES	10
11.0 IMPROVEMENTS	11
12.0 LEASE DETAILS	11
13.0 GENERAL COMMENTS	11
13.1 Location	11
13.2 Development Costs	11
14.0 MARKET COMMENTARY	11
15.0 MARKET EVIDENCE	12
16.0 VALUATION METHODOLOGY	17
17.0 VALUATION	18
18.0 LIMITATIONS	18

Appendices:

- (1) Valuation Instruction
- (2) Certificate of Crown Land Title
- (3) Plan 20839

Executive Summary

Property Address:	Lot 2102 Garston Way, North Coogee.
General Description:	<p>An irregular shaped site currently utilised as a drainage reserve and encompassing an area of 1,400m² with only 5.0m frontage to Garston Way.</p> <p>The land is zoned "Development" under the City of Cockburn Town Planning Scheme No. 3 and has a designation of "Residential-High Density (R80)" under the Robb Jetty Local Structure Plan.</p>
Purpose of Valuation:	To assess the current market value for potential land swap purposes.
Valuation:	<p>\$390,000</p> <p>The value stated above is exclusive of GST.</p>
Date of Inspection:	7 October 2015
Date of Valuation:	7 October 2015
Senior Valuer:	<p>Jonathan Fyson AAPI, B.Com (Property & Finance) Certified Practising Valuer Licensed Valuer No. 44213 Western Australia</p>

This Executive Summary is a brief synopsis of the property and our assessment of market value.

It is designed to provide a brief overview and must not be read in isolation, separate from our formal valuation report.

Definition of "Market Value":

The International Valuation Standards Council (and as adopted by the Australian Property Institute) defines market value as:

"The estimated amount for which an asset or liability should exchange on the date of valuation between a willing buyer and a willing seller in an arm's length transaction after proper marketing wherein the parties had each acted knowledgeably, prudently and without compulsion."

Assumptions, Conditions and Limitations:

- o The planning and cadastral details obtained from the Western Australian Planning Commission, Main Roads Western Australia, Landgate and Local Authority websites are current and correct.
- o Adjoining land owners or community groups do not impede or restrain development as foreseen.
- o We are not aware of any notices currently issued against the property and we have made no enquiries in this regard.
- o A visual site inspection has not revealed any obvious asbestos contamination. Nevertheless, we are not experts in the detection or quantification of asbestos problems and accordingly, have not carried out a detailed investigation. Therefore, this valuation is made on the assumption that there are no actual or potential asbestos contamination issues affecting the subject property.

Should a subsequent investigation undertaken by a suitably qualified expert show that the site is contaminated, we reserve the right to amend our valuation.

- o The value and utility of land can be adversely affected by the presence of Aboriginal sacred sites and/or sites of aboriginal heritage significance. we have made no investigations in this regard, as Aboriginal requirements can only be determined by the appointment of an appropriate expert.

Under these circumstances, we cannot warrant that there are no such sites on the land and if it is subsequently determined that the realty is so affected, we reserve the right to review this valuation.

- o The land comprises topsoils, which appear to be relatively free draining, however as no geotechnical investigations have been either undertaken or commissioned, we are unable to report on the underlying nature of the site.
- o This valuation assumes there is no environmental contamination of the property.
- o This valuation assumes there is no encroachment of adjoining buildings onto the subject land.
- o This valuation assumes an unencumbered fee simple title to the property.
- o If there are any encumbrances, encroachments, restrictions, leases or covenants which are not noted in this report, they may affect the assessment of value. If any such matters are known or discovered, we should be advised and asked as to whether they affect our assessment of value.
- o We have assumed that all information supplied in conducting this valuation consists of a full and accurate disclosure of all information that is relevant.
- o It is assumed that no significant event occurs between the date of inspection and the date of valuation that would impact on the value of the subject property.
- o We have not obtained a Property Interest Report in providing our advice. A property-specific report will provide detailed information of property interests not listed on the Certificate of Title that may affect the use and enjoyment of the land.

A report can be obtained from Landgate for a charge of \$54.95 (incl. GST). If a subsequent Property Interest Report reveals any aspects of the property that may impact on its value, we reserve the right to review our assessment.

If there is any variance/contradiction in any of the above assumptions, then we reserve the right to review this valuation accordingly.

Valuation Report

1.0 VALUATION INSTRUCTIONS

We have received instructions from Kevin Sim – Property and Lands Officer at the City of Cockburn to undertake a market valuation of the subject land for potential land swap purposes.

We have valued subject Lot 2102 on Plan 20839 in its current 'as is' condition.

2.0 DATE OF VALUATION

7 October 2015.

3.0 PROPERTY ADDRESS

Lot 2102 Garston Way, North Coogee.

4.0 LEGAL DESCRIPTION

4.1 Date of Search

7 October 2015.

4.2 Title Particulars

The land is legally described as an estate in fee simple being Lot 2102 on Plan 20839, the whole of the land contained in Certificate of Crown Land Title Volume LR3098 Folio 736.

4.3 Status Order/Interest

Reserve under Management Order.

4.4 Primary Interest Holder

City of Cockburn.

4.5 Easements and Encumbrances

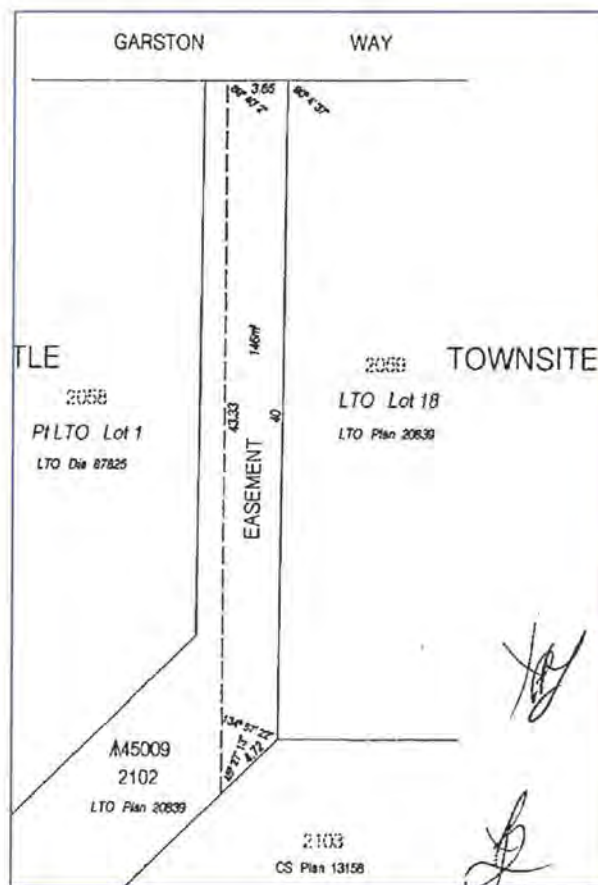
- (1) G553507. Reserve 45009 for the purpose of Drainage. Registered 1.1.1997.

G553507 Management Order. Contains conditions to be observed. Registered 1.1.1997.

- (2) H147285. Easement to Water Corporation. See Instrument H147285. Registered 25.6.1999.

This document pertains to a sewer easement in favour of the Water Corporation under Section 27A of the Town Planning & Development Act and in particular, the right to enter upon the portion of the land for the purpose of exercising certain water/pipeline rights.

With reference to the easement document, the easement area encompasses 146m² and runs in a north/south direction wholly contained within the access leg, being to a depth of 3.65m, as shown on the following Plan:



Copies of the Certificate of Crown Land Title and Plan 20839 are appended to this report.

4.6 Date of Last Transaction

The property has not sold within the past 3 years.

5.0 LOCATION

The subject lot is located within a 17 kilometre radius south-west of the Perth city centre within the coastal mixed use suburb of North Coogee.

More specifically, the subject lot is located to the southern side of Garston Way west of its junction with Darkan Avenue and east of Bennett Avenue, within a pocket known as Cockburn Coast.

The location of the subject lot is best illustrated by reference to the following Location Plans:



Surrounding development is both of an industrial and residential nature.

Development to the immediate north within North Coogee and adjoining South Fremantle is of a residential nature and encompasses both high density residential development and single residential dwellings, in addition to the Fremantle Village and Chalet Centre.

Development to the southern side of Rollinson Road is of a commercial / industrial nature including development to the eastern side of Cockburn Road south of Rockingham Road and backing onto Manning Park.

Development further south is dominated by the Port Coogee Marina positioned to the western side of Cockburn Road.

The subject lot forms part of the Cockburn Coast Redevelopment Area which stretches from South Beach to the north to Port Coogee.

The Cockburn Coast Redevelopment Area is envisaged to become home to some 12,000 residents in 6,000 dwellings, and will rejuvenate 98.0 hectares of under-utilised land which will be split into three precincts being Robb Jetty, Hilltop/Emplacement and the Power Station.

6.0 ACCESS

We note the subject lot currently only has a 5.0m frontage to Garston Way, which provides an access leg to the rear drainage portion.

Access to the subject land is via Cockburn Road, Rollinson Road, Darkan Avenue and its connection with Garston Way.

Access to the Perth city centre is available via a number of alternative linkages, with Cockburn Road providing connections to Rockingham Road and Spearwood Road which each in turn connect to Stock Road. Stock Road provides connections to South Street, Leach Highway and Canning Highway which in turn link with the Kwinana Freeway.

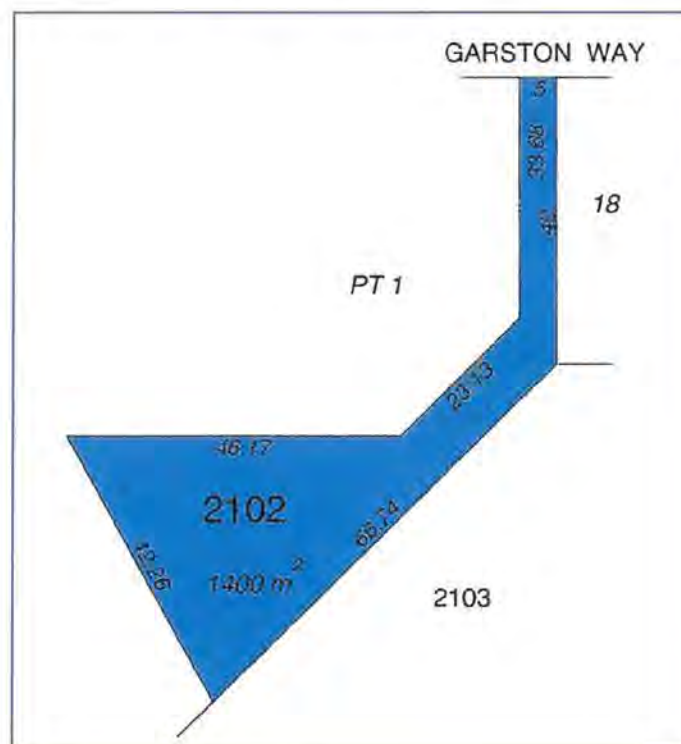
The subject locality also benefits from ease of access to the port city of Fremantle via Cockburn Road and its northern extension into Hampton Road.

7.0 SITE DESCRIPTION

7.1 Dimensions

The subject lot is irregular in shape having only a 5.0m frontage to Garston Way and access leg with a depth of between 33.68m and 40.0m, and with the site encompassing a total area of 1,400m².

Individual lot dimensions are delineated on Plan 20839 and the Sketch attached to the Certificate of Crown Land Title. An excerpt from the Sketch is as follows:



7.2 Topography

The subject land reflects a drainage reserve and as such, its topography is characteristic of a drainage sump.

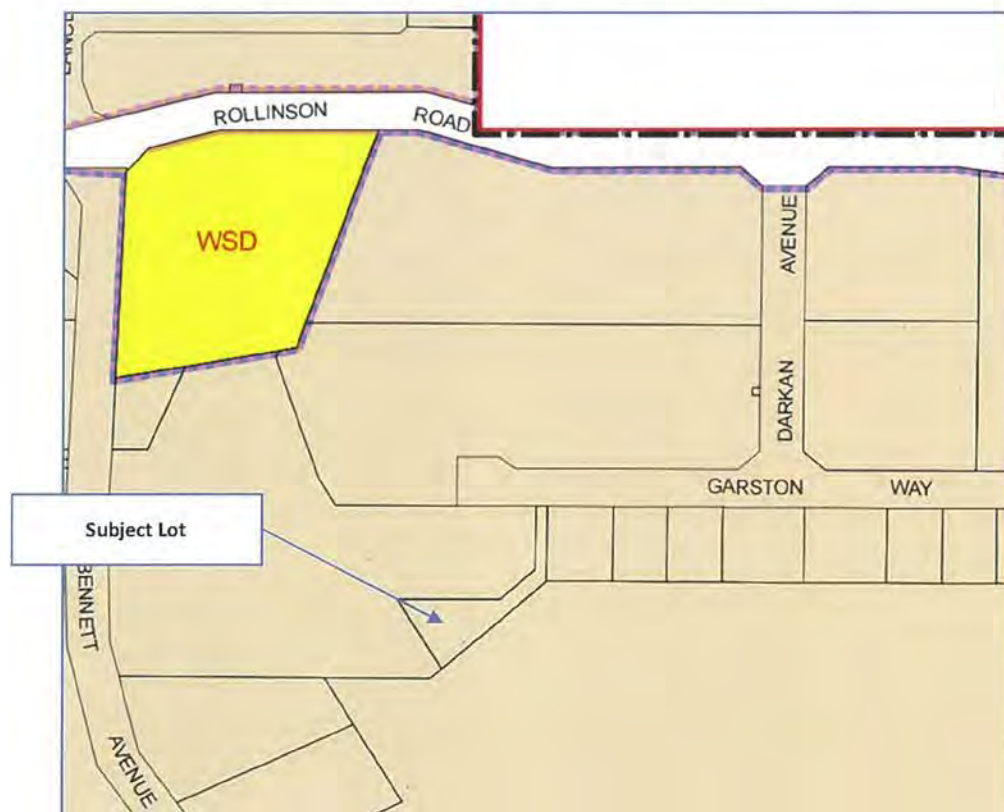
The land would require fill in order to become usable for any purpose other than its current drainage reserve purpose.

Soils onsite are of a sandy nature and appear to provide adequate natural drainage.

8.0 TOWN PLANNING AND DEVELOPMENT

8.1 Town Planning Scheme

With reference to online Zoning Maps provided by both the City of Cockburn and the WA Planning Commission, we have confirmed the subject land is zoned "Development" under the City of Cockburn Town Planning Scheme No.3, and forms part of Development Area 33 and Development Contribution Areas 13 and 14, as depicted on the following TPS Zoning Map:



The subject land forms part of the Robb Jetty Local Structure Plan Area, with a designation of "Residential – High Density (R80)", as depicted on the following excerpt from the Structure Plan Map:



The following Plan shows the location of the subject lot in the context of the future road alignments of Garston Way, Anchorage Drive, Gauge Road and Reinforcement Parade.



8.2 Metropolitan Region Scheme

The zoning of the land under the Metropolitan Region Scheme is "Urban".

9.0 ENVIRONMENTAL, HERITAGE AND CULTURAL ISSUES

9.1 *Soil Contamination*

As a consequence of the Contaminated Sites Act 2003, a Public Register is now kept in Western Australia of land that has been classified as being either contaminated – remediation required; contaminated – restricted use or remediated for restricted use.

Accordingly, in making our assessment of the value of the property, we have carried out a basic search of the Register at 1.39pm on 7 October 2015 and this discloses that the land is not classified.

We do not accept any responsibility or liability whatsoever for the accuracy of the information indicated by the search of the Register.

Further, we do not accept any responsibility or liability for any loss or damage or for consequential loss or damage of any kind arising from our negligence or otherwise to you or any person in relation to the valuation of the property.

This includes any loss or damage arising from our failure or omission to consider any factors which would affect the value of the land including but not limited to any possible environmental site contamination, or any failure to comply with environmental legislation.

Although the subject property is not recorded on the Contaminated Sites Register, we recommend a search of the Reported Sites Register that reports properties which are in the process of being classified.

The Reported Sites Register can be searched by written application to the Department of Environment and Conservation (DEC).

As it will take time for the Register to be fully established, together with the fact many owners may be unaware that their property is contaminated, we believe the carrying out of an independent Environmental Survey by an appropriate expert is the best way to ascertain whether a property is contaminated or otherwise.

Subject to the above caveats, this valuation is made on the assumption there is no contamination of the land.

9.2 *Asbestos*

The subject property is a vacant parcel and accordingly, the presence of asbestos fibre is not apparent.

We must point out however, that we are not experts in this area and therefore, in the absence of an environmental consultant's report concerning the presence of any asbestos fibre within the subject property, this valuation is made on the assumption that there is no health risk from that source.

9.3 *Heritage Consideration*

There are no buildings situated on the subject lot.

9.4 *Aboriginal Sites*

The value and utility of land can be adversely affected by the presence of Aboriginal sacred sites. We have made no investigations in this regard, as Aboriginal requirements can only be determined by the appointment of an appropriate expert.

Under these circumstances, we cannot warrant that there are no such sites on the land and if it is subsequently determined that the realty is so affected, we reserve the right to review this valuation.

9.5 Flooding

There was no evidence of flooding at the date of inspection and the elevation of the land is such that we would not expect flooding to occur to the land.

9.6 Climate Shift

Although not conclusive, current thinking from a variety of scientific authorities around the world indicates that various issues are contributing to climate shift, whereby changing weather patterns have the potential to alter the traditionally understood cycles and ranges, including but not limited to ambient temperatures, rainfall, sea levels, and storm activity.

Whilst the full implications of this theory are not fully quantifiable, we consider it appropriate to highlight that over a protracted period a variety of peripheral environmental factors have the potential to impact upon the development potential and/or market value of the subject property at a future date.

In light of these potential environmentally based externalities, we would recommend that the valuation advice contained herein be reviewed if and when these factors become evident or more definite.

10.0 SERVICES

Roads surrounding the subject property are bitumen paved and appear to be adequately stormwater drained.

Essential services available to the site include scheme water, electricity, deep sewer, telephone and postal.

With reference to Water Corporation's "My Water" website we note the location of scheme water (delineated in blue) and deep sewer (delineated in red) in the context of the subject lot.



Public transport links to the site include the metropolitan bus service, and the metropolitan rail line with the nearest station being South Beach approximately 700m to the north-west.

11.0 IMPROVEMENTS

The subject property, as inspected, reflects a vacant parcel of land which is currently utilised as a drainage reserve.

12.0 LEASE DETAILS

We have not been advised of any lease agreement pertaining to the subject land and our valuation is subject to the land being unencumbered by any such agreement.

13.0 GENERAL COMMENTS

13.1 Location

The subject lot forms part of the Cockburn Coast Redevelopment Area and more particularly, is contained within the Robb Jetty Local Structure Plan Area.

Under the Local Structure Plan it has a designation for "Residential-High Density" with an underlying zoning of "Residential R80".

The Cockburn Coast Redevelopment Area is proposed to rejuvenate 98.0 hectares of under-utilised land and will be split into three precincts, these being Robb Jetty, Hilltop/Emplacement and the Power Station.

Road realignment works are now underway as part of the initial stages of the development.

The Cockburn Coast is to deliver a diverse range of housing which meets the State Government's "Directions 2031 and Beyond" Strategy that aims to manage population growth and urban sprawl.

13.2 Development Costs

We have been provided with an indicative construction cost to fill the redundant sump located on subject Lot 2102 Garston Way, with these costs prepared by Porter Consulting Engineers on behalf of the City of Cockburn.

The indicative costs total \$283,118 excluding GST which shows \$202.23/m² across the total site area.

We note that these costs include an allowance to remove the existing sewer water main running through the lot. The development costs also include allowances for professional fees and a 10% contingency.

Pursuant to the construction works, the subject land will reflect a flat and level parcel that will no longer be detrimented by the existing easement to Water Corporation.

Whilst this land remains in an irregular shape, in our opinion it is of value to the adjoining owner of Lot 1, particularly with respect of future development as part of the Cockburn Coast Redevelopment Area with an underlying "Residential R80" potential.

14.0 MARKET COMMENTARY

In general terms, over the past two years the Perth property market has remained relatively subdued owing to various micro and macro-economic factors at play.

In Australia, the available information suggests that the economy has continued to grow over the past year, but at a rate somewhat below its longer-term average. The global economy is expanding at a moderate pace.

Some key commodity prices are much lower than a year ago, largely reflective of increased supply, including from Australia. Australia's terms of trade are falling nonetheless.

The recent challenges arising from the slow economy are being combatted by an accommodative monetary policy setting, with the Reserve Bank of Australia (RBA) in May 2015 electing to reduce the official cash rate by one-quarter of a percent to the record low level of 2.00%. The RBA has adopted a historically low interest rate stance for a number of years in an attempt to bolster the economy.

The Australian dollar has declined significantly against a rising US dollar over the past year, though less so against a broader basket of currencies. Further decline is deemed both likely and necessary in the eyes of the RBA, particularly given the significant declines in key commodity prices.

The inflation rate in Australia was recorded at 1.5% in the second quarter of 2015, which is considered a below typical level with national inflation having averaged 5.18% from 1951 until 2015.

Fiscal spending is tipped to be subdued in the near future, with the slowdown in the mining sector, and in particular the weakening of commodity prices having a significant impact on state and federal government revenues.

Affordability remains a key issue in the market place, as a number of redundancies across various sectors - most notably the government and mining sectors – have been announced in the past 12 months.

Looking forward, many economists expect economic conditions during the second half of 2015 will remain relatively subdued despite the accommodative monetary stance. In our opinion the current levels of uncertainty make it very difficult to determine how local values will fare in the near future.

The development site market has been impacted over recent years by conservative lending practices, softening take-up rates and reduced end product values particularly with respect to residential apartments which were developed in peripheral locations or untested markets. A number of high quality apartment developments in coastal locations throughout the Perth metropolitan area have witnessed declines in values up to 50% over the past 5 years.

Notwithstanding the above, the market for lower valued apartments within desirable Perth suburban locations is considered stronger when compared to the top end premium apartment market. Albeit, it is now generally considered that across the metropolitan area apartment sale rates have slowed considerably and there is downward pressure on end product values.

The Cockburn Coast Redevelopment Area is positioned between South Beach and Port Coogee with this area considered to be in its early stages of development and is not yet a mature high density residential precinct.

15.0 MARKET EVIDENCE

In determining the value of the subject property, we have identified the following evidence which we consider relevant.

Address:	13 (Lot 115) O'Connor Close, North Coogee
Sale Price:	\$2,600,000 in July 2014
Land Area:	2,252m ²
Zoning:	"Development" under the City of Cockburn Town Planning Scheme No. 3 and forming part of Development Area 16. The site also forms part of the South Beach Village Local Structure Plan and is designated as "Mixed Business/Residential (R60/R80)".
Improvements:	Former factory unit since demolished and considered to add no value.
Analysis:	The sale price reflects a land rate of \$1,155/m² .
Comments:	A rectangular shaped mixed use development site which backs onto the rail line but will enjoy the benefit of ocean views from upper levels. The lot is located on the western side of O'Connor Close just north of Rollinson Road, with the locality having transitioned from an industrial area to a high density residential area.

The property forms part of the broader Cockburn Coast Redevelopment Area and is designated under the South Beach Village Structure Plan as "Mixed Business/Residential" with a density of R60/R80.

Comparability: *Larger site when compared to the subject and regular in shape. It benefits from mixed use potential but with similar density development. There is the potential for ocean views from upper levels however this land is detrimented by its position adjacent to the rail line.*
Forms part of a more established precinct when compared to the subject. A lower rate per square metre will apply to the subject land.

Address: 19 (Lot 18) Garston Way, North Coogee
Sale Price: \$635,000 exclusive of GST in March 2013
Land Area: 1,201m²
Zoning: "Residential-High Density (R80)" and forming part of the Robb Jetty Local Structure Plan within the Cockburn Coast Redevelopment Area.
Improvements: Vacant land.
Analysis: The sale price reflects a land rate of **\$529/m²** exclusive of GST.
Comments: A rectangular shaped vacant parcel of land forming part of the Cockburn Coast Redevelopment Area and within the Robb Jetty Local Structure Plan having a designation of "Residential-High Density (R80)".
 The property was purchased by LandCorp who is an adjoining owner and in our opinion LandCorp paid a premium to acquire the site.

Comparability: *Slightly smaller lot but generally comparable in size to the subject and similar high density R80 zoning under the Robb Jetty Local Structure Plan.*
Very comparable location being positioned immediately adjacent to the subject lot but regular in shape and having a good frontage to Garston Way. This sale is dated. With adjustment for development costs to produce a flat and level parcel and the shape of the land, a lower rate per square metre will apply to the subject property.

Address: 1 (Lot 484) Enderby Close, North Coogee
Sale Price: \$1,980,000 (GST unknown) in August 2013
Land Area: 1,903m²
Zoning: "Residential R60/R100"
Improvements: Vacant land.
Analysis: The sale price reflects a land rate of **\$1,041/m²**.
Comments: A triangular shaped lot located to the eastern side of the metropolitan rail line and directly opposite established residential development.
 The land is zoned "Residential R60/R100" and forms part of Development Area 16 and Development Contribution Area 13 under the City of Cockburn Town Planning Scheme No. 3.
 The land is also contained within the South Beach Village Structure Plan and is designated for grouped/multiple dwelling development.
 The land was sold by LandCorp to Pilbara Metro Developments Pty Ltd. Of detriment to the land is it is positioned immediately adjacent to the rail line and its triangular shape.
 Whilst located proximate the ocean, the site is unlikely to have good views. Any ocean views are likely to be predominantly built out by adjacent development.

Comparability: *Triangular shaped lot but still more regular when compared to the subject property. Is located proximate to the ocean however is unlikely to have good views.*
Higher density potential up to R100 and forms part of a more established pocket of North Coogee. A much lower rate per square metre will apply to the subject.

Address: 16 (Lot 70) Bennett Avenue, North Coogee
Under Contract: \$10,000,000 exclusive of GST in November 2014
Land Area: 1.4991 hectares
Zoning: "Residential – High Density R160" under the Robb Jetty Local Structure Plan and forming part of the Cockburn Coast Precinct. Potential for development up to five storeys.
Improvements: Vacant land
Analysis: The contract price reflects a land rate of **\$667/m²**.
Comments: A broadly regular shaped development site forming part of the Cockburn Coast Precinct and within the Robb Jetty Local Structure Plan, identified for residential – high density R160. Discussions with the selling agent confirmed that the property was placed under offer being a cash unconditional contract at an amount of \$10,000,000 in November 2014 with settlement in April/May 2015. The vendor has one condition to meet. The site has potential for development up to five storeys and will benefit from panoramic ocean views. Of some detriment to the site is its position adjacent to the railway. Services are available and the site can be developed in the short term.

Comparability: ***Substantially larger parcel when compared to the subject and higher density potential. Does however form part of the Robb Jetty Local Structure Plan Area but likely to have panoramic ocean views.***

Address: Lot 2 Fettle Lane, Cockburn Central
Sale Price: \$1,800,000 exclusive of GST in June 2014
Land Area: 3,006m²
Zoning: "Regional Centre"
Analysis: The sale price reflects a land rate of **\$599/m²** exclusive of GST.
Comments: The property comprises a vacant development site within the Cockburn Central town site.

Comparability: ***Larger site and more regular in shape. Forms part of the established Cockburn Central town site but lower density development.***

Address: Lots 1 and 25 Linkage Avenue, Cockburn Central
Sale Price: \$4,590,000 exclusive of GST in March 2014
Land Area: 8,415m² (2 lots)
Zoning: "Regional Centre"
Analysis: The sale reflects a land rate of **\$545/m²** exclusive of GST.
Comments: The property comprises two development sites zoned "Regional Centre" located within the Cockburn Central town site. The two lots were sold in one deal by LandCorp to the same purchaser.

Comparability: ***Much larger site being more regular in shape but lower density potential.***

Address: Lot 26 Linkage Avenue, Cockburn Central
Sale Price: \$2,400,000 (assumed to be inclusive of GST) in January 2014
Land Area: 3,803m²
Zoning: "Regional Centre"
Analysis: The sale reflects a land rate of **\$631/m²** exclusive of GST.
Comments: The property comprises a development site zoned "Regional Centre" located within the Cockburn Central town site.

Comparability: ***Larger site, more regular in shape but lower density potential.***

Address: 55 (Lots 2166 and 2167)
cnr Flourish Loop and Esteem Lane, Atwell

Sale Price: \$3,439,000 inclusive of GST in January 2014.

Land Area: 5,675m² (2 lots comprising Lot 2166 – 3,835m² and Lot 2167 – 1,840m²)

Zoning: Residential R80

Improvements: Vacant land

Analysis: The sale price reflects a land rate of **\$606/m²** inclusive of GST.

Comments: Two separate development sites located in close proximity to each other within the Harvest Lakes development.
 Lot 2166 has frontage to both Flourish Loop and Justice Link, whilst Lot 2167 has frontage to Justice Link, Lyon Road and Esteem Lane. The two properties were purchased by Niche Developments.
 The lots are located opposite the Kwinana Freeway reserve and as such are impacted by traffic noise.
 Notwithstanding this, the sites will benefit from completion of the Aubin Grove train station, with completion expected late 2016.
 We understand that although the lots were transacted as a multi-lot transfer, Lot 2166 was negotiated at a price of \$2,324,000, and Lot 2167 at \$1,115,000.
 Lot 2166 is intended for development as a 48 unit apartment complex over three levels, with the sale price reflecting \$48,417/unit.
 Lot 2167 is intended for development as a 20 unit apartment complex over two levels, with the sale price reflecting \$55,750/unit.

Comparability: ***Much larger site but similar high density potential. More regular in shape.***

Address: 60 (Lot 2177) Flourish Loop, Atwell

Contract Price: \$3,000,000 inclusive of GST in 2014 – based on informal advice only.

Land Area: 3,986m²

Zoning: Local Centre R80

Improvements: Vacant land

Analysis: The reported contract price reflects a land rate of **\$753/m²** inclusive of GST.

Comments: Vacant development site with wide frontage to Flourish Loop, together with western street frontage and rear adjacency to a right of way. The site's multiple street access is considered conducive for apartment development.
 We understand the contract is now unconditional pending settlement, having been acquired by BGC Developments.
 We are further informally advised that BGC intends to develop the site into 60 units, however have been unable to confirm this given the early stages of development design.
 The contract price reflects \$50,000/unit based on the earmarked yield.
 Sale is yet to settle.

Comparability: ***Larger in size and more regular shaped but similar density.***

Address: Lot 424 Pearson Drive, Success

Sale Price: \$1,430,000 in June 2014

Land Area: 2,542m²

Zoning: "Residential R60"

Improvements: Vacant land.

Analysis: The sale price reflects a land rate of **\$563/m²** inclusive of GST.

Comments: An irregular shaped development site with wide road frontages forming part of the establishing locality of Success.

Comparability: ***Broadly comparable in size but slightly lower density. Also reflective of an irregular shaped parcel but more regular when compared to the subject.***

Address: 25 (Lot 432) Stanyford Place, Hamilton Hill
Under Offer: \$2,640,000 inclusive of GST in October 2014
Land Area: 4,504m² (R30 developable portion)
Zoning: "Residential R30"
Improvements: Vacant land.
Analysis: The contract price reflects a land rate of **\$586/m²** inclusive of GST
Comments: The property comprises a 15 unit development site situated within an area known as "Southwell".
 Lot 432 comprised a larger 7,639m² site and we are aware that the contract was conditional upon 3,135m² of the site being ceded free of cost by the purchaser to the City of Cockburn as "Parks and Recreation".
 The lot has narrow street frontage to Rodd Place and has a relatively steady north to south crossfall. The development site will adjoin public open space and have attractive valley and Cockburn Sound views.

Comparability: ***Larger site and lower density potential. More regular in shape when compared to the subject.***

Address: 610 (Lot 26) Rockingham Road, Munster
Sale Price: \$1,650,000 inclusive of GST in January 2014
Land Area: 3,124m²
Zoning: "Development"
Improvements: The property is improved with a 1969 built 4 bedroom 1 bathroom brick and tile residence.
Analysis: The sale price reflects an improved land rate of **\$528/m²** inclusive of GST.
Comments: The property comprises a rectangular shaped development site that is located directly opposite established residential development.
 The rectangular shaped lot which is wedged by both Rockingham Road and Stock Road may experience potential noise issues arising from passing traffic. The redevelopment site rises in a west-east direction.

Comparability: ***Larger site but lower density potential. More regular in shape.***

Address: Lot 56 Juliet Road, Coolbellup
Sale Price: \$2,425,000 inclusive of GST in June 2014
Land Area: 4,000m²
Zoning: "Residential R50"
Improvements: Vacant land.
Analysis: The sale price reflects a land rate of **\$606/m²** inclusive of GST.
Comments: A 45 unit development site which is situated on the corner of Juliet Road and Montague Way within LandCorp's "The Playground Estate".
 The development site enjoys wide frontage to Juliet Road and is located opposite proposed public open space. The sale price reflects \$53,889/unit based on the proposed yield.

Comparability: ***Larger site and lower density development but more regular in shape.***

Address: Lots 3 and 4 Gemstone Boulevard, Carine
Sale Price: \$4,400,000 exclusive of GST in April 2014
Land Area: 5,436m² (two lots)
Zoning: "Residential R80"
Improvements: Vacant land
Analysis: The sale price reflects a land rate of **\$809/m²** exclusive of GST.
Comments: High density residential development site located in the Carine Rise Estate. Carine Rise represents a northern suburb infill development estate. It is anticipated a total of 50 apartments will be located across the combined landholding upon development.

Comparability: ***Larger site but similar density zoning. More regular in shape. A lower rate per square metre will apply to the subject.***

Address:	2 (Lot 29) Mona Avenue, Beckenham
Sale Price:	\$915,000 inclusive of GST in July 2014
Land Area:	1,500m ²
Zoning:	"Residential R20/60"
Improvements:	Vacant land.
Analysis:	The sale price reflects a land rate of \$610/m² inclusive of GST.
Comments:	A rectangular shaped residential development site with narrow street frontage that is situated directly opposite commercial development.
Comparability:	<i>Broadly comparable in size but lower density development. More regular in shape.</i>

16.0 VALUATION METHODOLOGY

We consider the most appropriate approach to determining the value of the subject lot is via direct comparison. As a function of this approach we have drawn inference from comparable sales and have applied value on a rate per square metre to the subject site.

This valuation advice is on the basis of the 'as is' condition of the subject land that is, being an irregular shaped lot with a narrow access leg from Garston Way and reflective of a drainage reserve.

In order to establish value, we have firstly determined the value for a regular shaped lot. In doing so, we have referred to market evidence and note that there has been no recent transaction within the immediate locality and in particular, within the Cockburn Coast Redevelopment Area.

The most comparable sale, albeit now dated, pertains to 19 (Lot 18) Garston Way being an adjacent lot, which sold at a rate of \$529/m² exclusive of GST in March 2013. Planning has continued to progress since the date of this sale albeit market conditions have also likely softened.

In consideration of this evidence and other sales identified in the body of this report, we have adopted a land rate of \$600/m² exclusive of GST as applicable to the subject on the basis of it being a regular shaped flat and level lot. This discloses a figure of \$840,000.

From the above figure we must deduct the development costs to fill and remediate the land as assessed by Porter Consulting Engineers at an amount of \$283,118, resulting in an adjusted value of \$556,882 or \$398/m². This is the value of the subject land on the basis of it being a flat and level parcel which is capable of development for future residential purposes.

In our opinion, a further discount must now apply to reflect both the irregular shape of the land and the fact that the site is only of value to the adjoining owners.

In particular, we consider that the subject site would best be amalgamated with adjoining Lot 1 and although the subject site is of an irregular shape, in combination with the adjoining lot, it is of value given the underlying Residential R80 density as per the approved Local Structure Plan.

In recognition of the irregular shape of the land and the fact it can only be utilised in conjunction with adjoining land, we have allowed for a discount factor of 30%, which shows a rounded market value of **\$390,000** or \$279/m².

We note the adjoining owners are in a strong negotiating position and may apply a higher discount. At a discount of say 40%, the resultant land value drops to \$334,000 or \$239/m². Given the high density potential of the land, we believe a discount of 30% is appropriate but suggest the City of Cockburn be open to negotiation with respect of this parcel of land.

17.0 VALUATION

Accordingly, after consideration of the factors outlined above and the analysis of relevant market evidence, we are of the opinion the market value of the subject property applying as at 7 October 2015 and subject to an unencumbered fee simple title is an amount of **Three Hundred and Ninety Thousand Dollars** (\$390,000).

The value stated is exclusive of GST.

18.0 LIMITATIONS

This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of general market movements or factors specific to the particular property). Liability for losses arising from such subsequent changes in value is excluded as is liability where the valuation is relied upon after the expiration of 3 months from the date of valuation or such earlier date if you become aware of any factors that have an effect on the valuation.

Neither the whole nor any part of this report or any reference thereto may be included in any document, circular or statement without our written approval of the form and context in which it will appear.

In accordance with the Code of Conduct laid down under the provisions of the Land Valuers Licensing Act 1978, we are required to hold this valuation confidential unless directed by our client in writing or required by law to disclose the valuation; and we are not permitted to allow the use of confidential information contained in the valuation for the benefit of any party other than our client. Therefore, use of confidential information contained in this report by an unauthorised third party is not permitted unless express permission in writing is provided.

This valuation is for the use only of the party to whom it is addressed and for no other purpose. No responsibility is accepted to any other party who may rely on the whole or any part of the content of this valuation.

Liability limited by a scheme approved under Professional Standards Legislation.

Yours faithfully
McGees Property



Jonathan Fyson AAPI, B. Com (Property & Finance)
Certified Practising Valuer
Licensed Valuer No. 44213
Western Australia

Valuation Instruction

Certificate of Crown Land Title

WESTERN



AUSTRALIA

REGISTER NUMBER	
2102/P20839	
Duplicate Edition	DATE DUPLICATE ISSUED
N/A	N/A

RECORD OF CERTIFICATE
OF
CROWN LAND TITLE
UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

VOLUME
LR3098

FOLIO
736

NO DUPLICATE CREATED

The undermentioned land is Crown land in the name of the STATE of WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.



REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 2102 ON PLAN 20839

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: CITY OF COCKBURN OF P.O. BOX 1215, BIBRA LAKE
(XE G553507) REGISTERED 1 JANUARY 1997

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. G553507 RESERVE 45009 FOR THE PURPOSE OF DRAINAGE REGISTERED 1.1.1997.
G553507 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED.
REGISTERED 1.1.1997.
2. H147285 EASEMENT TO WATER CORPORATION. SEE INSTRUMENT H147285. REGISTERED
25.6.1999.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF CROWN LAND TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: LR3098-736 (2102/P20839).
PREVIOUS TITLE: LR3106-515.
PROPERTY STREET ADDRESS: LOT 2102 GARSTON WAY, NORTH COOGEE.
LOCAL GOVERNMENT AREA: CITY OF COCKBURN.
RESPONSIBLE AGENCY: DEPARTMENT OF LANDS (SLSD).

END OF PAGE 1 - CONTINUED OVER

ORIGINAL CERTIFICATE OF CROWN LAND TITLE

REGISTER NUMBER: 2102/P20839

VOLUME/FOLIO: LR3098-736

PAGE 2

NOTE 1: A000001A CORRESPONDENCE FILE 2790/1995.

NOTE 2: LAND PARCEL IDENTIFIER OF FREMANTLE TOWN LOT/LOT 2102 ON SUPERSEDED
PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 2102 ON
FREEHOLD TITLE PLAN 20839 ON 29-AUG-02 TO ENABLE ISSUE OF A DIGITAL
CERTIFICATE OF TITLE.

NOTE 3: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE
OF TITLE.

Application H179342
 Corr. 2790/1995
 Volume. Folio.
 3106 515

NOT TO BE REMOVED FROM THE DEPARTMENT OF LAND ADMINISTRATION

NO DUPLICATE ISSUED

REGISTER
VOLUME

3098

FOLIO

736

WESTERN



AUSTRALIA

CERTIFICATE
OF

CROWN LAND TITLE

UNDER THE "TRANSFER OF LAND ACT 1893" AS AMENDED
 AND THE "LAND ADMINISTRATION ACT 1997"



The undermentioned land is Crown land, in the name of the
STATE of WESTERN AUSTRALIA,
 subject to the interests and status orders in the First Schedule which interests and status orders are subject to the
 interests, easements, encumbrances and notices shown in the Second Schedule hereto.

Dated 29 July 1999

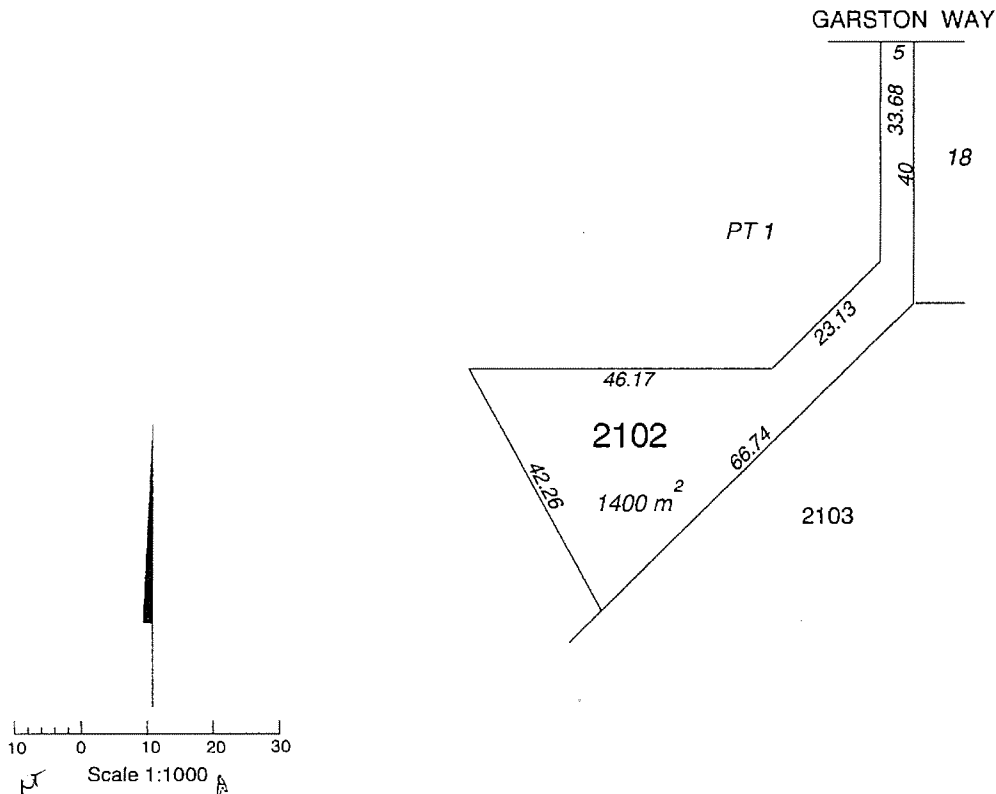
REGISTRAR OF TITLES



LAND REFERRED TO

Fremantle Lot 2102 on Office of Titles Plan 20839 delineated on the sketch in the Third Schedule.

THIRD SCHEDULE




WARNING: A CURRENT SEARCH SHOULD BE OBTAINED BEFORE DEALING ON THIS LAND


CLT-28/10/98

Superseded - Copy for Sketch Only

CERTIFICATE OF CROWN LAND TITLE

VOL. 3098 FOL. 736

FIRST SCHEDULE		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS							
INSTRUMENT		PARTICULARS	REGISTERED	TIME	SEAL	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL
NATURE	NUMBER								
Sundry	G553507	Class C Reserve No. 45009 for the purpose of Drainage							
Sundry	G553507	Care, Control and Management to City of Cockburn of P.O. Box 1215, Bibra Lake							

SECOND SCHEDULE		NOTE: ENTRIES MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS							
INSTRUMENT		PARTICULARS	REGISTERED	TIME	SEAL	CANCELLATION	NUMBER	REGISTERED OR LODGED	SEAL
NATURE	NUMBER								
Easement	H147285	The right to enter upon the portion of the within land marked Easement on Land Administration Miscellaneous Diagram 93533 for the purpose of exercising certain water/pipeline rights as set out in the said Easement is granted to Water Corporation .	25.6.1999	10:43					

Plan 20839

LAND DESCRIPTION	ON	CERTIFICATE OF TITLE	FIELD BOOK	TOTAL AREA
SUBDIVISION OF PT. FREMANTLE LOT 2059 AND PT. LOTS 1 AND 2 OF FREMANTLE LOT 2058	PLAN ... CS. 17509	VOLUME ...	FOLIO ...	3.6705 ha
	DIAGRAM ... 87825	2032	472	
	INDEX ... BG 34 (2) 7.10	2032	473	
	PUBLIC	1859	432	
		Now 2049	126	

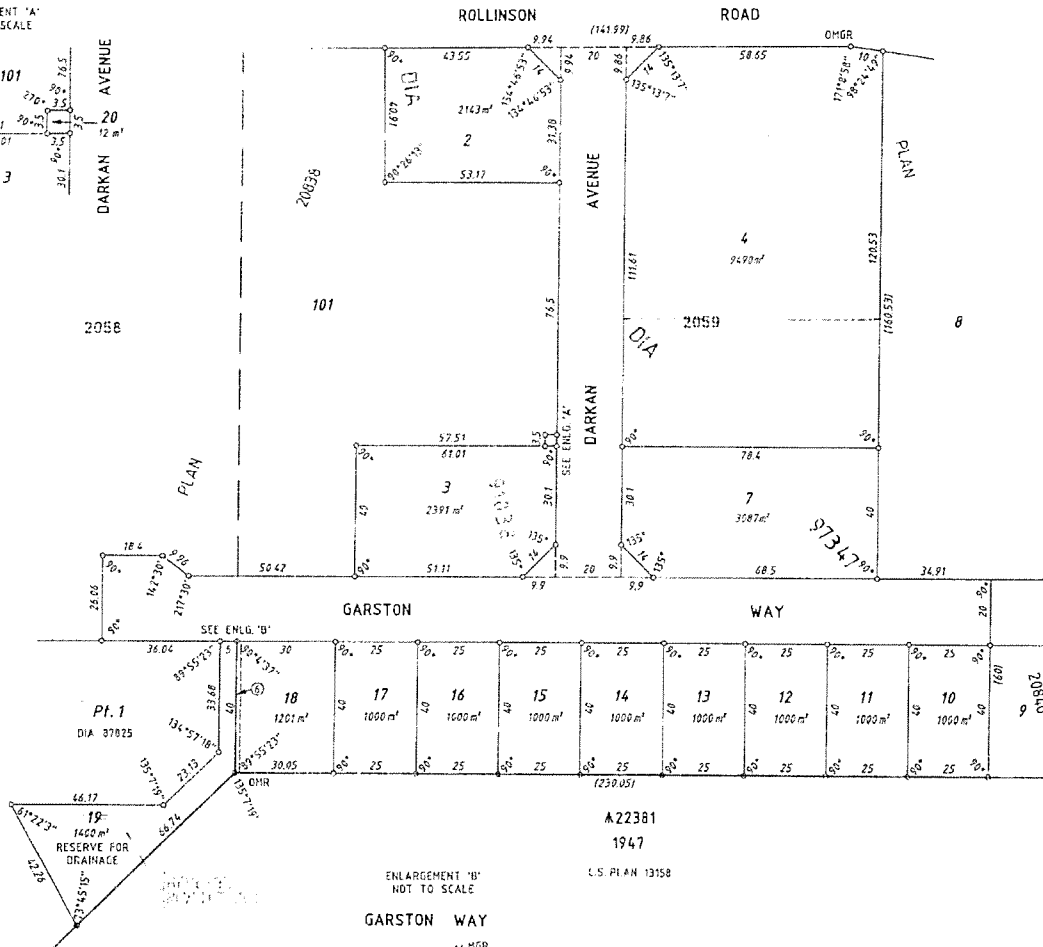
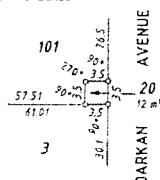
PLAN 20839



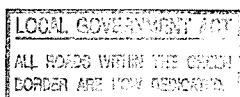
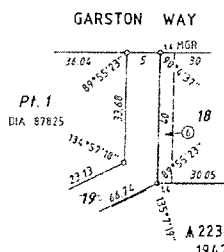
LOCALITY - HAMILTON HILL
LOCAL AUTHORITY - CITY OF COCKBURN

LIMITED IN DEPTH TO 12.19 METRES

ENLARGEMENT 'A'
NOT TO SCALE



ENLARGEMENT 'B'
NOT TO SCALE



LOT 19 (RESERVE FOR DRAINAGE)
TO VEST IN THE CROWN UNDER SECTION 20A
OF THE TOWN PLANNING AND DEVELOPMENT ACT

- ⑥ SEWER EASEMENT IN FAVOUR OF WAWA UNDER SECTION 27A
OF THE TOWN PLANNING AND DEVELOPMENT ACT, REGULATION 3

MEN McMULLEN NOLAN AND PARTNERS SURVEYORS PTY LTD

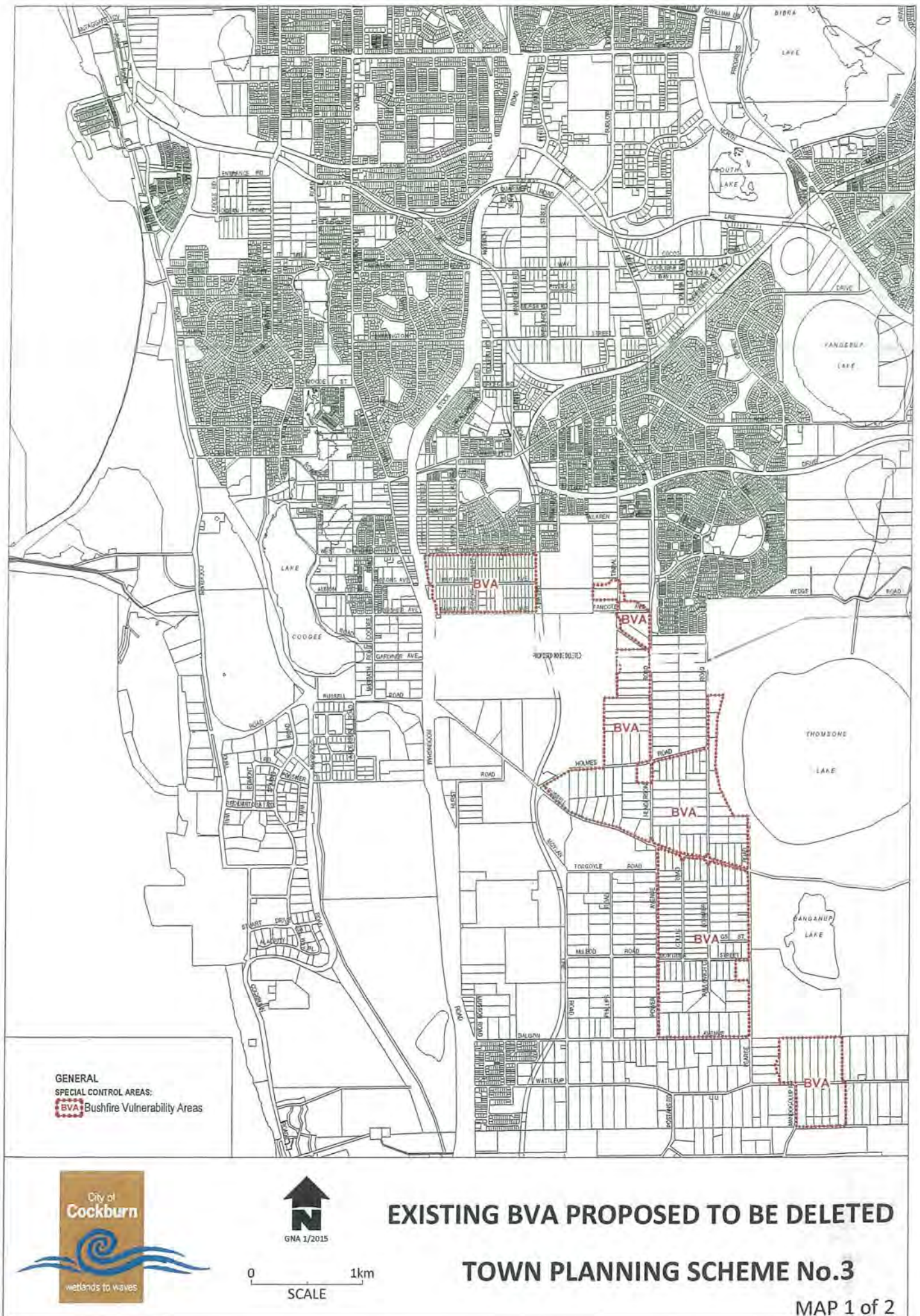
SUBDIVISION
BY EARLY
ISSUE PROCESS

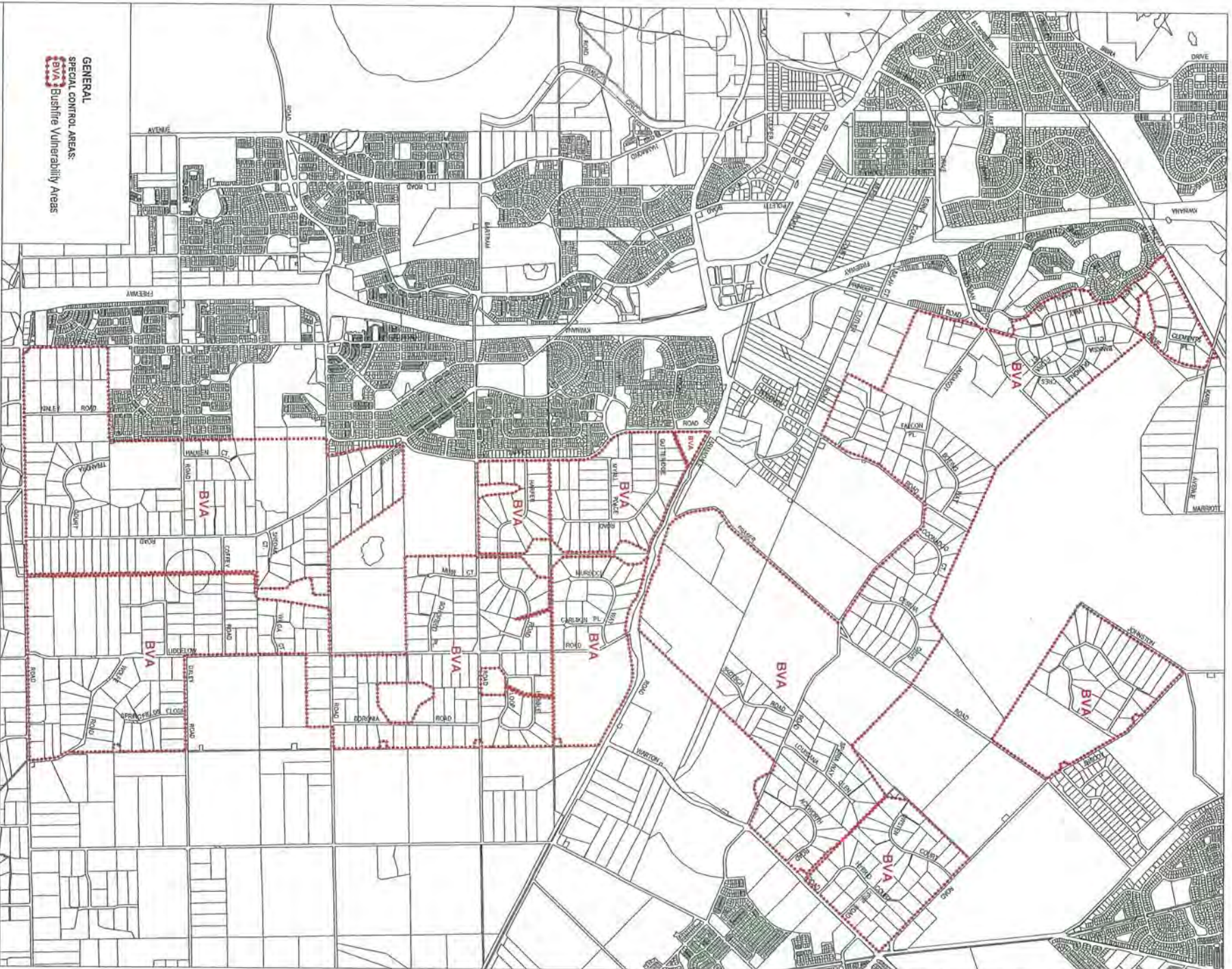
SEYOR'S CERTIFICATE I, the undersigned, hereby certify that: (a) the plan of survey was prepared and executed in accordance with the provisions of the Surveyors Act 1985 and in accordance with the Surveyors (Guidance of Surveyors) Regulations 1981 and in particular regulations 23 and 24 of those regulations; and (b) the survey and the plan of survey are in strict accordance with the requirements of the Surveyors (Guidance of Surveyors) Regulations 1981 and the relevant law in relation to which it is lodged. Licensed Surveyor: <u>GERALD NOLAN</u> Date: <u>15/6/95</u>		APPROVED BY STATE PLANNING COMMISSION FILE 94878 5 JUL 1995 DATE: <u>12-11-95</u>		20 0 80 SCALE 1:5000 ALL DISTANCES ARE IN METRES	
REO 450.1 I, the undersigned, hereby certify that: (a) this plan is correct and was prepared under my supervision and in the result of calculations from measurements made by me or by a person acting under my supervision; and (b) the measurements are in strict accordance with the Surveyors (Guidance of Surveyors) Regulations 1981 and in particular regulations 23 and 24 of those regulations; and (c) the plan of survey conforms with the relevant law in relation to which it is lodged. Licensed Surveyor: <u>C. Nolan</u> Date: <u>15/6/95</u>		LODGED DATE: <u>15-6-95</u> FEE PAID: <u>\$753</u> ASSESSMENT NO.: <u>22200</u>		EXAMINED (LEGALLY) DATE: <u>3-7-95</u> FEE PAID: <u>\$100</u> F.O.I. NO.: <u>198-1955</u>	
IN ORDER FOR DEALINGS SUBJECT TO SEC. 295(4) OF L.O.A. SEC. 20A & SEC. 27A OF T.P.A. ACT & MULTIPLE BUSINESS A. Bohmowski 14-7-95 FOR INSPECTION OF PLANS & SURVEYS DATE: <u>27-7-95</u> APPROVED: <u>A. Bohmowski</u> DIRECTOR OF PLANS & SURVEYS		DOLA DEPARTMENT OF LAND ADMINISTRATION OFFICE OF TITLES PLAN 20839 20839 JOB NO. 91644			

P20839

Lot Number	Part	Register Number	Section
4		2175/172	
11		2049/132	
16		2049/137	
18		2049/139	
2102		LR 3098/736	

Lot Number	Part	Register Number	Section
10		2049/131	
12		2049/133	
17		2049/138	
20		2049/423	





GENERAL
SPECIAL CONTROL AREAS:
BVA Bushfire Vulnerability Areas



GN 1/2015

0 1km
SCALE

EXISTING BVA PROPOSED TO BE DELETED

TOWN PLANNING SCHEME NO.3

MAP 2 of 2

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
6.6	Bushfire Vulnerability Area - - AMD 92 GG 13/3/15	<p>Areas within Western Australia have now been designated as bushfire prone by the FES Commissioner. This order was gazetted in tandem with the <i>Planning and Development (Local Planning Scheme) Amendment Regulations 2015</i> and the new <i>State Planning Policy 3.7: Planning in Bushfire Prone Areas (SPP 3.7)</i> which together form [part of] the State Government's bushfire planning reforms.</p> <p>The Map of Bush Fire Prone Areas identifies the parts of the State that are designated as bushfire prone and came into effect in December 2015.</p> <p>SPP 3.7 provides the foundation for land use planning decisions in designated bushfire prone areas and local governments need to give due regard to the policy provisions.</p> <p>Please note the WAPC document '<i>Planning in Bushfire Prone Areas Bushfire Policy Framework Information Sheet December 2015 – Information for Local Government</i>'. This document can be found using the following link: http://www.planning.wa.gov.au/dop/pub_pdf/Bushfire_info_sheet_local</p>	<p>Local Government Maps of Bushfire Prone Areas:</p> <p>Where local governments have existing maps that identify parts of the local government area as being bushfire prone, these maps will only remain valid if they form part of a special control area relating to bushfire.</p> <p>CoC Special Control Areas Relating to Bushfire:</p> <p>The LPS Amendment Regulations 2015 provide that in designated bushfire prone areas, the requirements imposed by the deemed provisions apply in addition to the provisions or requirements of a Special Control Area relating to bushfire.</p> <p>For example, if a Special Control Area required a Bushfire Attack Level (BAL) assessment to be undertaken for the development of a single house on a lot of less than 1,100m² (for example), then this requirement would continue to apply in addition to the deemed provisions relating to bushfire risk management.</p>	<p>It is understood the requirements imposed by the deemed provisions apply in addition to the requirements of the Special Control Area relating to bushfire.</p> <p>It is recommended that each Clause under 6.6 of the Scheme is reviewed in the context of the Bushfire Framework post 7 December 2015.</p> <p>This table seeks to provide that review.</p> <p>The result of the scheme component of this review, as outlined above, could have three potential outcomes following due consideration of the analysis and consultation with the relevant stakeholders;</p> <ol style="list-style-type: none"> 1. It could result in no change to the scheme text under Clause 6.6 of TPS 3 and/ or the scheme maps (referring to the BVA and BHAM). 2. It could result in changes to the scheme text under

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
		govt.pdf	<p>However, if a Special Control Area only required a BAL assessment to be undertaken for the development of a single house on a lot of greater than 2,000m² (for example), the effect of the deemed provisions relating to bushfire risk management would mean that a BAL assessment would also be required for lots equal to or greater than 1,100m².</p> <p>Scheme Amendment 92 forms part of Part 6 of TPS 3 'Special Control Areas'. On this basis the City of Cockburn's '<i>Bushfire Hazard Assessment Map(s)</i>' which designate bushfire prone areas remain valid under the new regulations as they form part of a special control area, in TPS 3, relating to bushfire.</p>	<p>Clause 6.6 of TPS 3 and/or the scheme maps (referring to the BVA and BHAM).</p> <p>3. It could result in the decision to delete the scheme text under Clause 6.6 of TPS 3 and the scheme maps (referring to the BVA and BHAM).</p>
6.6.1	<p>The purpose of the Bushfire Vulnerability Area special control area is to -</p> <p>a) implement State Planning Policy 3.7 Planning for Bushfire Risk Management and Guidelines;</p> <p>b) identify land that is subject, or likely to be</p>	<p>As at 7 December 2015 The State Government announced a package of reforms to help protect lives and property against the threat of bushfires throughout Western Australia.</p> <p>This includes, but is not limited to;</p> <p>1. <i>Fire and Emergency Services</i></p>	<p>Clause 6.6.1 specifies the purpose of the BVA is to meet points (a) to (d).</p> <p>i. With reference to Clause 6.6.1 (a):</p> <p>SPP 3.7 applies to the BVA area under the post 7 December 2015 Planning</p>	<p>In summary:</p> <p>Clauses (a), (b) & (c) in the context of this provision alone, replicate the current framework.</p> <p>Clause (d) is considered to be inconsistent with the planning framework. Noting also AS</p>

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
	<p>subject, to bushfire hazard; and</p> <p>c) ensure that development effectively addresses the level of bushfire hazard applying to the land.</p> <p>d) in accordance with the Building Code of Australia activate Australian Standard 3959 which is construction of buildings in bush fire prone areas.</p> <p>- AMD 92 GG 13/3/15</p>	<p><i>Act 1998 Fire and Emergency Services (Bush Fire Prone Areas) Order 2015.</i></p> <p>2. <i>Planning and Development Act 2005 Planning and Development (Local Planning Schemes) Amendment Regulations 2015.</i></p> <p>3. <i>Planning and Development Act 2005 State Planning Policy 3.7 Planning in Bushfire Prone Areas.</i></p> <p>4. <i>Building Act 2011 Building Amendment Regulations (No.3) 2015.</i></p> <p>5. <i>WAPC Guidelines for Planning in Bushfire Prone Areas.</i></p> <p>6. <i>WAPC Guidelines for Planning in Bushfire Prone Areas – Appendices.</i></p>	<p>regulations. In the context of this provision alone, Clause 6.6.1 (a) replicates the planning framework as at 7 December 2015.</p> <p>ii. With reference to Clause 6.6.1 (b):</p> <p>The WA Designated bushfire prone area is an area that has been designated by the Fire and Emergency Services (FES) Commissioner under s.18P of the <i>Fire and Emergency Services Act 1998</i> (as amended) as an area that is subject, or likely to be subject, to bushfires.</p> <p>The Office of Bushfire Risk Management (OBRM) is responsible for the development of the Map that identifies designated bushfire prone areas of WA, working with LGs, partner agencies and with technical support provided by Landgate. For more details regarding this please refer to the 'Mapping Standard for Bush Fire Prone Areas'</p>	<p>3959 is ultimately determined at Building permit stage regardless of the planning outcome (see the text box at the end of section 5.8.2 of the guidelines, pg 36).</p> <p>Clause 6.6.1 in this context alone is recommended for deletion from the scheme.</p>

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
			<p>DFES document dated December 2015 under this link; http://www.dfes.wa.gov.au/waemergencyandriskmanagement/obrm/Documents/OBRM-Mapping-Standard-for-Bush-Fire-Prone-Areas.pdf</p> <p>The state bushfire prone area mapping applies in addition to the CoC's BVA mapping. The City's 'mapping standards' process is not defined under Clause 6.6 of the scheme. Local Planning Policy 1.13 point (1) under 'identification of bushfire prone land' identifies the methodology in line with Section 7 of the <i>'Bushfire Prone Area Mapping Standard Western Australia'</i> (OBRM document).</p> <p>Pursuant to LPP 1.13 and Clause 6.6.1 (b) therefore, the CoC mapping and the State mapping (in areas where the BVA applies) both follow the methodology under the OBRM document. In the context of this</p>	

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
			<p>provision alone, Clause 6.6.1 (b) replicates the planning framework as at 7 December 2015.</p> <p>iii. With reference to Clause 6.6.1 (c)</p> <p>The objective of this clause is sufficiently met under SPP 3.7 section 6.5 and also the specific details within Appendix 4 of the Guidelines.</p> <p>In the context of this provision alone, Clause 6.6.1 (c) replicates the planning framework as at 7 December 2015.</p> <p>iv. With reference to Clause 6.6.1 (d)</p> <p>This clause is inconsistent with 78E (1) and (2) of the regulations which provide the following;</p> <p>78E. Matters to be considered for development approval</p> <p>(1) In considering an application for development approval 1 development to which this Part applies, the local government is to have regard to the bushfire resistant construction requirements of the Building Code.</p>	

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
			<p>(2) The matters referred to in subclause (1) are in addition to any other matters that the local government is to have regard to in considering the application in accordance with this Scheme.</p> <p>In the context of this provision alone, Clause 6.6.1 (d) is inconsistent with the planning framework as at 7 December 2015.</p>	
6.6.2	<p>For the purposes of this clause, a Bushfire Prone Area means any area located in the Bushfire Vulnerability Area special control area and shown on a Bushfire Hazard Assessment Map as bushfire prone.</p> <p>- AMD 92 GG 13/3/15</p>	<p>The WA Designated bushfire prone area is an area that has been designated by the Fire and Emergency Services (FES) Commissioner under s.18P of the <i>Fire and Emergency Services Act 1998</i> (as amended) as an area that is subject, or likely to be subject, to bushfires.</p> <p>The Office of Bushfire Risk Management (OBRM) is responsible for the maintenance of the Map that identifies designated bushfire prone areas of WA, working with LGs, partner agencies and with technical support provided by Landgate. For more details regarding this please refer to the 'Mapping Standard for Bushfire Prone Areas' DFES document dated December 2015 under this link; http://www.dfes.wa.gov.au/waemerg</p>	<p>LPP 1.13 point (1) under 'identification of bushfire prone land' specifies the following:</p> <p><i>"For the purpose of identifying BPA on a BHAM the methodology as applied in Section 7 of the BPA Mapping standards (OBRM) shall be applied"</i>.</p> <p>Section 7 of the OBRM document provides the following;</p> <p>7. Monitoring and Review</p> <p>7.1 Mapping Standard for Bush Fire Prone Areas</p> <p><small>The Standard shall be reviewed every five years or as appropriate to maintain its currency. The review process will be managed by OBRM, in consultation with state and local government stakeholders. Public and industry input can be provided to the relevant local government and will be captured through the OBRM consultation processes.</small></p> <p>Section 7 refers to the review of</p>	<p>The review of bushfire prone vegetation data under the WA mapping is outlined under 6.1 of the OBRM document and is designated by the Fire and Emergency Services (FES) Commissioner under s.18P of the <i>Fire and Emergency Services Act 1998</i> (as amended).</p> <p>The identification of Bushfire prone land under LPP 1.13 refers to section 7 of the OBRM document. This refers to the review of the standards being every 5 years rather than what is mentioned under 6.1 which is the 'review of the bushfire prone vegetation data'.</p> <p>The supplementary Clause (3)</p>

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
		encyandriskmanagement/obrm/Documents/OBRM-Mapping-Standard-for-Bush-Fire-Prone-Areas.pdf	the standards and not the review of the bushfire prone vegetation data. It is considered more appropriate if LPP 1.13 (1) referred to 6.1 of the OBRM document rather than section 7 of the OBRM document, as outlined above.	of LPP 1.13 'right of review' is considered to be of minimal influence given the state mapping and its review process noting the state mapping applies also in the CoC mapping area. This should be noted and addressed under any LPP and Scheme review.
6.6.3	A Bushfire Hazard Assessment Map shall indicate bushfire prone areas. - AMD 92 GG 13/3/15	Under the regulations Clause 78C provides the following: 78C. Determining whether development site is in a bushfire prone area For the purposes of this Part, a development site is subject or likely to be subject, to bushfires and is referred to as being <i>in a bushfire prone area</i> if the development site is land designated by an order made under the <i>Fire and Emergency Services Act 1998</i> section 18P as a bush fire prone area.	As elaborated on above, as the BVA falls under a Special control area under TPS 3. Clause 6.6.3 is currently required to be read in addition to 78C of the regulations. On this basis there is effectively two separate 'bushfire prone areas' within the CoC.	Same as above.
6.6.4	If a Local Government resolves to prepare a Bushfire Hazard Assessment Map, the Local Government - a) is to notify in writing the owners and occupiers of all the properties in the affected area; b) is to publish a notice once a week for two	The Office of Bushfire Risk Management (OBRM) is responsible for the development of the Map that identifies designated bushfire prone areas of WA, working with LGs, partner agencies and with technical support provided by Landgate. For more details regarding this please refer to the 'Mapping Standard for Bush Fire Prone Areas' DFES document dated December 2015	OBRMs process for review of the states mapping (which also applies to CoC) is identified under 6.1 of the 'Mapping Standard for Bush Fire Prone Areas' DFES document dated December 2015.	The owner and occupiers notification requirements as prescribed under 6.6.4 of the scheme are required to be undertaken in addition to the State mapping process. This should be noted and addressed under any LPP and Scheme review.

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
	<p>consecutive weeks in a newspaper circulating in the Scheme area, giving details of -</p> <ol style="list-style-type: none"> where the draft map may be inspected; the subject nature of the draft map; and in what form and during what period (being not less than 21 days from the day the notice is published) submissions may be made. <p>c) may publish a notice of the proposed Bushfire Hazard Assessment Map in such manner and carry out such other consultation as the local government considers appropriate. - AMD 92 GG 13/3/15</p>	<p>under this link; http://www.dfes.wa.gov.au/waemergencymandriskmanagement/obrm/Documents/OBRM-Mapping-Standard-for-Bush-Fire-Prone-Areas.pdf</p>		
6.6.5	After the expiry of the period within which a submission	Same as above.	OBRM is responsible for the development of the Map that	Clause 6.6.5 (b) and LPP 1.13 (1) should be modified or

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
	<p>may be made, the local government is to:</p> <p>a) review the proposed Bushfire Hazard Assessment Map in light of any submission made; and</p> <p>b) resolve to adopt the Bushfire Hazard Assessment Map with or without modification. - AMD 92 GG 13/3/15</p>		<p>identifies BPA of WA. The OBRM Charter provides for the development and promotion of standards, including the mapping standards. The FES Commissioner under the FES Act 1998 designates the BPA.</p> <p>Clause 6.6.5 (b) specifies the LG resolves to 'adopt' the Bushfire Hazard Assessment. The identification of Bushfire prone areas on a bushfire hazard assessment map under LPP 1.13 (1) is as per section 7 of the OBRM document. This Policy provision refers to the mapping standards review and not the bushfire prone vegetation data review (see 6.1 of the OBRM document).</p>	deleted.
6.6.6	If the local government resolves to adopt the Bushfire Hazard Assessment Map, the local government is to publish a notice of the Bushfire Hazard Assessment Map once in a newspaper circulating in the Scheme area. - AMD 92 GG 13/3/15	Same as above	Clause 6.6.6 requires the LG to publish a notice of a decision to adopt the BVA Map in the newspaper. This applies to a small area of the scheme (1039 lots) and differs from the OBRM process.	This Clause should be considered for deletion in any Scheme amendment review.
6.6.7	The Bushfire Hazard Assessment Map has effect	No detailed comment, incidental point to the above.	No detailed comment, incidental point to the above.	No detailed comment, incidental point to the above.

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
	on publication of a notice under clause 6.6.6. - AMD 92 GG 13/3/15			
6.6.8	A copy of the Bushfire Hazard Assessment Map, as amended from time to time, is to be kept and made available for public inspection during business hours at the offices of the local government. - AMD 92 GG 13/3/15	The WA BPA is available electronically using this link: https://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx	The CoC is required under Clause 6.6.8 to keep a 'copy' of the CoC BHA Map. It is assumed this refers to a hard copy. It is understood the state mapping and the BHA Map applying to the same land could differ. On this basis the CoC map as approved by the CoC would need to be maintained at CoC offices for public inspection.	This Clause should be considered for deletion in any Scheme amendment review.
6.6.9	A land owner may dispute the classification of their land as set out on the Bushfire Hazard Assessment Map in writing to the local government for consideration. - AMD 92 GG 13/3/15	Section 6.1 of the OBRM document provides <i>that Local government and the Botanic Gardens Parks Authority will have a minimum 60 days to review the data for their administrative areas, with technical assistance by OBRM as required. In most cases, a desktop assessment and application of local knowledge is an adequate process for verifying the bushfire prone vegetation data. A field assessment is appropriate where data or local knowledge is not sufficient to make a determination.</i>	The current framework provides for a centralised agency standardising the hazard classification. This involves multiple stakeholders including the BGPA. Under clause 78D of the regulations... before commencing any development on a development site a person [the developer] must cause to be prepared a bushfire attack level assessment for the development site if the development site is in a bushfire prone area. On this basis the consequence of being in a bushfire prone area (where	The methodology for the CoCs maps follows the same process as the state maps. It is understood that land owners are not granted any 'dispute rights' under the state maps. As both the state and local maps are likely to be similar (if the City maintains them in an appropriate manner and follows due process) then what benefit is there in having a dispute process for the local maps and not the state maps where they apply to the same land (the 1039 lots). On this basis it makes rational sense to consider deleting Clause


**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
			a landowner disagrees with the classification) is that a BAL assessment may be required. It is worth noting the BVA applies to 1039 lots. It is also worth noting the WA BPA and the City's maps should be similar as they follow similar processes. This Clause allows for a land owner to dispute the classification under the CoC mapping but not the WA BPA mapping.	6.6.9 of the Scheme.
6.6.10	In addition to development which otherwise requires approval under the Scheme, planning approval is required for any development within a bushfire prone area, that does not comply with an approved bushfire hazard assessment undertaken as part of the structure planning or subdivision of an area or is inconsistent with the WAPC's and FESA's Planning for Bush Fire Protection Guidelines (Latest Edition). - AMD 92 GG 13/3/15	<p>Clause 78D 'Proposed development in a bushfire prone area' of the Planning regulations stipulates;</p> <p>(3) The developer must have development approval to commence any development on the development site if —</p> <p>(a) the bushfire attack level assessment prepared under subclause (1) calculates the bushfire attack level of the development site as BAL - 40 or BAL - Flame Zone; or</p> <p>(b) a bushfire attack level assessment has not been prepared under subclause (1) but a BAL contour map prepared in relation to the development site indicates that the bushfire attack level of the development site is BAL - 40 or BAL - Flame Zone; or</p> <p>(c) because of the terrain of the development site it is not possible to calculate the bushfire attack level of the development site.</p> <p>(4) Subclause (3) applies —</p> <p>(a) in addition to any requirement in this Scheme for development approval to be obtained; and</p> <p>(b) despite any exemption in this Scheme from the requirement to obtain development approval.</p> <p>Clause 78B 'application of part to development' provides the following;</p>	<p>The guidelines under 5.5 provides the following;</p> <p>The IPS Amendment Regulations 2015 and SPP 3.7 specifically exclude development applications for single houses and ancillary dwellings on a lot or lots less than 1,100m² from requiring further assessment. In these situations, planning can only play a limited role in reducing the bushfire risk to those properties. Where lots of less than 1,100m² have already been created, the application of the appropriate construction standard at the building permit stage is the instrument used to reduce the residual bushfire risk to those properties. In all instances, the assessment of future planning proposals will aim to ensure that lots are not created in areas that pose an unacceptable risk to property.</p> <p>It is understood there are 1039 lots within the CoC BVA area. There are six lots under 1,100sqm in area as follows;</p>	Clause 6.6.10 should be considered for deletion in any scheme amendment relating to bushfire issues.

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
		<p>(1) This Part does not apply to development unless the development is —</p> <p>(a) the construction or use, or construction and use, of a single house or ancillary dwelling on a lot or lots with a total area of 1 100 m² or more; or</p> <p>(b) the construction or use, or construction and use, of —</p> <p>(i) a habitable building other than a single house or ancillary dwelling; or</p> <p>(ii) a specified building.</p> <p>(2) The requirements in this Part are in addition to any provisions relating to development in a bushfire prone area that apply in a special control area.</p>	<p>3412019 - 56 Britannia Av, Beeliar (Lot 56)</p> <p>4413939 - 323 Wattleup Rd Wattleup (House)</p> <p>* 5516112 - 50L Parnap Rd, Jondaloh (Walter Corp)</p> <p>* 5517887 - 117L Leppeworth Pl, Jondaloh (Western Pioneer)</p> <p>* 5517892 - 116L Leppeworth Pl, Jondaloh (Western Pioneer)</p> <p>* 6012531 - 250642 Reservoir Lp, Alan Grogan (City of Cockburn - Drainage)</p> <p>Of these six lots two are residential in nature.</p> <p>Section 5.8.2 of the guidelines provides the following;</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>For development of Class 1, 2 or 3 buildings or Class 10a buildings or decks associated with Class 1, 2 or 3 buildings in a bushfire prone area, the bushfire construction requirements of the Building Code of Australia will be applied at the building permit stage irrespective of the planning assessment process.</p> </div> <p>It is understood the BVA essentially applies to 2 residential lots which are under 1,100sqm. One of these lots (Lot 501 (No. 56) Britannia Avenue Beeliar) is not within the WA BPA. Lot 306 (No. 323) Wattleup Road Wattleup does fall within the WA BPA however this lot is</p>	

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
			<p>not immediately adjacent to native vegetation/ hazardous bushland. It is assumed under a desktop investigation that any Class 1, 2, 3 or 10a structure could be made to comply under the building code of Australia in accordance with AS3959. It is unlikely, under this level of assessment, that Clause 6.6.10 would result with its retention, in refusing a development application on this land for reasons associated with bushfire. Please see aerial photograph below:</p> 	
6.6.11	In determining an application to carry out development in the Bushfire Prone Area, the Local Government may refuse the application, or impose conditions on any	Appendix four 'Bushfire Protection criteria' under the WAPC Guidelines for Planning in Bushfire Prone Areas have been provided to assist in the assessment of proposed bushfire risk management measures	Clauses 6.6.11 (a) to (d) requirements are addressed separately and adequately under the planning framework as at 7 December 2015. This clause is therefore a replication	Clause 6.6.11 is considered to be a replication of the planning framework as at 7 December 2015. The single lot which is below 1,100sqm in the CoC BVA would be made to comply

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
	<p>planning approval as to-</p> <p>a) the provision of fire-fighting water supply.</p> <p>b) the provision of fire services access.</p> <p>c) the preparation of a fire management plan in accordance with the Planning for Bush Fire Protection Guidelines (Latest Edition) and implementation of specific fire protection measures set out in the plan, including any requirement for buildings to be constructed in accordance with A3959;</p> <p>d) the requirement to register a notification under section 70A Transfer of Land Act 1893 on the certificate of titles giving notice of the bushfire hazard and any restrictions and/or protective measures required to be maintained at the landowner's cost. - AMD 92 GG 13/3/15</p>	<p>required for strategic planning proposals, subdivision or development applications in bushfire prone areas.</p> <p>The criteria are divided into four elements - location, siting and design, vehicular access and water. Each element has an intent outlining the overall aim. The acceptable solutions provide examples of how that intent may be met. The performance principle allows for 'alternative solutions' to be developed where the acceptable solutions cannot be achieved.</p> <p>a) Element 4: Water (pg 69) provides for 'The [proposed] development is required to provide permanent and secure water supply that is sufficient for fire-fighting purposes.'</p> <p>b) Element 3: Vehicular access specifies "The internal layout, design and construction of public and private vehicular access and egress in the subdivision/development allow emergency and other vehicles to move through it</p>	<p>in that regard.</p> <p>This scheme clause specifies the ability to 'refuse' or impose conditions. The element of 'refusal' should be considered in the context of section 5.4.1 of the guidelines. The guidelines addresses this as follows:</p> <p><i>"The precautionary principle remains applicable to minor development applications. It may be that some sites have poor access, inadequate water supply, are in a remote location or on sloping topography which would pose an unacceptable risk even if the development was constructed to AS 3959. In these instances, there is a strong argument for refusal of the proposal even when it meets the definition of minor development. However, each case will be assessed on its merit."</i></p>	<p>with AS 3959 via any building permit irrespective of the planning process. The remaining 1033 lots within the BVA are above 1,100sqm and therefore the current planning framework adequately manages the bushfire issues as per the objectives of Clause 6.6.11 of the scheme.</p>

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
		<p><i>easily and safely at all times."</i></p> <p>c) SPP 3.7 under section 6.5 mandates BMPs as part of development applications. It is noted 'development application' is a term defined under SPP 3.7 which excludes single houses and ancillary dwellings on lots less than 1,100sqm. There are 1039 lots above 1,100sqm within the BVA and 6 lots under 1,100sqm of which 2 are residential and 1 is within the WA BPA but expected to be compliant with a BAL-29 or lower classification (as outlined above).</p> <p>d) 6.10 of SPP 3.7 mandate notifications on title where a BMP is required.</p>		
6.6.12	<p>An application for development approval must be accompanied by:</p> <p>a) a bushfire attack level assessment carried out in accordance with the methodology contained in the</p>	<p>a) Section 6.5 (a) (i) of SPP 3.7 requires a BAL assessment for any development application. It is noted 'development application' is a defined term in SPP 3.7 and excludes lots less than 1,100sqm.</p>	Both points (a) and (b) under Clause 6.6.12 are met by SPP 3.7.	Clause 6.6.12 is considered to be a replication of the planning framework as at 7 December 2015. There would be minimal consequences in deleting this clause from the scheme. Noting there is 1 lot within the WA BPA identified within the

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
	<p>Planning for Bush Fire Protection Guidelines (Latest Edition);</p> <p>b) a statement or report that demonstrates that all relevant bushfire protection acceptable solutions, or alternatively all relevant performance criteria, contained in the <i>Planning for Bush Fire Protection Guidelines (Latest Edition)</i> have been considered and complied with, and effectively address the level of bush fire hazard applying to the land. - AMD 92 GG 13/3/15</p>	<p>b) Section 6.5 (c) of SPP 3.7 requires an assessment against the bushfire protection criteria requirements contained within the Guidelines demonstrating compliance within the boundary of the development site.</p>		<p>BVA as being under 1,100sqm. This should be considered in any scheme amendment.</p>
6.6.13	<p>If, in the opinion of the Local Government, a development application does not fully comply with the bushfire protection acceptable solutions contained in the Planning for Bush Fire Protection Guidelines (Latest Edition), the application shall be referred to the FESA for advice prior to a decision being made. - AMD 92 GG</p>	<p>Clause 66 and 67 (za) of the Planning regulations are of relevance.</p> <p>67 (za) under matters to be considered by local government, specifies <i>"the comments or submissions received from any authority consulted under clause 66"</i>.</p> <p>66 provides <i>'consultation with other</i></p>	<p>The objective of Clause 6.6.13 is met by the planning regulations.</p>	<p>The objective of Clause 6.6.13 is considered to be addressed under the regulations via 67(za) and (66). There would be minimal consequences in deleting this clause from the scheme. This should be considered in any scheme amendment.</p>

**SCHEME AMENDMENT 92 (GG 13.03.15) AND LOCAL PLANNING POLICY (LPP 1.13) REVIEW FOLLOWING THE STATE GOVERNMENTS BUSHFIRE PLANNING REFORMS
WHICH CAME INTO OPERATION ON 7 DECEMBER 2015.**

CLAUSE	SCHEME TEXT	7 DECEMBER 2015+	OFFICER COMMENT	RECOMMENDATION
	13/3/15	<i>authorities'.</i>		
Concluding	Officer level recommendation with regard to AMD 92 and LPP 1.13 review following the state governments bushfire planning reforms which came into operation on 7 December 2015:	In accordance with the above assessment, it is considered appropriate to undertake a scheme amendment to delete the scheme text under Clause 6.6 of TPS 3 and the associated scheme maps (referring to the BVA and BHAM). It is considered appropriate to also delete Local Planning Policy 1.13.		

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

OCM 13/10/2016 - Agenda Item 16.1

Cheque/	Account	Account/Payee	Date	Value
EF096847	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	1/08/2016	1,541.21
EF096848	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	1/08/2016	350,639.00
EF096849	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	1/08/2016	3,851.35
EF096850	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	1/08/2016	295.05
EF096851	11001	LOCAL GOVERNMENT RACING & CEMETERIES PAYROLL DEDUCTIONS	1/08/2016	348.50
EF096852	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	1/08/2016	598.80
EF096853	11860	45S CLUB PAYROLL DEDUCTIONS	1/08/2016	22.00
EF096854	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	1/08/2016	10,124.48
EF096855	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	1/08/2016	1,239.50
EF096856	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	1/08/2016	567.62
EF096857	26517	CLICKSUPER PAYROLL DEDUCTIONS	1/08/2016	475,655.40
EF096858	10244	BUILDING & CONST INDUSTRY TRAINING FUND LEVY PAYMENT	11/08/2016	49,953.66
EF096859	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	11/08/2016	679,710.02
EF096860	21914	BADHEARTS ENTERTAINMENT SERVICES - BAND	11/08/2016	2,000.00
EF096861	23302	BUILDING SERVIC BUILDING SERVICES LEVIES	11/08/2016	142,714.11
EF096862	26930	DAMIARMY PTY LTD ENTERTAINMENT SERVICES	11/08/2016	27,500.00
EF096863	11741	WESTERN AUSTRALIAN TREASURY CORPORATI LOAN REPAYMENTS	12/08/2016	7,249.67
EF096864	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	15/08/2016	1,541.20
EF096865	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	15/08/2016	344,829.00
EF096866	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	15/08/2016	3,854.20
EF096867	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	15/08/2016	295.05
EF096868	11001	LOCAL GOVERNMENT RACING & CEMETERIES PAYROLL DEDUCTIONS	15/08/2016	389.50
EF096869	11090	PARCHEM CONSTRUCTION SUPPLIES PTY LTD CONCRETE PRODUCTS	15/08/2016	744.36
EF096870	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	15/08/2016	606.80
EF096871	11860	45S CLUB PAYROLL DEDUCTIONS	15/08/2016	22.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF096872	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	15/08/2016	10,491.06
EF096873	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	15/08/2016	1,239.50
EF096874	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	15/08/2016	567.62
EF096875	26696	CHAMONIX TERBLANCHE MILAGE CLAIM & CHILD CARE	15/08/2016	1,436.59
EF096876	26852	MOONLIGHT CREATIONS ARTWORKS	15/08/2016	3,981.95
EF096877	99997	COC GRANTS, DONATIONS & REFUNDS ALEXANDER BROWN - CAT STERILISATION	15/08/2016	50.00
EF096878	99997	COC GRANTS, DONATIONS & REFUNDS HAYDEN CLARKE - JUNIOR SPORTS TRAVEL	15/08/2016	400.00
EF096879	99997	COC GRANTS, DONATIONS & REFUNDS PS & JK DHILLON - CROSSOVER CONTRIBUTION	15/08/2016	300.00
EF096880	99997	COC GRANTS, DONATIONS & REFUNDS CANCEL CHEQUE	15/08/2016	300.00
EF096881	99997	COC GRANTS, DONATIONS & REFUNDS EMILY ROONEY - YOUTH ART SCHOLARSHIP	15/08/2016	450.00
EF096882	26513	CLAREMONT FINANCE CORPORATION (AUSTRALIA) FINANCIAL SERVICES - XCELLERATE LEASE	15/08/2016	12,221.06
EF096883	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	30/08/2016	1,541.20
EF096884	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	30/08/2016	416,279.00
EF096885	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	30/08/2016	3,531.50
EF096886	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	30/08/2016	295.05
EF096887	11001	LOCAL GOVERNMENT RACING & CEMETERIES PAYROLL DEDUCTIONS	30/08/2016	323.90
EF096888	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	30/08/2016	600.00
EF096889	11860	45S CLUB PAYROLL DEDUCTIONS	30/08/2016	22.00
EF096890	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	30/08/2016	9,570.48
EF096891	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	30/08/2016	1,239.50
EF096892	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	30/08/2016	567.62
EF096893	10047	ALINTA ENERGY NATURAL GAS & ELECTRICITY SUPPLY	30/08/2016	108,198.30
EF096894	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	30/08/2016	308,590.36
EF096895	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	30/08/2016	24,823.08
EF096896	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF096897	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	11,325.83
EF096898	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	4,465.00
EF096899	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67
EF096900	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67
EF096901	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67
EF096902	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67
EF096903	25352	LYNDSEY SWEETMAN MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67
EF096904	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67
EF096905	26696	CHAMONIX TERBLANCHE MONTHLY COUNCILLOR ALLOWANCE	30/08/2016	2,613.67
EF096906	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	31/08/2016	3,631.21
EF096907	10086	ARTEIL WA PTY LTD ERGONOMIC CHAIRS	31/08/2016	451.00
EF096908	10118	AUSTRALIA POST POSTAGE CHARGES	31/08/2016	51,442.20
EF096909	10143	AUST LIBRARY & INFORMATION ASSOC SUBSCRIPTION	31/08/2016	1,170.00
EF096910	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	31/08/2016	22,224.40
EF096911	10184	BENARA NURSERIES PLANTS	31/08/2016	2,178.22
EF096912	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	31/08/2016	17,380.90
EF096913	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	31/08/2016	30,976.34
EF096914	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	31/08/2016	2,366.64
EF096915	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	31/08/2016	1,751.71
EF096916	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	31/08/2016	781.44
EF096917	10279	CASTROL AUSTRALIA PTY LTD GREASE/LUBRICANTS	31/08/2016	1,914.28
EF096918	10287	CENTRELINE MARKINGS LINEMARKING SERVICES	31/08/2016	440.00
EF096919	10328	CITY OF MELVILLE SECURITY SERVICES	31/08/2016	623.78
EF096920	10333	CJD EQUIPMENT PTY LTD HARDWARE SUPPLIES	31/08/2016	6,569.96
EF096921	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	31/08/2016	903.82

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF096922	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	31/08/2016	707.63
EF096923	10353	COCKBURN CEMENT LTD RATES REFUND	31/08/2016	344.52
EF096924	10358	COCKBURN LIQUOR CENTRE LIQUOR SUPPLIES	31/08/2016	512.57
EF096925	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	31/08/2016	6,600.00
EF096926	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	31/08/2016	320.10
EF096927	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	31/08/2016	9,513.07
EF096928	10384	PROGILITY PTY LTD COMMUNICATION SERVICES	31/08/2016	8,614.94
EF096929	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	31/08/2016	4,869.59
EF096930	10456	DATANET PTY LTD SOFTWARE MODIFICATIONS	31/08/2016	724.90
EF096931	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	31/08/2016	22,181.91
EF096932	10526	E & MJ ROSHER PTY LTD MOWER PARTS	31/08/2016	2,492.85
EF096933	10535	WORKPOWER INCORPORATED EMPLOYMENT SERVICES - PLANTING	31/08/2016	4,927.43
EF096934	10537	EDUCATIONAL ART SUPPLIES CO ART/CRAFT SUPPLIES	31/08/2016	144.76
EF096935	10580	FC COURIERS COURIER SERVICES	31/08/2016	2,381.24
EF096936	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	31/08/2016	1,972.00
EF096937	10590	DEPARTMENT OF FIRE AND EMERGENCY SERV ESL LEVY & RELATED COSTS	31/08/2016	12,359.12
EF096938	10597	FLEXI STAFF PTY LTD EMPLOYMENT SERVICES	31/08/2016	9,061.98
EF096939	10609	FORESTVALE TREES P/L PLANTS - TREES/SHRUBS	31/08/2016	3,564.00
EF096940	10611	FORPARK AUSTRALIA PLAYGROUND EQUIPMENT	31/08/2016	11,957.00
EF096941	10636	FUJI XEROX AUSTRALIA PTY LTD PHOTOCOPY CHARGES	31/08/2016	11,432.09
EF096942	10641	GALVINS PLUMBING SUPPLIES PLUMBING SERVICES	31/08/2016	206.67
EF096943	10655	GHD PTY LTD CONSULTANCY SERVICES	31/08/2016	2,618.00
EF096944	10679	GRASSTREES AUSTRALIA PLANTS & PLANTING SERVICES	31/08/2016	1,540.00
EF096945	10708	HEAVY AUTOMATICS PTY LTD EQUIPMENT MAINTENANCE SERVICES	31/08/2016	1,003.02
EF096946	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	31/08/2016	11,545.05

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF096947	10711	HERALD PUBLISHING COMPANY PTY LTD ADVERTISING SERVICES	31/08/2016	1,139.60
EF096948	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES 1121-1B	31/08/2016	16,786.00
EF096949	10743	ICON-SEPTECH PTY LTD DRAINAGE PRODUCTS	31/08/2016	11,055.00
EF096950	10767	INST OF PUBLIC WORKS ENG AUST - NSW TRAINING SERVICES	31/08/2016	2,915.00
EF096951	10768	INST OF PUBLIC WORKS ENG AUST - WA MEMBERSHIP FEES	31/08/2016	5,200.00
EF096952	10771	INTERLEC PTY LTD STREET LIGHT INSTALLATION & RELOCATION -	31/08/2016	109,488.76
EF096953	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	31/08/2016	44,701.53
EF096954	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	31/08/2016	3,841.50
EF096955	10791	JASMAN ENTERPRISES PTY LTD HIGH PRESSURE CLEANING	31/08/2016	283.25
EF096956	10794	JASON SIGNMAKERS SIGNS	31/08/2016	10,203.27
EF096957	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	31/08/2016	1,502.16
EF096958	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	31/08/2016	2,291.75
EF096959	10884	WSP BUILDINGS PTY LTD CONSULTANCY SERVICES	31/08/2016	39,175.45
EF096960	10888	LJ CATERERS CATERING SERVICES	31/08/2016	7,264.21
EF096961	10892	LOCAL GOVT MANAGERS AUSTRALIA SUBSCRIPTION	31/08/2016	513.00
EF096962	10893	LOCAL GOVT SUPERVISORS ASSOC OF WA INC CONFERENCE/SEMINARS	31/08/2016	1,006.50
EF096963	10896	LOCAL HEALTH AUTHORITIES ANALYTICAL CO ANALYTICAL SERVICES	31/08/2016	26,477.62
EF096964	10906	AUSTRALIAN PLANT WHOLESALERS VARIOUS PLANTS	31/08/2016	565.40
EF096965	10912	M2 TECHNOLOGY PTY LTD MESSAGING SERVICES	31/08/2016	275.00
EF096966	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT / REPAIR SERVICES	31/08/2016	7,101.51
EF096967	10917	MAGIC NISSAN PURCHASE OF VEHICLES, PARTS & REPAIRS	31/08/2016	508.89
EF096968	10918	MAIN ROADS WA REPAIRS/MAINTENANCE SERVICES	31/08/2016	7,657.24
EF096969	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	31/08/2016	297.45
EF096970	10939	LINFOX ARMAGUARD BANKING SECURITY SERVICES	31/08/2016	2,264.61
EF096971	10942	MCGEES PROPERTY PROPERTY CONSULTANCY SERVICES	31/08/2016	8,800.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF096972	10944	MCLEODS LEGAL SERVICES	31/08/2016	44,784.57
EF096973	10973	MIRCO BROS PTY LTD FERTILISER SUPPLIES	31/08/2016	325.30
EF096974	10991	BEACON EQUIPMENT MOWING EQUIPMENT	31/08/2016	32,772.35
EF096975	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	31/08/2016	1,502.10
EF096976	11032	NOISE & VIBRATION MEASUREMENT SYSTEMS MEASURING EQUIPMENT/SERVICES	31/08/2016	1,017.50
EF096977	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	31/08/2016	32,273.53
EF096978	11039	NOVUS AUTO GLASS WINDSCREEN REPAIR SERVICES	31/08/2016	305.00
EF096979	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	31/08/2016	2,269.30
EF096980	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	31/08/2016	11,622.16
EF096981	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD TRAFFIC CONTROL SERVICES	31/08/2016	34,091.78
EF096982	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	31/08/2016	7,493.89
EF096983	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	31/08/2016	10,775.05
EF096984	11247	RICHGRO WA GARDENING SUPPLIES	31/08/2016	892.98
EF096985	11304	SANAX MEDICAL & FIRST AID SUPPLIES MEDICAL SUPPLIES	31/08/2016	294.48
EF096986	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	31/08/2016	25,374.84
EF096987	11308	SBA SUPPLIES HARDWARE SUPPLIES	31/08/2016	1,562.83
EF096988	11311	SCITECH DISCOVERY CENTRE ENTERTAINMENT SERVICES	31/08/2016	345.00
EF096989	11333	SHELFORD CONSTRUCTIONS PTY LTD CONSTRUCTION SERVICES - C100262 RFT	31/08/2016	125,191.40
EF096990	11337	SHERIDANS FOR BADGES NAME BADGES & ENGRAVING	31/08/2016	853.06
EF096991	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	31/08/2016	103.82
EF096992	11375	SLATER-GARTRELL SPORTS SPORT SUPPLIES	31/08/2016	41,098.20
EF096993	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	31/08/2016	1,925.00
EF096994	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	31/08/2016	763,005.67
EF096995	11470	SPORTSWORLD OF WA SPORT SUPPLIES	31/08/2016	1,139.60
EF096996	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	31/08/2016	90.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF096997	11493	SAI GLOBAL LTD PUBLICATIONS - STANDARDS	31/08/2016	3,098.42
EF096998	11502	STATE LAW PUBLISHER ADVERTISING SERVICES	31/08/2016	158.40
EF096999	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	31/08/2016	22,880.00
EF097000	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	31/08/2016	16,247.00
EF097001	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	31/08/2016	60,144.35
EF097002	11635	TOWN OF KWINANA CONTRIBUTION TO LSL & ADVERTISING	31/08/2016	2,081.70
EF097003	11642	TRAILER PARTS PTY LTD TRAILER PARTS	31/08/2016	1,596.49
EF097004	11651	TREE WATERING SERVICES TREE WATERING SERVICES	31/08/2016	3,296.00
EF097005	11655	TRISLEYS HYDRAULIC SERVICES PTY LTD POOL EQUIPMENT/REPAIRS	31/08/2016	385.00
EF097006	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	31/08/2016	39.16
EF097007	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	31/08/2016	2,800.79
EF097008	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	31/08/2016	631.50
EF097009	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	31/08/2016	5,541.25
EF097010	11701	VIBRA INDUSTRIA FILTER SUPPLIES	31/08/2016	733.70
EF097011	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	31/08/2016	1,836.45
EF097012	11715	WA BLUEMETAL ROADBASE SUPPLIES	31/08/2016	21,282.03
EF097013	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	31/08/2016	189.44
EF097014	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	31/08/2016	13,917.46
EF097015	11786	WESTCARE INDUSTRIES STATIONERY/SAFETY VESTS	31/08/2016	2,915.00
EF097016	11787	DEPT OF TRANSPORT VEHICLE SEARCH FEES	31/08/2016	1,360.70
EF097017	11789	WALGA ADVERTISING/TRAINING SERVICES	31/08/2016	88,670.30
EF097018	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	31/08/2016	10,895.82
EF097019	11795	WESTERN POWER ELECTRICAL SERVICES	31/08/2016	296.00
EF097020	11806	WESTRAC PTY LTD REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	31/08/2016	374,743.99
EF097021	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR PRINTING SERVICES	31/08/2016	3,611.68

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097022	11835	WURTH AUSTRALIA PTY LTD HARDWARE SUPPLIES	31/08/2016	1,432.94
EF097023	11841	YANGEBUP FAMILY CENTRE INC VENUE HIRE / GRANTS & DONATIONS	31/08/2016	780.00
EF097024	11854	ZIPFORM PRINTING SERVICES	31/08/2016	4,157.32
EF097025	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	31/08/2016	1,980.00
EF097026	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY EXCAVATING/EARTHMOVING EQUIPMENT	31/08/2016	21,443.62
EF097027	12087	INSTANT SCAFFOLDS PTY LTD SCAFFOLDING & ACCESS EQUIPMENT	31/08/2016	2,227.50
EF097028	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	31/08/2016	16,539.71
EF097029	12207	CIVICA PTY LTD SOFTWARE SUPPORT/LICENCE FEES	31/08/2016	1,228.39
EF097030	12219	PARKS AND LEISURE AUSTRALIA SUBSCRIPTION RENEWAL	31/08/2016	4,361.50
EF097031	12500	ELLENBY TREE FARM PLANT SUPPLIES	31/08/2016	1,485.00
EF097032	12561	CATEK EQUIPMENT REPAIRS REPAIRS/MAINTENANCE SERVICES	31/08/2016	278.99
EF097033	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	31/08/2016	5,348.87
EF097034	12791	ALCHEMY TECHNOLOGY COMPUTER SOFTWARE SERVICES	31/08/2016	550.00
EF097035	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	31/08/2016	1,650.00
EF097036	13056	CLEANDUSTRIAL SERVICES PTY LTD CLEANING SERVICES	31/08/2016	66,118.42
EF097037	13102	MICHAEL PAGE INTERNATIONAL EMPLOYMENT SERVICES	31/08/2016	6,484.11
EF097038	13165	SEBEL FURNITURE LTD FURNITURE SUPPLIES	31/08/2016	6,572.50
EF097039	13325	MARTINS ENVIRONMENTAL SERVICES WEED SPRAYING SERVICES	31/08/2016	34,366.75
EF097040	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	31/08/2016	2,365.00
EF097041	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	31/08/2016	14,334.65
EF097042	13671	STAPLES AUSTRALIA PTY LTD OFFICE/STATIONERY SUPPLIES	31/08/2016	3,343.23
EF097043	13779	PORTER CONSULTING ENGINEERS ENGINEERING CONSULTANCY SERVICES	31/08/2016	1,320.00
EF097044	13825	JACKSON MCDONALD LEGAL SERVICES	31/08/2016	1,451.19
EF097045	13834	SULO MGB AUSTRALIA PTY LTD MOBILE GARBAGE BINS	31/08/2016	25,773.00
EF097046	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	31/08/2016	2,580.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097047	14300	A & G CARPET CLEANING CARPET CLEANING SERVICES	31/08/2016	600.00
EF097048	14350	BAILEYS FERTILISERS FERTILISER SUPPLIES	31/08/2016	5,507.11
EF097049	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	31/08/2016	974.19
EF097050	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	31/08/2016	4,525.15
EF097051	14598	ALF REBOLA THE GOOD GUYS ELECTRICAL GOODS	31/08/2016	3,171.00
EF097052	14631	WASTE GAS RESOURCES PTY LTD POWER GENERATION	31/08/2016	1,100.00
EF097053	14777	LGIS INSURANCE BROKING INSURANCE PREMIUMS	31/08/2016	220.00
EF097054	15109	REPEAT PLASTICS (WA) PLASTIC PRODUCTS	31/08/2016	2,985.21
EF097055	15271	PLE COMPUTERS PTY LTD PLE CORPORATE IT COMPUTER HARDWARE	31/08/2016	2,709.00
EF097056	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	31/08/2016	3,334.71
EF097057	15678	A2Z PEST CONTROL THE TRUSTEE FOR CALDO PEST CONTROL	31/08/2016	2,218.00
EF097058	15746	WESTERN AUSTRALIA POLICE SERVICE POLICE CLEARANCES	31/08/2016	59.20
EF097059	15868	CARDNO (WA) PTY LTD CONSULTANCY SERVICES - ENGINEERING	31/08/2016	19,003.60
EF097060	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	31/08/2016	28,411.49
EF097061	16107	WREN OIL WASTE DISPOSAL SERVICES	31/08/2016	445.50
EF097062	16175	PUBLIC LIBRARIES AUSTRALIA LTD MEMBERSHIP FEES	31/08/2016	390.00
EF097063	16291	WA PROFILING ROAD PROFILING SERVICES	31/08/2016	2,872.10
EF097064	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	31/08/2016	66,007.02
EF097065	16653	COMPLETE PORTABLES PTY LTD SUPPLY & HIRE OF MODULAR BUILDINGS	31/08/2016	26,675.00
EF097066	16985	WA PREMIX CONCRETE SUPPLIES	31/08/2016	12,772.32
EF097067	16997	AUS SECURE SECURITY SERVICES/PRODUCTS	31/08/2016	920.00
EF097068	17092	CENTRAL SCREENS SECURITY SYSTEMS/PRODUCTS	31/08/2016	100.00
EF097069	17097	VALUE TISSUE PAPER PRODUCTS	31/08/2016	473.00
EF097070	17279	AUSSIE COOL SHADES SHADE SAILS & AWNINGS	31/08/2016	924.00
EF097071	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	31/08/2016	2,255.90

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097072	17481	ADS AUTOMATION PTY LTD DOOR/GATE REPAIRS	31/08/2016	506.00
EF097073	17511	CSR GYPROCK GYPROCK SUPPLIES	31/08/2016	127.23
EF097074	17661	THE COCKBURN BU ADVERTISING SERVICES	31/08/2016	1,500.00
EF097075	17942	MRS MAC'S FOOD SUPPLIES	31/08/2016	589.05
EF097076	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	31/08/2016	46,408.16
EF097077	18147	AURECON AUSTRALASIA PTY LTD CONSULTANCY - CIVIL ENGINEERING	31/08/2016	7,997.29
EF097078	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	31/08/2016	3,303.50
EF097079	18249	LASSO KIP PTY LTD ADVERTISING	31/08/2016	440.00
EF097080	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	31/08/2016	140.09
EF097081	18286	IW PROJECTS PTY LTD CONSULTANCY SERVICES - CIVIL ENGINEERING	31/08/2016	46,530.00
EF097082	18313	CITY OF WHITTLESEA SEMINAR	31/08/2016	22,677.60
EF097083	18508	JOHN TURNER BRICK LAYING SERVICES	31/08/2016	22,309.00
EF097084	18621	PLANNING INSTITUTE AUSTRALIA REGISTRATION	31/08/2016	2,880.00
EF097085	18628	UNILEVER AUSTRALIA LTD BEVERAGES	31/08/2016	111.06
EF097086	18681	MARILYN HOPKINS LEGAL SERVICES	31/08/2016	440.00
EF097087	18695	MYAREE CRANE HIRE CRANE HIRE	31/08/2016	330.00
EF097088	18734	P & R EDWARDS ENTERTAINMENT SERVICES	31/08/2016	985.00
EF097089	18774	PROQUEST LLC SUBSCRIPTION	31/08/2016	2,962.00
EF097090	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	31/08/2016	2,330.00
EF097091	18801	FREMANTLE BIN HIRE BIN HIRE - SKIP BINS	31/08/2016	762.00
EF097092	18962	SEALANES (1985) P/L CATERING SUPPLIES	31/08/2016	1,606.77
EF097093	19107	FOREVER SHINING MONUMENT	31/08/2016	880.00
EF097094	19211	RAC DRIVING CENTRE DRIVER TRAINING	31/08/2016	450.00
EF097095	19306	ZIP HEATERS (AUST) PTY LTD HEATERS	31/08/2016	211.20
EF097096	19436	WHITCHURCH REFRIGERATION & AIRCONDITIO AIR CONDITIONING SERVICES	31/08/2016	398.20

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097097	19505	ADVANCED WINDOW SHUTTERS WINDOW SHUTTERS	31/08/2016	3,400.00
EF097098	19533	WOOLWORTHS LTD GROCERIES	31/08/2016	4,861.16
EF097099	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	31/08/2016	1,655.50
EF097100	19713	DISKBANK CD'S & DVD'S	31/08/2016	206.25
EF097101	19718	SIFTING SANDS CLEANING SERVICES - SAND	31/08/2016	10,602.76
EF097102	19821	STRUCTERRE CONSULTING GROUP STRUCTURAL DESIGN CONSULTANCY SERVICES	31/08/2016	1,760.00
EF097103	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	31/08/2016	573.40
EF097104	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	31/08/2016	24,726.47
EF097105	20146	DATA#3 LIMITED CONTRACT IT PERSONNEL & SOFTWARE	31/08/2016	8,957.59
EF097106	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	31/08/2016	23,623.88
EF097107	20322	PLANTRITE PLANT SUPPLIES	31/08/2016	1,333.20
EF097108	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	31/08/2016	3,184.50
EF097109	20625	PAULY PAGE PRODUCTIONS ENTERTAINMENT SERVICES	31/08/2016	300.00
EF097110	20631	ID CONSULTING PTY LTD CONSULTANCY SERVICES	31/08/2016	55,000.00
EF097111	20693	RENTOKIL INITIAL PTY LTD PEST CONTROL SERVICES	31/08/2016	638.55
EF097112	20857	DOCKSIDE SIGNS SIGN MAKERS	31/08/2016	1,551.00
EF097113	20934	GREENLINE AG P/L AGRICULTURAL EQUIPMENT	31/08/2016	795.50
EF097114	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	31/08/2016	66.00
EF097115	21120	SHOREWATER MARINE PTY LTD MARINE CONSTRUCTION SERVICES	31/08/2016	9,185.00
EF097116	21126	ULVERSCROFT LARGE PRINT (AUST.) P/L BOOKS	31/08/2016	36.30
EF097117	21127	JOANNA AYCKBOURN (VOICES IN SINC) INSTRUCTION - SINGING	31/08/2016	700.00
EF097118	21139	AUSTRAFFIC WA PTY LTD TRAFFIC SURVEYS	31/08/2016	9,086.00
EF097119	21193	SPM CONSULTANTS PTY LTD CONSULTANCY SERVICES	31/08/2016	2,010.03
EF097120	21291	CHITTERING VALLEY WORM FARM ENVIRONMENTAL EDUCATION	31/08/2016	1,837.00
EF097121	21294	CAT HAVEN ANIMAL SERVICES	31/08/2016	1,237.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097122	21371	LD TOTAL SANPOINT PTY LTD LANDSCAPING WORKS/SERVICES	31/08/2016	44,622.98
EF097123	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	31/08/2016	723.80
EF097124	21665	MMJ REAL ESTATE (WA) PTY LTD PROPERTY MANAGEMENT SERVICES	31/08/2016	19,109.39
EF097125	21678	IANNELLO DESIGNS GRAPHIC DESIGN	31/08/2016	192.50
EF097126	21691	ZETTANET PTY LTD INTERNET/WEB SERVICES	31/08/2016	786.67
EF097127	21744	JB HI-FI - COMMERCIAL ELECTRONIC EQUIPMENT	31/08/2016	4,028.39
EF097128	21747	UNICARE HEALTH WHEELCHAIR HIRE	31/08/2016	123.75
EF097129	21791	THE LEISURE INSTITUTE OF WA (AQUATICS) INC PROFESSIONAL ORGANISATION	31/08/2016	1,875.00
EF097130	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	31/08/2016	2,335.21
EF097131	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	31/08/2016	2,950.50
EF097132	22106	INTEWORK INCORPORATED SERVICES - DAIP	31/08/2016	4,392.96
EF097133	22119	BINDI BINDI DREAMING MARISSA VERMA CONSULT - ABORIGINAL EDUCATION/ENT	31/08/2016	400.00
EF097134	22182	K-LINE FENCING GROUP FENCING SERVICES	31/08/2016	654.50
EF097135	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	31/08/2016	301,351.66
EF097136	22308	DEPARTMENT OF AGRICULTURE & FOOD WEED CONTROL SERVICES/LAB ANALYSIS	31/08/2016	9,681.00
EF097137	22376	BCI SALES PTY LTD BUS SALES, REPAIRS, MAINTENANCE	31/08/2016	3,521.15
EF097138	22404	CLEVERPATCH PTY LTD ARTS/CRAFT SUPPLIES	31/08/2016	847.33
EF097139	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	31/08/2016	1,422.50
EF097140	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	31/08/2016	7,766.00
EF097141	22577	THE TRUSTEE FOR CORNWALL IMPORT UNIT TR FURNITURE	31/08/2016	2,921.60
EF097142	22613	VICKI ROYANS ARTISTIC SERVICES	31/08/2016	1,500.00
EF097143	22619	KSC TRAINING TRAINING SERVICES	31/08/2016	1,320.00
EF097144	22624	AUSSIE EARTHWORKS PTY LTD EARTHWORKS	31/08/2016	12,001.00
EF097145	22681	ABBAY BLINDS PTY LTD BLINDS	31/08/2016	1,100.00
EF097146	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	31/08/2016	85,432.06

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097147	22720	DIAMONDS NETBALL CLUB WA INC. SPORTS - NETBALL	31/08/2016	200.00
EF097148	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	31/08/2016	63,088.32
EF097149	22854	LGISWA INSURANCE PREMIUMS	31/08/2016	32,244.47
EF097150	22859	TOP OF THE LADDER GUTTER CLEANING GUTTER CLEANING SERVICES	31/08/2016	1,726.59
EF097151	22870	FOOD TECHNOLOGY SERVICES PTY LTD TRAINING SERVICES	31/08/2016	742.50
EF097152	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	31/08/2016	921.60
EF097153	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	31/08/2016	1,031.10
EF097154	23213	SPOTLESS FACILITY SERVICES PTY LTD (LAUNDRY) LAUNDRY SERVICES	31/08/2016	245.34
EF097155	23253	KOTT GUNNING LEGAL SERVICES	31/08/2016	4,559.62
EF097156	23351	COCKBURN GP SUPER CLINIC LIMITED T/A COCKBURN GP LEASING FEES	31/08/2016	886.69
EF097157	23450	CLEVER DESIGNS UNIFORMS	31/08/2016	529.20
EF097158	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	31/08/2016	3,738.72
EF097159	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	31/08/2016	71,431.27
EF097160	23579	DAIMLER TRUCKS PERTH PURCHASE OF NEW TRUCK	31/08/2016	4,704.15
EF097161	23694	TIGER FITNESS (WA) PTY LTD GYM EQUIPMENT/SERVICE	31/08/2016	1,054.30
EF097162	23767	PUBLIC TRANSPORT AUTHORITY WESTERN AUSTRALIA CONSULTANCY SERVICES - PLANNING	31/08/2016	7,190.00
EF097163	23822	URIMAT AUSTRALIA PLUMBING SUPPLIES	31/08/2016	344.30
EF097164	23849	JCB CONSTRUCTION EQUIPMENT AUSTRALIA PLANT/MACHINERY	31/08/2016	1,072.43
EF097165	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	31/08/2016	40.48
EF097166	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	31/08/2016	1,736.35
EF097167	23978	INTEGRA WATER TREATMENT SOLUTIONS WATER TREATMENT SERVICES	31/08/2016	1,320.00
EF097168	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	31/08/2016	418.00
EF097169	24183	WELLARD GLASS GLASS REPAIR SERVICES	31/08/2016	110.00
EF097170	24195	PAYNE'S WINDOW CLEANING AND SERVICES WINDOW CLEANING SERVICES	31/08/2016	7,596.45
EF097171	24385	MINERAL TRANSPORT PTY LTD TRANSPORT SERVICES	31/08/2016	3,273.60

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097172	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	31/08/2016	375.00
EF097173	24524	CALO HEALTH HEARTMOVE CLASSES	31/08/2016	3,405.00
EF097174	24595	CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD PHOTOGRAPHY SERVICES	31/08/2016	1,243.00
EF097175	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	31/08/2016	2,625.35
EF097176	24643	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PURCHASE OF LIBRARY TAGS	31/08/2016	38,489.00
EF097177	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	31/08/2016	4,916.00
EF097178	24724	QUALITY MARINE COATING SYSTEMS P/L CLEANING SERVICES - ROAD SURFACES	31/08/2016	2,860.00
EF097179	24734	MYRIAD IMAGES PHOTOGRAPHY SERVICES	31/08/2016	137.50
EF097180	24736	ZENIEN CCTV CAMERA LICENCES	31/08/2016	935.00
EF097181	24748	PEARMANS ELECTRICAL & MECHANICAL SERVICES ELECTRICAL SERVICES	31/08/2016	11,879.87
EF097182	24805	KAREN WOOLHEAD DANCING CLASSES	31/08/2016	480.00
EF097183	24886	A NATURAL SELF ENTERTAINMENT SUPPLIES	31/08/2016	144.00
EF097184	24946	WT PARTNERSHIP QUANTITY SURVEYING SERVICES	31/08/2016	4,950.00
EF097185	24949	BITUMEN SURFACING THE TRUSTEE FOR COMBINED BITUMEN SUPPLIES	31/08/2016	1,176.45
EF097186	24974	SCOTT PRINT PRINTING SERVICES	31/08/2016	13,681.80
EF097187	24976	SNAP PRINTING - COCKBURN CENTRAL PRINTING SERVICES	31/08/2016	611.80
EF097188	25060	DFP RECRUITMENT SERVICES EMPLOYMENT SERVICES	31/08/2016	18,245.42
EF097189	25063	SUPERIOR PAK PTY LTD VEHICLE MAINTENANCE	31/08/2016	2,169.80
EF097190	25092	LINKS MODULAR SOLUTIONS PTY LTD COMPUTER SOFTWARE	31/08/2016	19,437.00
EF097191	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	31/08/2016	10,562.20
EF097192	25158	MPIRE SECURITY SECURITY SERVICES	31/08/2016	2,458.65
EF097193	25209	CURNOW GROUP PTY LTD ASPHALTING SERVICES - C100298	31/08/2016	92,288.33
EF097194	25262	SANDOVER PINDER ARCHITECTS ARCHITECTURAL SERVICES - RFT 13/2013	31/08/2016	40,825.74
EF097195	25264	ACURIX NETWORKS PTY LTD WIFI ACCESS SERVICE	31/08/2016	2,159.30
EF097196	25418	CS LEGAL LEGAL SERVICES	31/08/2016	11,575.35

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097197	25539	CALIBRE CONSULTING (MELB) PTY LTD CONSULTANCY SERVICES	31/08/2016	3,322.00
EF097198	25540	JOHN MASSEY GROUP PTY LTD BUILDING SURVEYING SERVICES	31/08/2016	1,485.00
EF097199	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	31/08/2016	3,520.00
EF097200	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	31/08/2016	304.91
EF097201	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION INC WELCOME TO THE COUNTRY PERFORMANCES	31/08/2016	400.00
EF097202	25713	DISCUS ON DEMAND THE TRUSTEE FOR DISCUS PRINTING SERVICES	31/08/2016	671.92
EF097203	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	31/08/2016	5,329.50
EF097204	25737	THE TRUSTEE FOR SARB ENTERPRISES HYBRID CONSULTANCY SERVICES	31/08/2016	935.00
EF097205	25813	LGCONNECT PTY LTD DEVELOPMENT CONSULTANCY	31/08/2016	7,920.00
EF097206	25832	EXTERIA ENGINEERING & DESIGN SERVICES	31/08/2016	6,468.00
EF097207	25875	COOGEE PLUMBING SERVICES PLUMBING SERVICES	31/08/2016	720.28
EF097208	25940	LEAF BEAN MACHINE COFFEE BEAN SUPPLY	31/08/2016	1,200.00
EF097209	26020	GRANT ELEVATORS LIFT MAINTENANCE	31/08/2016	858.00
EF097210	26029	AUTOSWEEP WA SWEEPING SERVICES	31/08/2016	6,864.00
EF097211	26067	SPRAYKING WA PTY LTD CHEMICAL WEED CONTROL SERVICES	31/08/2016	8,430.00
EF097212	26090	FREMANTLE MILK DISTRIBUTORS MILK DISTRIBUTORS	31/08/2016	209.80
EF097213	26110	DASH CIVIL CONTRACTING CONCRETING SERVICES - C100183	31/08/2016	47,706.40
EF097214	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	31/08/2016	2,176.55
EF097215	26121	COCKBURN COMMUNITY MEN'S SHED INC FABRICATION SERVICES	31/08/2016	450.00
EF097216	26173	SOUTHSIDE PLUMBING PLUMBING SERVICES	31/08/2016	20,211.46
EF097217	26195	PLAY CHECK CONSULTING SERVICES	31/08/2016	26,620.00
EF097218	26253	CREATE IT TIME LAPSE CAMERA	31/08/2016	913.00
EF097219	26257	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	31/08/2016	5,303.00
EF097220	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINT TURF & LANDSCAPE MAINTENANCE	31/08/2016	22,682.00
EF097221	26323	AT THE KITCHEN CATERING SERVICES	31/08/2016	655.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097222	26330	KENNARDS HIRE - BIBRA LAKE EQUIPMENT HIRE	31/08/2016	648.50
EF097223	26354	ELECTROFEN REPAIR SERVICES - SECURITY FENCES	31/08/2016	306.00
EF097224	26359	WILSON SECURITY SECURITY SERVICES	31/08/2016	190,803.80
EF097225	26386	AIRMASTER AUSTRALIA PTY LTD AIRCONDITIONING MAINTENANCE SERVICES	31/08/2016	10,131.51
EF097226	26399	PAPERSCOUT THE TRUSTEE FOR PETERS MOR GRAPHIC DESIGN SERVICES	31/08/2016	2,651.00
EF097227	26403	CHES POWER GROUP ENGINEERING SOLUTIONS / BACK UP	31/08/2016	9,548.60
EF097228	26419	CORPORATE SCORECARD PTY LTD CREDIT REFERENCE CHECKS	31/08/2016	438.90
EF097229	26425	GAP FREELANCE PARKS & GARDENS TECHNICAL SERVICES	31/08/2016	1,320.00
EF097230	26442	BULLANT SECURITY PTY LTD KEY WEST LOCK LOCKSMITH & SECURITY SERVICES	31/08/2016	4,843.04
EF097231	26461	777 MAINTENANCE PTY LTD MAINTENANCE SERVICES	31/08/2016	4,679.99
EF097232	26470	SCP CONSERVATION AND LAND MANAGEMENT FENCING SERVICES	31/08/2016	7,948.00
EF097233	26480	MATTRESS REMOVAL WA MATRESS REMOVAL SERVICES	31/08/2016	10,186.00
EF097234	26486	BIBRA LAKE FABRICATORS PTY LTD FABRICATION SERVICES	31/08/2016	3,300.00
EF097235	26512	XCELLERATE IT PTY LTD IT EQUIPMENT - OCR PROJECT	31/08/2016	1,100.00
EF097236	26536	SKYLINE LANDSCAPE SERVICES (WA) LANDSCAPING SERVICES	31/08/2016	781.00
EF097237	26550	GAME VAULT PTY LTD AMUSEMENT SERVICES	31/08/2016	930.00
EF097238	26574	EVA BELLYDANCE ENTERTAINMENT - BELLY DANCING	31/08/2016	350.00
EF097239	26588	SOURCE SEPARATION SYSTEMS P/L PROVIDING WASTE AND RECYCLING BINS	31/08/2016	570.00
EF097240	26594	THE PLASTIC MAN PLASTIC PRODUCTS	31/08/2016	13,248.91
EF097241	26596	QUANTUM BUILDING SERVICES BUILDING MAINTENANCE	31/08/2016	12,586.88
EF097242	26597	WEST COAST SHADE PTY LTD SHADE STRUCTURES	31/08/2016	264.00
EF097243	26600	TIMMOTHY KELLY ABORIGINAL CULTURAL DANCING	31/08/2016	200.00
EF097244	26604	SERLING CONSULTING (AUSTRALIA) PTY LTD CIVIL ENGINEERING CONSULTANCY	31/08/2016	5,984.28
EF097245	26606	ENVIRO INFRASTRUCTURE PTY LTD CONSTRUCTION& FABRICATION	31/08/2016	5,477.91
EF097246	26612	PROFESSIONAL PUBLIC RELATIONS PUBLIC RELATIONS	31/08/2016	8,303.63

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097247	26613	AVE BIN AND BBQ CLEANING PTY LTD CLENAING SERVICES (BBQ - BINS)	31/08/2016	1,342.00
EF097248	26614	MARKETFORCE PTY LTD ADVERTISING	31/08/2016	2,209.91
EF097249	26619	SPEARWOOD NEWS DELIVERY NEWSPAPER DELIVERY	31/08/2016	100.34
EF097250	26620	GRA EVERINGHAM PTY LTD CONSULTING/ADVISORY	31/08/2016	41,250.00
EF097251	26625	ANDOVER DETAILERS CAR DETAILING SERVICES	31/08/2016	1,324.05
EF097252	26637	SYLEX ERGONOMICS OFFICE FUNITURE	31/08/2016	3,084.40
EF097253	26639	SAFEGUARD INDUSTRIES SECURITY DOORS, SCREENS AND ROLLER	31/08/2016	1,680.00
EF097254	26644	FIRE PROTECTION ASSOCIATION AUSTRALIA FIRE SERVICES TRAINING	31/08/2016	790.00
EF097255	26647	BROOKFIELD MULTIPLEX CONSTRUCTIONS BUILDING - CONSTRUCTION 13-028/140-	31/08/2016	8,254,902.63
EF097256	26656	ENVIRONMENTAL HEALTH AUSTRALIA (WESTERN AUSTRALIA) MEMBERSHIP, CONFERENCES AND TRAINING	31/08/2016	2,300.00
EF097257	26667	TANGELO CREATIVE GRAPHIC DESIGN	31/08/2016	1,804.00
EF097258	26669	TURNER DESIGN PTY LTD GRAPHIC DESIGN CONSULTANCY	31/08/2016	12,809.50
EF097259	26673	PROJECT 3 PTY LTD EVENT AND MARKETING AGENCY	31/08/2016	2,750.00
EF097260	26684	VINTAGE ROAD HAULAGE TRANSPORT SERVICES	31/08/2016	1,000.00
EF097261	26686	HEALTH SAFETY WORKS PTY LTD ONLINE SOFTWARE	31/08/2016	1,320.00
EF097262	26715	AIR BORN AMUSEMENTS AMUSEMENT SERVICES	31/08/2016	450.00
EF097263	26721	QUAD SERVICES PTY LTD CLEANING SERVICES	31/08/2016	15,319.59
EF097264	26735	SHANE MCMASTER SURVEYS SURVEY SERVICES	31/08/2016	14,520.00
EF097265	26739	KERB DOCTOR KERB MAINTENANCE	31/08/2016	33,998.92
EF097266	26743	STATEWIDE TURF SERVICES TURF RENOVATION	31/08/2016	737.00
EF097267	26745	EMBROIDME MYAREE EMBROIDERY	31/08/2016	1,120.35
EF097268	26747	BELL-VISTA FRUIT & VEG FRUIT AND VEGETABLES.	31/08/2016	1,388.63
EF097269	26748	TENDERLINK.COM ONLINE TENDER SUBSCRIPTION	31/08/2016	330.00
EF097270	26749	BOOMERS PLUMBING AND GAS PTY LTD PLUMBING SERVICES	31/08/2016	1,522.40
EF097271	26750	KLEENIT PTY LTD CLEANING	31/08/2016	19,575.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097272	26752	MG GROUP WA CONSTRUCTION - RFT16/2015	31/08/2016	906,782.12
EF097273	26756	TRENCHBUSTERS PTY LTD EARTHMOVING	31/08/2016	431.20
EF097274	26759	METRO FILTERS CANOPY, FLUE AND FANS CLEANIND AND FILTE	31/08/2016	66.00
EF097275	26771	INSTANT PRODUCTS HIRE PORTABLE TOILET HIRE	31/08/2016	2,714.39
EF097276	26780	METROPOLITAN OMNIBUS COMPANY BUS HIRE	31/08/2016	1,815.00
EF097277	26782	SOFT LANDING RECYCLING SERVICES	31/08/2016	5,400.00
EF097278	26795	OPUS INTERNATIONAL CONSULTANTS (AUSTRALIA) PTY LTD ENGINEERING CONSULTANCY	31/08/2016	11,990.00
EF097279	26803	JACOBS GROUP (AUSTRALIA) PTY LTD CONSULTANCY - ENGINEERING	31/08/2016	32,897.48
EF097280	26819	JANDAKOT EARTHMOVING & RURAL CONTRACTORS PTY LTD HIRE SERVICES - EARTHMOVING EQUIPMENT	31/08/2016	22,564.00
EF097281	26820	NBN CO LIMITED TELECOMMUNICATIONS	31/08/2016	2,000.00
EF097282	26822	CSE CROSSCOM PTY LTD COMMUNICATION EQUIPMENT	31/08/2016	2,040.32
EF097283	26824	WEB KEY IT PTY LTD WEBSITE CONSULTANCY	31/08/2016	9,102.50
EF097284	26825	ZANZARA MOSQUITO TRAP SUPPLIES	31/08/2016	880.00
EF097285	26826	PINDAN CONTRACTING PTY LTD BUILDING CONSTRUCTION SERVICES -	31/08/2016	566,667.23
EF097286	26830	ECO EATS CATERING CATERING	31/08/2016	950.40
EF097287	26834	STAR PROMOTIONS PROMOTIONAL PRODUCTS	31/08/2016	8,442.50
EF097288	26838	GUNDI CONSULTING CULTURAL COMPETENCY AND TRAINING	31/08/2016	2,200.00
EF097289	26841	BLUE ZOO MANAGEMENT CONSULTING	31/08/2016	5,412.00
EF097290	26843	ERGOLINK ERGONOMIC OFFICE FURNITURE	31/08/2016	488.90
EF097291	26849	SUBCON TECHNOLOGIES PTY LTD CONCRETE MARINE SOLUTIONS	31/08/2016	15,557.90
EF097292	26850	REACHTEL MARKETING SERVICES	31/08/2016	1,980.00
EF097293	26855	MKDC INTERIOR DESIGN SERVICES - 16/1378	31/08/2016	56,375.00
EF097294	26860	WEBSITE WEED AND PEST WA PTY LTD PEST CONTROL	31/08/2016	680.00
EF097295	26862	ESSENTIAL ENVIRONMENTAL ENVIRONMENTAL CONSULTANCY	31/08/2016	506.00
EF097296	26864	GUARDIAN TACTILE SYSTEMS P/L TACTILES,STAIRNOSING,WHEEL STOPS	31/08/2016	1,536.33

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097297	26869	ACTORS MANAGEMENT INTERNATIONAL ACTING AGENCY	31/08/2016	550.00
EF097298	26880	PERTH BOWLS CENTRE LAWN BOWLS EQUIPMENT	31/08/2016	3,148.20
EF097299	26882	SLICKER STICKERS PTY LTD STICKERS/LABELS	31/08/2016	484.00
EF097300	26885	MACQUARIE MEDIA OPERATIONS BROADCASTING - ADVERTISING	31/08/2016	1,980.00
EF097301	26889	AE SMITH SERVICE PTY LTD PAINTING SERVICES	31/08/2016	31,614.00
EF097302	26890	FORESTRY TOOLS GARDENING TOOLS	31/08/2016	393.00
EF097303	26891	INVIO CONSULTANCY/RESEARCH - FINANCIAL -	31/08/2016	22,000.00
EF097304	26893	THE BASKETBALL MAN SPORTING GOODS	31/08/2016	3,966.60
EF097305	26894	PRC BUILDING SERVICES PTY LTD ROOFING/BUILDING REFURBISHMENTS -	31/08/2016	149,757.24
EF097306	26901	ALYKA PTY LTD DIGITAL CONSULTANCY AND WEB	31/08/2016	30,079.50
EF097307	26903	WOOD & GRIEVE ENGINEERS LTD ENGINEERING	31/08/2016	2,816.00
EF097308	26906	ASPIRE PERFORMANCE TRAINING REGISTERED TRAINING ORGANISATION	31/08/2016	198.00
EF097309	26909	WEST COAST PROFILERS PTY LTD ROAD PLANING COLD SERVICES	31/08/2016	54,438.45
EF097310	26911	HARVEY NORMAN OCONNOR RETAIL	31/08/2016	1,049.00
EF097311	26912	R11 SERVICES IT SOLUTIONS	31/08/2016	10,383.97
EF097312	26913	MIRANDA KISSELL CONTRACTING CARPENTRY SERVICES	31/08/2016	396.00
EF097313	26921	JULIET COGHLAN - PHOTOGRAPHER PHOTOGRAPHY SERVCIES	31/08/2016	640.00
EF097314	26923	WOODLANDS DISTRIBUTORS & AGENCIES PTY LTD RUBBISH COLLECTION EQUIPMENT	31/08/2016	10,731.60
EF097315	26927	MIXED MEDIA MULTIMEDIA PRODUCTION	31/08/2016	13,530.00
EF097316	26928	PATHTECH PTY LTD SCIENTIFIC & DRUG TESTING EQUIPMENT	31/08/2016	7,958.50
EF097317	26929	ELAN ENERGY MATRIX PTY LTD RECYCLING SERVICES	31/08/2016	738.77
EF097318	26934	VULTURE CULTURE EVENTS MANAGEMENT	31/08/2016	13,750.00
EF097319	26942	ROOFSPAN ROOFING SUPPLIES/SERVICES	31/08/2016	1,959.10
EF097320	26949	E BIKES R US BIKE SERVICES	31/08/2016	4,900.00
EF097321	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	31/08/2016	15,609.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097322	25240	ELWYN PARKER DOG REGISTRATION REFUND	31/08/2016	3.00
EF097323	25700	BE & DT MASON HIGH VOLTAGE DISCOUNT	31/08/2016	216.00
EF097324	26395	KATIE BYRNE SETTLEMENTS RATES REFUND	31/08/2016	1,082.00
EF097325	88888	MCLEODS POS LOT 136 BELLADONNA DRIVE	31/08/2016	200,000.00
EF097326	88888	MCLEODS POS LOT 12 AND 51 BRIGGS ST SOUTH LAKE	31/08/2016	65,000.00
EF097327	99997	DANIEL GRIDA JUNIOR TRAVEL ASSISTANCE	31/08/2016	400.00
EF097328	99997	DIAMONDS NETBALL CLUB DIAMONDS NETBALL CLUB INVOICE 101	31/08/2016	170.00
EF097329	99997	EPILEPSY ASSOCIATION OF WA DONATION	31/08/2016	645.40
EF097330	99997	GEORGE AZAR VALUATION OF LOT 88 & 89 JANDAKOT RD, RD	31/08/2016	3,650.09
EF097331	99997	COC GRANTS, DONATIONS & REFUNDS CHEQUE CANCEL	31/08/2016	508.16
EF097332	99997	PERTH WALDORF SCHOOL EDUCATION GRANT INVOICE 160523	31/08/2016	1,100.00
EF097333	99997	TENNIS EXCELLENCE INVOICE 2423 KIDSPORT	31/08/2016	165.00
EF097334	99997	KEVIN KALANI INVOICE 001 - GUEST SPEAKER AT YOUTH	31/08/2016	150.00
EF097335	99997	KALAMUNDA DISTRICTS RUGBY UNION CLUB INVOICE KDRU0019 KIDSPORT	31/08/2016	200.00
EF097336	99997	COOGEE SURF LIFE SAVING INVOICE 11004762 KIDSPORT	31/08/2016	400.00
EF097337	99997	CIRCUS WA INVOICE 2446 KIDSPORT	31/08/2016	200.00
EF097338	99997	DIAMONDS NETBALL CLUB INVOICE 118 KIDSPORT	31/08/2016	200.00
EF097339	99997	DIAMONDS NETBALL CLUB INVOICE 117 KIDSPORT	31/08/2016	200.00
EF097340	99997	DIAMONDS NETBALL CLUB INVOICE 116 KIDSPORT	31/08/2016	200.00
EF097341	99997	DIAMONDS NETBALL CLUB INVOICE 114 KIDSPORT	31/08/2016	200.00
EF097342	99997	DIAMONDS NETBALL CLUB INVOICE 109 KIDSPORT	31/08/2016	370.00
EF097343	99997	DIAMONDS NETBALL CLUB INVOICE 105 KIDSPORT	31/08/2016	170.00
EF097344	99997	DIAMONDS NETBALL CLUB INVOICE 104 KIDSPORT	31/08/2016	200.00
EF097345	99997	DIAMONDS NETBALL CLUB INVOICE 103 KIDSPORT	31/08/2016	200.00
EF097346	99997	MELODY BEIER STUDY CONTRIBUTION 50%	31/08/2016	391.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097347	99997	MICHAEL STEPHERDSON STUDY CONTRIBUTION 50%	31/08/2016	1,100.00
EF097348	99997	NIGEL MAGGS STUDY CONTRIBUTION 50%	31/08/2016	835.00
EF097349	99997	BEELIAR SPIRIT SC INVOICE 0042016 KIDSPORT	31/08/2016	200.00
EF097350	99997	ATWELL SCOUT GROUP INVOICE 003 KIDSPORT	31/08/2016	200.00
EF097351	99997	MG TENNIS ACADEMY INVOICE 1469 KIDSPORT	31/08/2016	200.00
EF097352	99997	CASSIE DOYLE CAT STERILISATION	31/08/2016	50.00
EF097353	99997	COCKBURN BMX STADIUM INVOICE 67 KIDSPORT	31/08/2016	136.00
EF097354	99997	COCKBURN BMX STADIUM INVOICE 66 KIDSPORT	31/08/2016	189.00
EF097355	99997	COCKBURN JUNIOR FOOTBALL CLUB INVOICE 21 KIDSPORT	31/08/2016	2,600.00
EF097356	99997	COCKBURN JUNIOR FOOTBALL CLUB INVOICE 010816 KIDSPORT	31/08/2016	600.00
EF097357	99997	KARDINYA NETBALL CLUB INVOICE 506 KIDSPORT	31/08/2016	200.00
EF097358	99997	KARDINYA NETBALL CLUB INVOICE 508 KIDSPORT	31/08/2016	200.00
EF097359	99997	KARDINYA NETBALL CLUB INVOICE 510 KIDSPORT	31/08/2016	200.00
EF097360	99997	KARDINYA NETBALL CLUB INVOICE 668 KIDSPORT	31/08/2016	200.00
EF097361	99997	PAUL JONES COMPOST BIN REBATE	31/08/2016	50.00
EF097362	99997	K-M-SYFUR RAHMAN CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097363	99997	ZOE GIBSON CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097364	99997	RAJA TABBASSAM AURANGZEB CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097365	99997	LEIGH RAY CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097366	99997	LISA MADDISON CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097367	99997	MICHAEL AND HANNAH SINCLAIR CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097368	99997	PEPPINO DELLA CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097369	99997	A KROTHAPALLY CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097370	99997	ALAN NORRIS CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097371	99997	PERTH GIRLS BRIGADE 080816 KIDSPORT	31/08/2016	760.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097372	99997	BOKASHI WAY COMPOST WORKSHOP	31/08/2016	250.00
EF097373	99997	BALCATT A VOLLEYBALL KIDSPORT	31/08/2016	200.00
EF097374	99997	WILLAGEE RUGBY LEAGUE FOOTBALL CLUB INVOICE KS002805 KIDSPORT	31/08/2016	220.00
EF097375	99997	DEBORAH REIMBURSEMENT PETTY CASH REIMBURSEMENT	31/08/2016	239.47
EF097376	99997	ATWELL PRIMARY SCHOOL DONATION	31/08/2016	389.09
EF097377	99997	COOGEE BEACH CARAVAN RESORT SOCIAL CLUB SUBSIDY BUS HIRE	31/08/2016	65.00
EF097378	99997	HAMMOND PARK COMMUNITY ASSOCIATION DA LGACS7 - MAY 16 NEWSLETTER	31/08/2016	412.50
EF097379	99997	COOGEE BEACH PROGRESS ASSOCIATION DA LGACS7 - JUNE 16 NEWSLETTER	31/08/2016	255.00
EF097380	99997	JANDAKOT JETS JUNIOR FOOTBALL CLUB SPORT EQUIPMENT GRANT	31/08/2016	1,000.00
EF097381	99997	COOGEE BEACH CARAVAN RESORT SOCIAL CLUB BUS SUBSIDY	31/08/2016	65.00
EF097382	99997	ROBERTA BUNCE VOLUNTEER REIMBURSEMENT	31/08/2016	85.35
EF097383	99997	KARDINYA NETBALL CLUB INVOICE 768 KIDSPORT	31/08/2016	200.00
EF097384	99997	KARDINYA NETBALL CLUB INVOICE 506 KIDSPORT	31/08/2016	200.00
EF097385	99997	KARDINYA NETBALL CLUB INVOICE 508 KIDSPORT	31/08/2016	200.00
EF097386	99997	KARDINYA NETBALL CLUB INVOICE 510 KIDSPORT	31/08/2016	200.00
EF097387	99997	DIAMONDS NETBALL CLUB INVOICE 115 KIDSPORT	31/08/2016	200.00
EF097388	99997	KRISTEN EARDLEY COMPOST BIN REBATE	31/08/2016	39.90
EF097389	99997	NATALIE CATTLE COMPOST BIN REBATE	31/08/2016	50.00
EF097390	99997	BREAKERS NETBALL CLUB KIDSPORT	31/08/2016	400.00
EF097391	99997	BREAKERS NETBALL CLUB KIDSPORT	31/08/2016	200.00
EF097392	99997	SOUTH FREMANTLE WOMENS FOOTBALL CLUB KIDSPORT	31/08/2016	200.00
EF097393	99997	SOUTH FREMANTLE WOMENS FOOTBALL CLUB KIDSPORT	31/08/2016	200.00
EF097394	99997	MARK FOSTER CAT STERILISATION REBATE	31/08/2016	50.00
EF097395	99997	COCKBURN BASKETBALL ASSOCIATION KIDSPORT	31/08/2016	200.00
EF097396	99997	MARK FOSTER CAT STERILISATION REBATE	31/08/2016	50.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097397	99997	PHOENIX LACROSSE CLUB KIDSPORT	31/08/2016	1,000.00
EF097398	99997	SACHIN DMELLO CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097399	99997	L.VASSUNDRAN CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097400	99997	ANTONIA SANTICH CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097401	99997	CHRISTINE MARY RAY CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097402	99997	PREEJITH RAGINI SUKUMARAN NAIR CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097403	99997	S & SS MADRIGALI CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097404	99997	TERRY WEAVER CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097405	99997	PEI-CHEA TRAN CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097406	99997	P Y TEO AND T C KOH CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097407	99997	MELVILLE JUNIOR FOOTBALL CLUB INVOICE 0008 KIDSPORT	31/08/2016	200.00
EF097408	99997	SOUTH PERTH JUNIOR RUGBY LEAGUE CLUB INVOICE KS002965 KIDSPORT	31/08/2016	200.00
EF097409	99997	M AND K CHEVALIER CROSSOVER CONTRIBUTION	31/08/2016	300.00
EF097410	99997	COCKBURN COUGARS SOFTBALL CLUB INVOICE 30 KIDSPORT	31/08/2016	800.00
EF097411	99997	MELVILLE COCKBURN CHAMBER OF COMMERCE MCCC SPONSORSHIP 2016/17	31/08/2016	22,000.00
EF097412	99997	YANGEBUP PROGRESS ASSOCIATION REIMBURSEMENT OF OVERPAYMENT	31/08/2016	95.28
EF097413	99997	COCKBURN CRICKET CLUB GRANT FOR INSURANCE INCLUDED IN LEASE	31/08/2016	1,500.00
EF097414	99997	FREMANTLE CHRISTIAN COLLEGE SAND SUBSIDY	31/08/2016	367.95
EF097415	99997	RICHARD AND LUCIE ATKINSON COMPOST BIN REBATE	31/08/2016	39.90
EF097416	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE INVOICE 00230 KIDSPORT	31/08/2016	162.00
EF097417	99997	CANCEL CHEQUE CANCEL CHEQUE	31/08/2016	255.80
EF097418	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE INVOICE 00231 KIDSPORT	31/08/2016	3,000.00
EF097419	99997	ANTON LEES MBA REIMBURSEMENT	31/08/2016	3,950.00
EF097420	99997	JUSTINE BRIGGS-BRADFORD STUDY CONTRIBUTION 50%	31/08/2016	552.50
EF097421	99997	COCKBURN SES VLUNTEER SES EXPENSES REIMBURSEMENT 201617-1	31/08/2016	1,484.74

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
EF097422	99997	CURTIN UNIVERSITY FEE REPAYMENT RACHEL PLEASANT 8598095	31/08/2016	2,283.00
EF097423	99997	CURTIN UNIVERSITY FEE REPAYMENT SINTA NG 8569734	31/08/2016	2,283.00
EF097424	99997	JIM'S REALTY INSURANCE CLAIM 0731 REIMBURSEMENT	31/08/2016	550.00
EF097425	99997	CHILDRENS MEDICAL RESEARCH INSTITUTE JEANS FOR GENES DAY REF 0034554	31/08/2016	550.00
EF097426	99996	DAVID & JANICE BELL RATES REFUND	31/08/2016	147.00
EF097427	99996	STEFANO & HELEN PIVIALI RATES REFUND	31/08/2016	1,440.00
EF097428	99996	YOLANDA GIACOMAN GARZA RATES REFUND	31/08/2016	30.00
EF097429	99996	BADLEY GRANT HASLER RATES REFUND	31/08/2016	30.00
EF097430	99996	SETTLE WISE CONVEYANCING RATES REFUND	31/08/2016	406.29
EF097431	99996	DEBBIE KARINA BROWN RATES REFUND	31/08/2016	750.00
EF097432	99996	KENNETH VICTOR BOOTH RATES REFUND	31/08/2016	834.11
EF097433	99996	CHRISTOPHER DARWIN HUGHES RATES REFUND	31/08/2016	1,006.75
EF097434	99996	CA AND MA MCLARNON RATES REFUND	31/08/2016	1,000.00
EF097435	99996	KRISTINE ANN MARSHALL RATES REFUND	31/08/2016	830.00
EF097436	99996	COLETTE BEWSEY RATES REFUND	31/08/2016	2,000.00
EF097437	99996	IGOR GRUBIC RATES REFUND	31/08/2016	2,381.46
EF097438	99996	SUSANNA AMARA RATES REFUND	31/08/2016	1,422.35
EF097439	99996	GORDON JOHN MADGEN RATES REFUND	31/08/2016	2,000.00
EF097440	99996	MICHAEL BOLAND RATES REFUND	31/08/2016	1,857.01
EF097441	99996	SOUTHSIDE REALTY BANKWEST TRUST ACCOU RATES REFUND	31/08/2016	5,087.83
EF097442	99996	AVERNA HOMES RATES REFUND	31/08/2016	4,213.72
EF097443	99996	MARK MCCAFFERTY RATES REFUND	31/08/2016	2,349.13
EF097444	99996	GIANCARL MINUTILLO RATES REFUND	31/08/2016	42.50
EF097445	99996	ROBERT KAG RATES REFUND DOUBLE PAYMENT	31/08/2016	9,259.00
026709	13932	ARMAGUARD BANKING SERVICES	4/08/2016	1,664.15

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
026710	13932	ARMAGUARD BANKING SERVICES	11/08/2016	1,955.00
026711	13932	ARMAGUARD BANKING SERVICES	18/08/2016	2,365.10
026712	13932	ARMAGUARD BANKING SERVICES	25/08/2016	1,402.75
026713	99999	GOLDBARREL CORPORATION PTY LTD BOND REFUND	30/08/2016	10,430.00
026714	99999	MILLER PTY LTD BOND REFUND	30/08/2016	5,000.00
026715	99999	SURELAND DEVELOPMENTS PTY LTD BOND REFUND	30/08/2016	5,000.00
026716	99995	TROJAN OUTDOOR CREATIONS RATES REFUND	30/08/2016	61.65
026717	99995	SIEW LIAN CHIA RATES REFUND	30/08/2016	177.71
026718	99995	BAFC SETTLEMENTS RATES REFUND	30/08/2016	307.00
026719	99995	K Y YEING RATES REFUND	30/08/2016	740.99
026720	99995	BR & BJ FARLEY RATES REFUND	30/08/2016	714.40
026721	99995	DALE ALCOCK HOMES PTY LTD RATES REFUND	30/08/2016	574.82
026722	10330	CITY OF STIRLING REPLACEMENT OF LIBRARY SUPPLIES	30/08/2016	46,061.75
026723	11350	SHIRE OF MURRAY WORKSHOP	30/08/2016	337.21
026724	11760	WATER CORPORATION SEWER EASEMENT	30/08/2016	6,979.20
026725	11790	WESTERN AUSTRAL PLANNING APPLICATION	30/08/2016	5,677.70
026726	11758	WATER CORP WATER USAGE / SUNDRY CHARGES	30/08/2016	27,671.46
026729	13932	ARMAGUARD PETTY CASH RECOUP 31/08/2016	1/09/2016	2,308.15
LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS				
EF096797		EMILY ROONEY	11/08/2016	-450.00
EF096305		PS & JK DHILLON	11/08/2016	-300.00
EF095844		PARCHEM CONSTRUCTION SUPPLIES PTY LTD	11/08/2016	-744.36
EF096246		HAYDEN CLARKE	11/08/2016	-400.00
EF095696		ALEXANDER BROWN	11/08/2016	-50.00
EF096772		ANTHONY CATLOW	11/08/2016	-300.00
026629		TERRANOVIS PTY LTD	25/08/2016	-10,430.00
		PAYMENT LIST TOTAL		18,590,378.59
		TOTAL AS PER AP SOURCE 17GLACT 9991000		18,590,378.59

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/	Account	Account/Payee	Date	Value
		ADDITIONAL DIRECT PAYMENTS		
		BANK FEES		
		MERCHANT FEES COC		0.00
		MERCHANT FEES SLLC		0.00
		MERCHANT FEES VARIOUS OUT CENTRES		0.00
		NATIONAL BPAY CHARGE		8,253.44
		RTGS/ACLR FEE		18.50
		NAB TRANSACT FEE		320.56
		MERCHANDISE / OTHER FEES		0.00
				8,592.50
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		83,389.56
		IHC PAYMENTS		151,121.35
				234,510.91
		PAYROLL TRANSACTIONS		
		COC 05/08/16 PYMT-ID 83346733 City of Cockburn		2,294.53
		COC 09/08/16 PYMT-ID 83386545 City of Cockburn		1,113,085.94
		COC 10/08/16 PYMT-ID 83751666 City of Cockburn		4,816.35
		COC-19/08/16 PYMT-ID 84047064 City of Cockburn		1,221,698.77
		COC-24/08/16 PYMT-ID 84300205 City of Cockburn		27,326.34
		COC-29/07/16 PYMT-ID 82973189 City of Cockburn		7,142.21
				2,376,364.14
		CREDIT CARD PAYMENTS		58,735.79
		TOTAL PAYMENTS FOR AUGUST		21,268,581.93

PAYMENT SUMMARY

CHEQUE PAYMENTS

026709 - 026729

ELECTRONIC FUNDS TRANSFER PAYMENT

EF096847 – EF097445

CANCELLED PAYMENTS

026629; EF096797; EF096305; EF095844;
EF096246; EF095696; EF096772

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	93,991,226	93,784,954	0%	206,272 ✓	104,743,874	104,743,874
Financial Services	135,320	276,542	-51%	(141,222)	690,050	690,050
Information Services	3,250	250	1200%	3,000	1,500	1,500
Human Resource Management	39,222	48,665	-19%	(9,444)	292,000	292,000
Library Services	9,076	12,768	-29%	(3,692)	55,146	55,146
Recreation & Community Safety	525,538	650,744	-19%	(125,206)	5,673,025	5,648,025
Community Development & Services	1,723,855	1,332,736	29%	391,119 ✓	6,671,152	6,464,424
Corporate Communications	1,727	8,600	-80%	(6,873)	13,400	13,400
Statutory Planning	312,443	264,500	18%	47,943	1,587,000	1,587,000
Strategic Planning	908,521	916,947	-1%	(8,427)	2,955,811	2,955,811
Building Services	401,841	267,568	50%	134,273	1,605,408	1,605,408
Environmental Health	235,462	167,283	41%	68,178	260,500	260,500
Waste Services	3,572,538	3,721,341	-4%	(148,803)	9,907,593	9,907,593
Parks & Environmental Services	3,970	317	1154%	3,654	1,900	1,900
Engineering Services	51,003	53,020	-4%	(2,017)	318,120	318,120
Infrastructure Services	788,851	885,802	-11%	(96,951)	1,147,099	1,072,099
	102,703,842	102,392,037	0%	311,805	135,923,578	135,616,850
Total Operating Revenue	102,703,842	102,392,037	0%	311,805	135,923,578	135,616,850

Operating Expenditure						
Governance	(571,486)	(593,249)	-4%	21,763	(4,560,423)	(4,681,477)
Strategy & Civic Support	(224,435)	(138,376)	62%	(86,059)	(1,177,428)	(1,197,428)
Financial Services	(1,848,833)	(1,906,662)	-3%	57,829	(6,350,165)	(6,300,165)
Information Services	(562,486)	(857,859)	-34%	295,373 ✓	(5,056,418)	(5,044,232)
Human Resource Management	(322,139)	(367,871)	-12%	45,732	(2,782,444)	(2,782,444)
Library Services	(492,981)	(554,363)	-11%	61,383	(3,563,075)	(3,508,075)
Recreation & Community Safety	(1,323,547)	(1,616,477)	-18%	292,930 ✓	(12,636,982)	(12,570,826)
Community Development & Services	(1,330,525)	(1,416,126)	-6%	85,600	(8,885,782)	(8,499,849)
Corporate Communications	(377,020)	(430,657)	-12%	53,637	(3,406,781)	(3,369,861)
Statutory Planning	(190,469)	(216,117)	-12%	25,647	(1,478,763)	(1,478,763)
Strategic Planning	(293,097)	(237,224)	24%	(55,873)	(1,866,193)	(1,846,310)
Building Services	(215,493)	(239,111)	-10%	23,617	(1,651,768)	(1,651,768)
Environmental Health	(230,755)	(271,780)	-15%	41,025	(1,809,573)	(1,807,798)
Waste Services	(3,147,946)	(3,603,122)	-13%	455,176 ✓	(20,898,986)	(20,898,986)
Parks & Environmental Services	(1,459,898)	(1,980,922)	-26%	521,025 ✓	(12,606,094)	(12,596,094)
Engineering Services	(1,141,803)	(1,209,109)	-6%	67,305	(7,795,741)	(7,795,741)
Infrastructure Services	(1,179,747)	(1,617,050)	-27%	437,303 ✓	(9,630,988)	(9,189,712)
	(14,912,661)	(17,256,075)	-14%	2,343,414	(106,157,603)	(105,219,528)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	406,213	415,565	-2%	(9,352)	2,229,821	2,229,821
Add: Depreciation on Non-Current Assets						
Computer & Electronic Equip	(42,912)	(42,912)	0%	-	(257,472)	(257,472)
Furniture & Equipment	(30,770)	(30,770)	0%	-	(184,620)	(184,620)
Plant & Machinery	(458,536)	(505,738)	-9%	47,202	(3,034,473)	(3,034,473)
Buildings	(759,964)	(862,672)	-12%	102,708	(5,175,945)	(5,175,945)
Roads	(1,838,218)	(1,838,218)	0%	-	(11,029,308)	(11,029,308)
Drainage	(437,148)	(437,148)	0%	-	(2,622,888)	(2,622,888)
Footpaths	(202,444)	(202,444)	0%	-	(1,214,664)	(1,214,664)
Parks Equipment	(472,374)	(472,374)	0%	-	(2,834,244)	(2,834,244)
Landfill	(198,522)	(198,522)	0%	-	(1,191,132)	(1,191,132)
	(4,440,888)	(4,590,798)	-3%	149,910	(27,544,746)	(27,544,746)
Total Operating Expenditure	(18,947,336)	(21,431,308)	-12%	2,483,972	(131,472,528)	(130,534,453)
Change in Net Assets Resulting from Operations	83,756,506	80,960,729	3%	2,795,777	4,451,050	5,082,396
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant & Machinery	27,463	201,000	-86%	(173,537)	434,650	14,650
Freehold Land	-	3,722,500	-100%	(3,722,500) X	14,890,000	-
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	-	-	0%	-	-	-
	27,463	3,923,500	-99%	(3,896,037)	15,324,650	14,650
Asset Acquisitions						
Land and Buildings	(9,726,140)	(9,444,955)	3%	(281,185) X	(59,646,515)	(58,655,520)
Infrastructure Assets	(3,041,866)	(3,690,149)	-18%	648,284 ✓	(28,988,046)	(19,767,538)
Plant and Machinery	(435,706)	(845,000)	-48%	409,294 ✓	(8,210,000)	(5,791,000)
Furniture and Equipment	-	(451,766)	-100%	451,766 ✓	(2,561,558)	(33,808)
Computer Equipment	(18,972)	(249,625)	-92%	230,652 ✓	(1,325,097)	(484,800)
Note 1.	(13,222,684)	(14,681,495)	-10%	1,458,811	(100,731,216)	(84,732,666)
Add: Land - Vested in Crown	-	-	0%	-	-	-
Add: Transfer to Reserves	(21,102,450)	(27,231,745)	-23%	6,129,295 ✓	(59,397,004)	(44,411,004)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Add Funding from							
Grants & Contributions - Asset Development	5,194,699	3,538,749	47%	1,655,950 ✓		30,322,954	34,967,106
Proceeds on Sale of Assets	27,463	3,923,500	-99%	(3,896,037) ✗		16,574,650	1,264,650
Reserves	23,054,224	21,446,407	7%	1,607,818 ✓		73,675,287	52,676,958
Loan Funds Raised	-	-	0%	-		-	-
	28,276,386	28,908,656	-2%	(632,270)		120,572,892	88,908,714
Non-Cash/Non-Current Item Adjustments							
Depreciation on Assets	4,440,888	4,590,798	-3%	(149,910)		27,544,746	27,544,746
Profit/(Loss) on Assets Disposal	(27,463)	(3,923,500)	-99%	3,896,037 ✓		(15,324,650)	(14,650)
Loan Repayments	-	-	0%	-		(2,593,138)	(2,593,138)
Non-Current Leave Provisions	(3,120)	-	0%	(3,120)		-	-
	4,427,542	667,298	564%	3,760,244		9,626,958	24,936,958
Opening Funds	9,590,502	10,500,000	-9%	(909,498)		10,500,000	10,500,000
Closing Funds	91,753,267	83,046,943	10%	8,706,324		347,330	299,049
	-	-		-		-	-

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						
Land and Buildings	(9,726,140)	(27,372,447)	(37,098,587)	(9,444,955)	(59,646,515)	22,547,928
Infrastructure Assets	(3,041,866)	(5,108,197)	(8,150,063)	(3,690,149)	(28,988,046)	20,837,983
Plant and Machinery	(435,706)	(1,695,453)	(2,131,159)	(845,000)	(8,210,000)	6,078,841
Furniture and Equipment	-	(47,813)	(47,813)	(451,766)	(2,561,558)	2,513,746
Computer Equipment	(18,972)	(62,809)	(81,781)	(249,625)	(1,325,097)	1,243,316
	(13,222,684)	(34,286,719)	(47,509,402)	(14,681,495)	(100,731,216)	53,221,813

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	152,052,967	212,217,581	113,947,104	114,885,061
Rates Outstanding	67,779,481	1,600,000	1,600,000	1,600,000
Rubbish Charges Outstanding	1,290,847	133,800	133,800	133,800
Sundry Debtors	16,195,232	5,300,000	5,300,000	5,300,000
GST Receivable	2,742,835	-	-	-
Prepayments	714,370	65,000	65,000	65,000
Accrued Debtors	322,991	-	-	-
Stock on Hand	44,504	13,700	13,700	13,700
	241,143,226	219,330,081	121,059,604	121,997,561
Current Liabilities				
Creditors	(16,905,103)	(2,225,000)	(2,225,000)	(2,225,000)
Income Received in Advance	(597,526)	-	-	-
GST Payable	(554,854)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(3,381,449)	-	-	-
Provision for Long Service Leave	(2,113,784)	(2,000,000)	(2,000,000)	(2,000,000)
	(23,552,716)	(4,225,000)	(4,225,000)	(4,225,000)
Net Current Assets	217,590,510	215,105,081	116,834,604	117,772,561
Add: Non Current Investments	4,730,048	4,668,070	4,668,070	4,668,070
	222,320,558	219,773,151	121,502,674	122,440,631
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(124,648,182)	(130,396,697)	(110,333,075)	(115,812,070)
Deposits & Bonds Liability *	(5,919,110)	(6,329,512)	(6,329,512)	(6,329,512)
Grants & Contributions Unspent *	-	-	-	-
	91,753,267	83,046,943	4,840,087	299,049
Closing Funds (as per Financial Activity Statement)	91,753,267	83,046,943	4,840,087	299,049

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)				299,049
GL	202	Remove transport expenses		Operating Expenditure		2,100		301,149
GL	410	Recovery of administration charged to NDIS		Operating Income		46,181		347,330
				Closing Funds Surplus (Deficit)	0	48,281	0	347,330

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 August 2016

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	91,442,206	91,636,641	(194,435)	95,505,565	95,700,000	95,700,000
02 Specified Area Rates	311,669	330,000	(18,331)	311,669	330,000	330,000
05 Fees and Charges	7,063,671	7,264,090	(200,419)	24,168,081	24,368,500	24,368,500
06 Service Charges	440,090	441,000	(910)	440,090	450,000	450,000
10 Grants and Subsidies	2,403,761	1,818,684	585,077	10,249,455	9,664,377	9,357,649
15 Contributions, Donations and Reimbursements	83,692	106,283	(22,591)	616,074	638,665	638,665
20 Interest Earnings	958,752	795,339	163,413	4,935,449	4,772,036	4,772,036
25 Other revenue and Income	-	-	-	-	-	-
Total Operating Revenue	102,703,842	102,392,037	311,805	136,226,382	135,923,578	135,616,850
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(6,853,376)	(6,853,669)	293	(48,089,088)	(48,089,381)	(47,426,397)
51 Employee Costs - Indirect Oncosts	(201,691)	(147,023)	(54,667)	(1,450,661)	(1,395,994)	(1,395,994)
55 Materials and Contracts	(4,537,721)	(6,654,124)	2,116,403	(37,723,735)	(39,840,139)	(41,209,671)
65 Utilities	(669,479)	(761,276)	91,797	(4,592,728)	(4,684,525)	(4,684,525)
70 Interest Expenses	-	-	-	(930,000)	(930,000)	(930,000)
75 Insurances	(1,244,130)	(1,282,521)	38,391	(2,205,657)	(2,244,048)	(2,244,048)
80 Other Expenses	(1,406,264)	(1,557,461)	151,197	(8,822,320)	(8,973,516)	(7,328,893)
85 Depreciation on Non Current Assets	(4,440,888)	(4,590,798)	149,910	(27,394,836)	(27,544,746)	(27,544,746)
Add Back: Indirect Costs Allocated to Capital Works	406,213	415,565	(9,352)	2,220,469	2,229,821	2,229,821
Total Operating Expenditure	(18,947,336)	(21,431,308)	2,483,972	(128,988,556)	(131,472,528)	(130,534,453)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	83,756,506	80,960,729	2,795,777	7,237,827	4,451,050	5,082,396
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	457,781	93,343	364,438	17,101,208	16,736,770	21,075,184
16 Contributions - Asset Development	4,736,917	3,445,406	1,291,512	14,877,696	13,586,184	13,891,922
95 Profit/(Loss) on Sale of Assets	27,463	3,923,500	(3,896,037)	11,428,613	15,324,650	14,650
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	-	-
Total Non-Operating Activities	5,222,162	7,462,249	(2,240,087)	43,407,517	45,647,604	34,981,756
NET RESULT	88,978,668	88,422,978	555,690	50,645,344	50,098,654	40,064,152

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>Community Services:</u>				
Recreational Services	87,869	94,797	568,780	568,780
South Lake Leisure Centre	308,080	382,858	2,231,074	2,231,074
Law and Public Safety	56,719	86,416	518,496	518,496
	457,918	564,071	5,141,627	5,141,627
<u>Waste Services:</u>				
Waste Collection Services	2,563,802	2,515,909	2,675,000	2,675,000
Waste Disposal Services	1,008,206	1,205,432	7,232,593	7,232,593
	3,572,007	3,721,341	9,907,593	9,907,593
<u>Infrastructure Services:</u>				
Marina & Coastal Services	793,685	885,253	1,068,802	1,068,802
	793,685	885,253	1,068,802	1,068,802
	4,823,610	5,170,665	16,118,022	16,118,022

Note 2.

Additional information on Salaries and
Direct On-Costs by each Division.

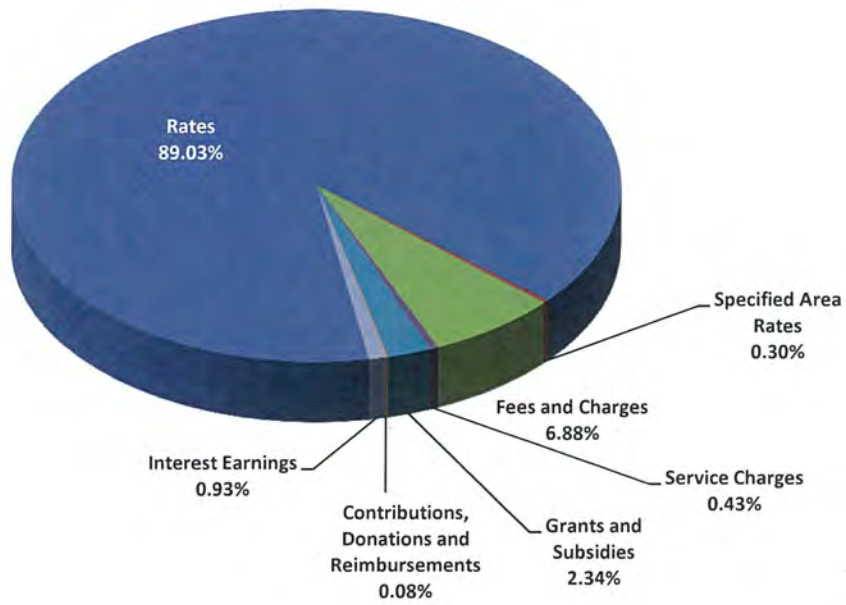
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(324,323)	(367,293)	(2,578,913)	(2,578,913)
Finance & Corporate Services Division	(1,068,226)	(1,030,767)	(7,232,487)	(7,232,487)
Governance & Community Services Division	(2,155,234)	(2,077,659)	(15,206,986)	(14,544,002)
Planning & Development Division	(771,719)	(804,459)	(5,488,489)	(5,488,489)
Engineering & Works Division	(2,533,874)	(2,573,491)	(17,582,506)	(17,582,506)
	(6,853,376)	(6,853,669)	(48,089,381)	(47,426,397)

Note 3

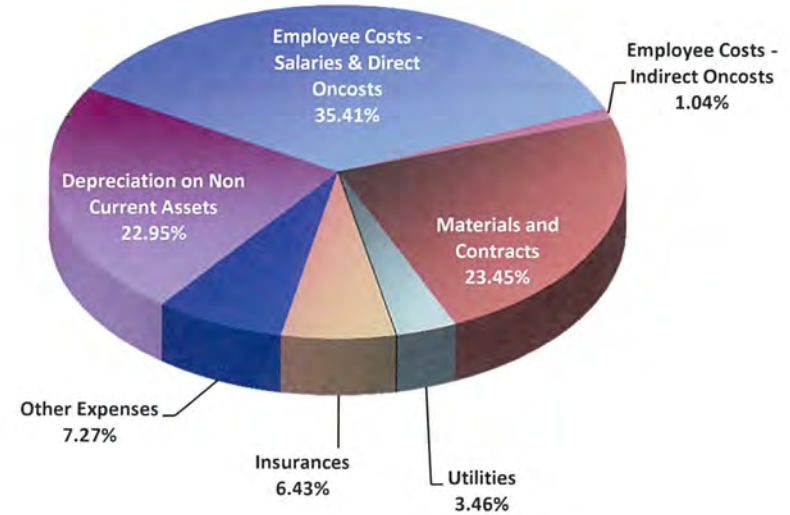
Additional information on Materials and
Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(318,174)	(328,902)	(1,972,151)	(2,113,205)
Finance & Corporate Services Division	(355,319)	(695,988)	(3,858,696)	(3,796,510)
Governance & Community Services Division	(1,154,671)	(1,722,909)	(10,472,568)	(10,577,544)
Planning & Development Division	(145,486)	(147,288)	(1,157,591)	(1,135,933)
Engineering & Works Division	(2,564,071)	(3,759,037)	(22,379,133)	(23,586,480)
Not Applicable	0	0	0	0
	(4,537,721)	(6,654,124)	(39,840,139)	(41,209,671)

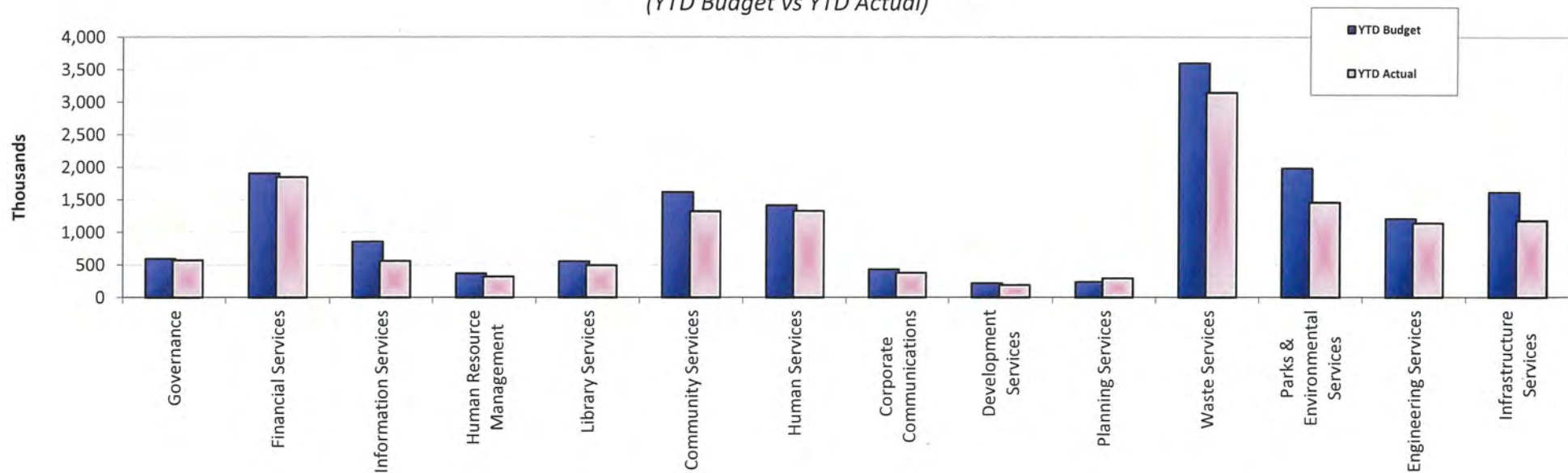
Operating Income by Nature and Type
(YTD Actual)



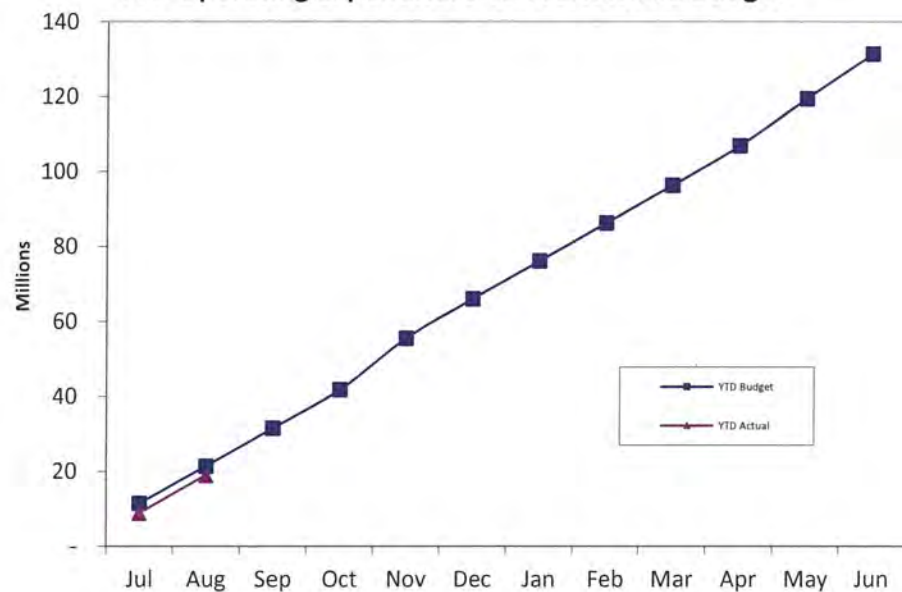
Operating Expenditure by Nature and Type
(YTD Actual)



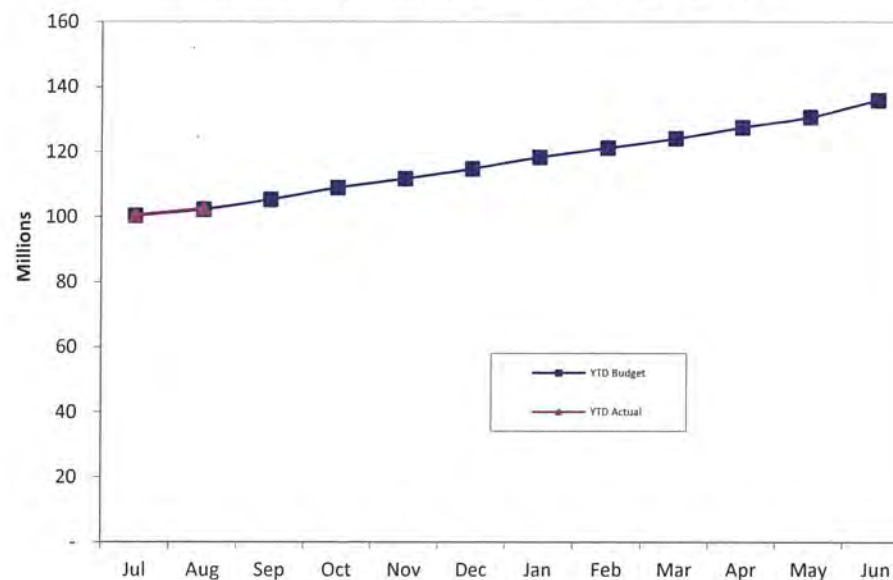
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



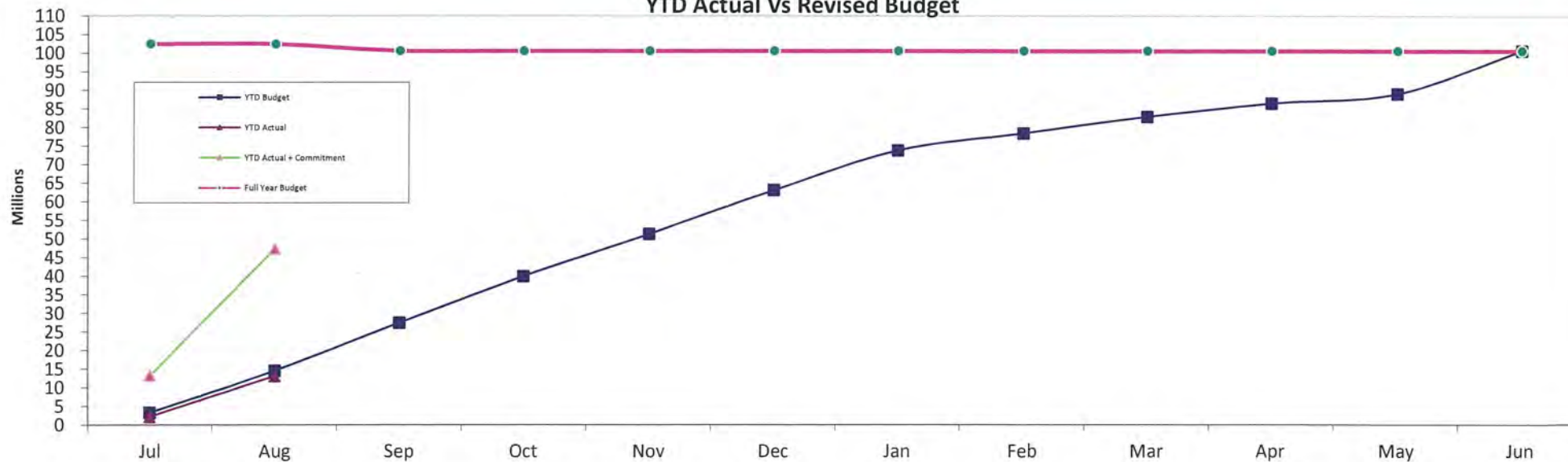
YTD Operating Expenditure Vs YTD Revised Budget



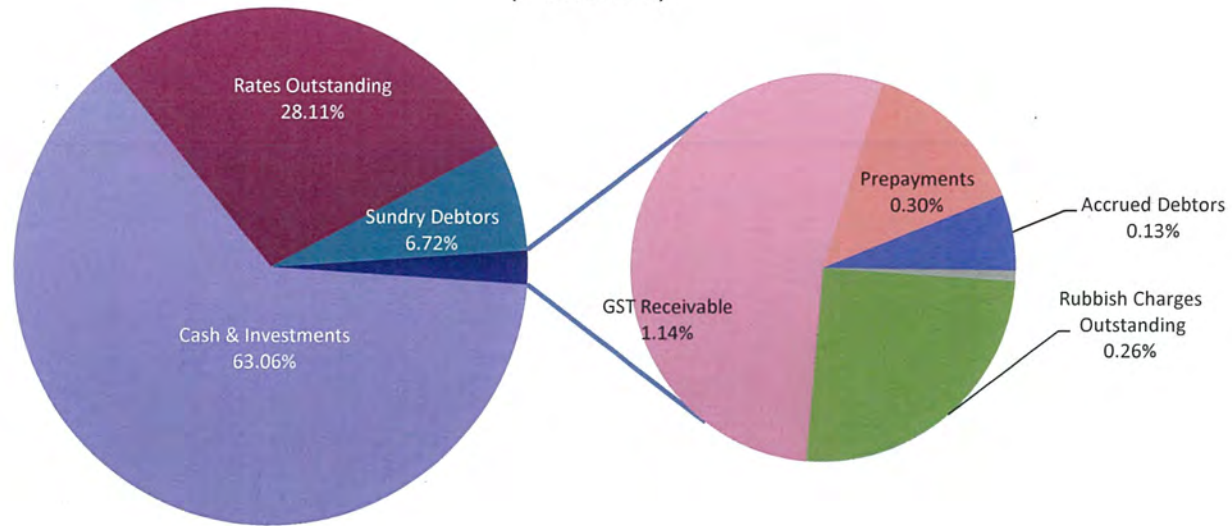
YTD Operating Income Vs YTD Revised Budget



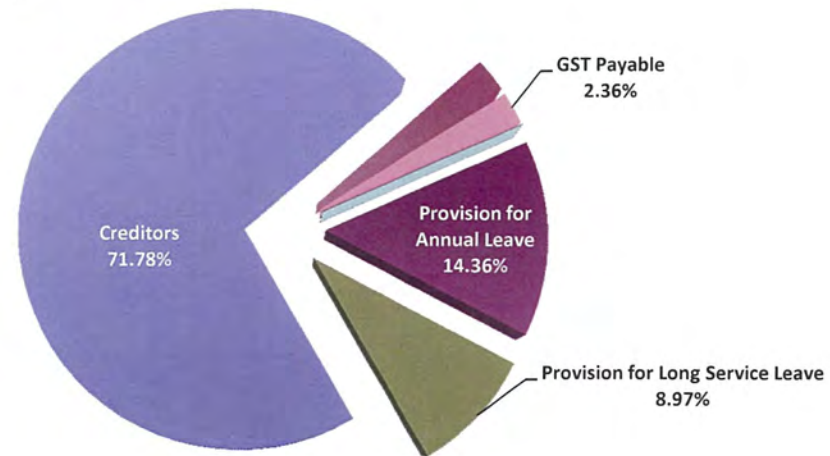
Capital Expenditure YTD Actual Vs Revised Budget



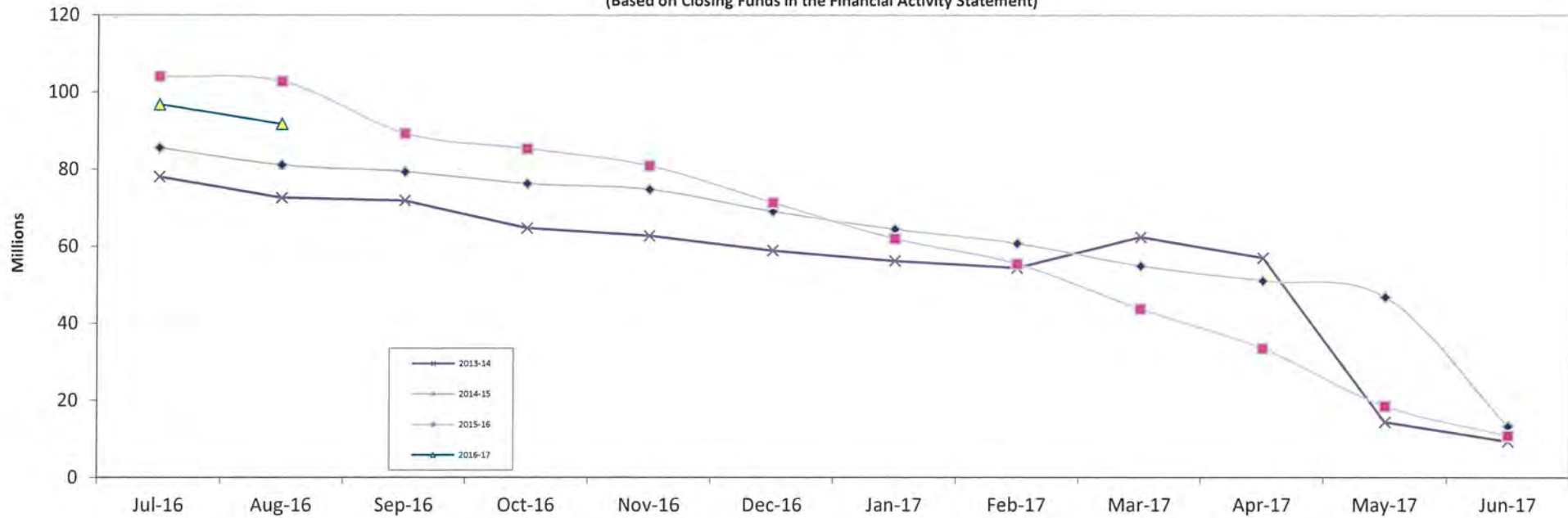
Current Assets (YTD Actual)



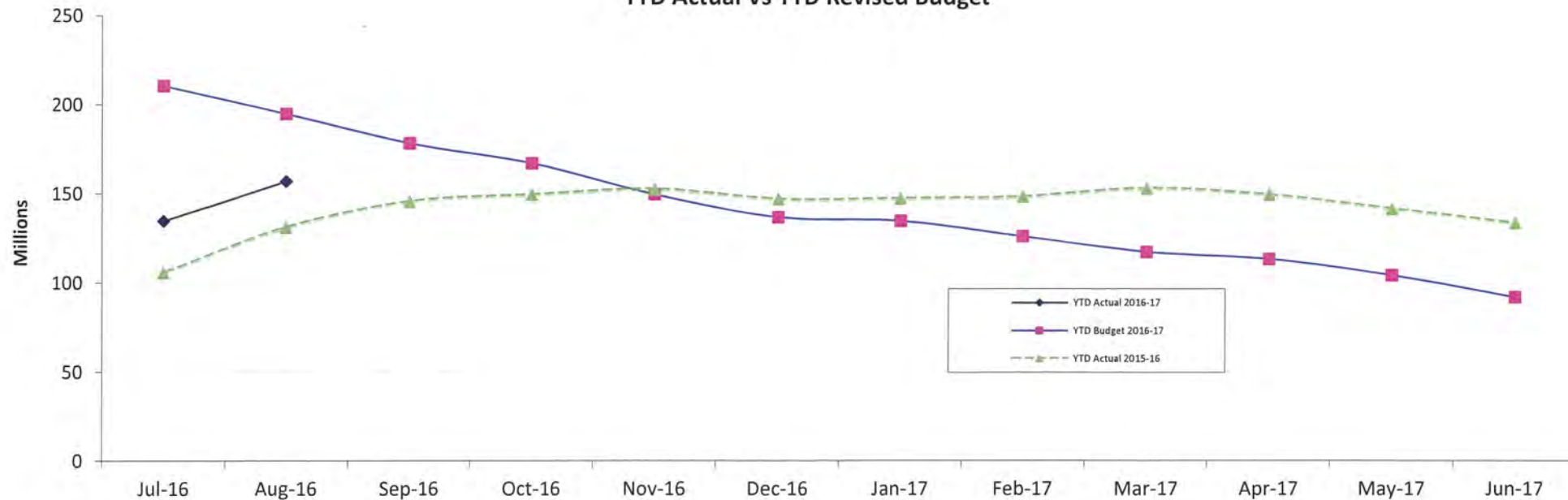
Current Liabilities (YTD Actual)



Municipal Liquidity Over the Year
(Based on Closing Funds in the Financial Activity Statement)



Cash & Investments Positions
YTD Actual Vs YTD Revised Budget



City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31 August 2016

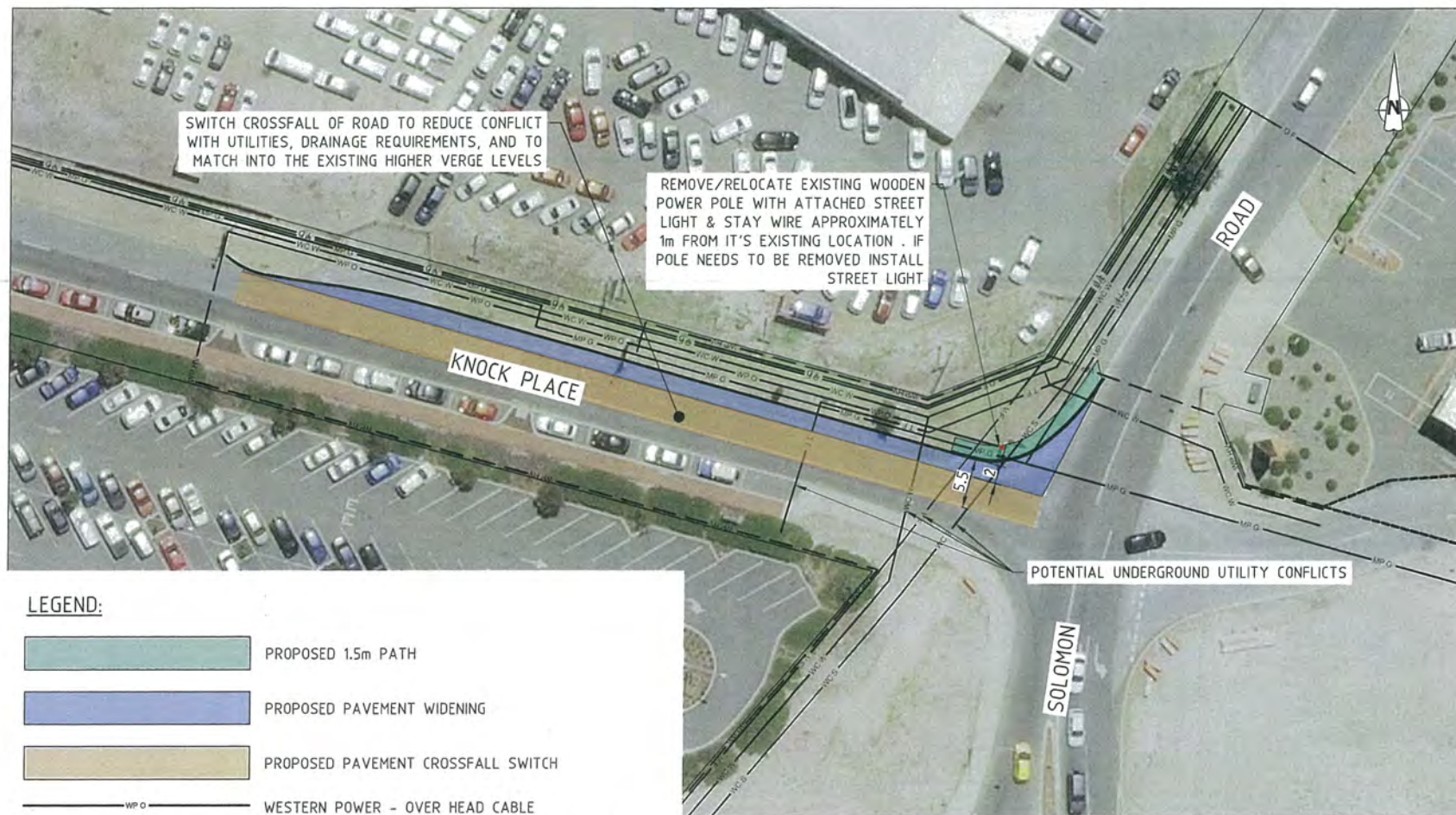
Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Council Funded										
Bibra Lake Management Plan Reserve	532,426	985,439	10,648	4,237	-	-	(789,367)	(13,746)	(246,293)	975,929
C/FWD Projects Reserve	498,831	4,020,698	-	-	7,500,000	7,500,000	(6,465,206)	(1,909,995)	1,533,625	9,610,703
CCW Development Fund	15,647,202	10,880,762	53,000	79,835	8,300,000	8,300,000	(17,814,000)	(7,585,522)	6,186,202	11,675,075
Community Infrastructure	11,229,764	12,096,036	109,782	50,531	1,304,636	-	(4,010,722)	(264,192)	8,633,460	11,882,374
Community Surveillance Levy Reserve	1,229,695	1,245,490	22,594	5,357	200,000	-	(334,000)	(5,792)	1,118,289	1,245,056
DCD Redundancies Reserve	39,839	40,825	797	176	-	-	-	-	40,636	41,001
Environmental Offset Reserve	284,550	291,595	7,691	1,257	-	-	-	-	292,241	292,852
Green House Emissions Reductions	478,171	901,331	10,330	3,884	1,450,000	-	(2,362,700)	(480)	(424,199)	904,735
HWRP Post Closure Management	2,089,461	2,322,695	47,780	10,007	-	-	(100,000)	(2,050)	2,037,241	2,330,652
Information Technology	259,123	379,658	8,082	1,636	100,000	-	(177,186)	-	190,019	381,294
Land Development & Investment Fund Reserve	14,799,330	6,348,831	251,777	26,285	15,130,095	78,771	(10,602,895)	(1,346,587)	19,578,307	5,107,300
Major Buildings Refurbishment	9,706,691	9,828,567	133,850	42,362	1,500,000	-	-	-	11,340,541	9,870,929
Municipal Elections	14,027	34,213	2,681	147	120,000	-	-	-	136,708	34,361
Naval Base Shacks	969,751	935,871	22,969	4,053	158,696	-	-	-	1,151,416	939,923
Plant & Vehicle Replacement	6,527,521	8,252,372	105,975	35,583	2,949,690	-	(4,413,350)	(339,650)	5,169,836	7,948,304
Port Coogee Marina Assets Replcmt	-	-	-	-	-	-	(50,000)	-	(50,000)	-
Port Coogee Special Maintenance Reserve	1,325,909	1,400,129	26,794	5,734	274,000	-	(313,509)	(182,377)	1,313,194	1,223,486
Port Coogee Waterways Reserve	-	-	8,685	288	188,590	132,590	(79,742)	-	117,533	132,878
Port Coogee WEMP	-	-	40,372	-	2,100,000	-	(203,192)	-	1,937,180	-
Roads & Drainage Infrastructure	2,593,975	8,159,206	64,880	35,949	4,250,000	3,000,000	(3,552,542)	(15,711)	3,356,313	11,179,444
Staff Payments & Entitlements	2,133,594	2,115,293	45,068	9,117	119,822	-	(162,000)	-	2,136,484	2,124,410
Waste & Recycling	23,007,894	23,846,752	348,847	84,776	1,949,433	-	(12,598,318)	(8,300,000)	12,707,855	15,631,528
Waste Collection Levy	1,566,660	2,641,530	63,366	11,153	1,638,621	-	(1,385,000)	(58,308)	1,883,647	2,594,375
Workers Compensation	504,509	488,961	8,090	2,107	-	-	-	-	512,599	491,069
POS Cash in Lieu (Restricted Funds)	5,256,925	5,471,641	108,937	23,583	96,000	96,000	(65,000)	(65,000)	5,396,862	5,526,225
	100,695,848	102,687,894	1,502,995	438,058	49,329,583	19,107,361	(65,478,729)	(20,089,410)	86,049,696	102,143,903
Grant Funded										
Aged & Disabled Vehicle Expenses	172,895	326,947	8,628	1,409	-	-	(162,000)	-	19,523	328,356
CIHF Building Maintenance Resrv	3,189,423	3,323,192	-	14,323	1,400,000	-	(250,000)	-	4,339,423	3,337,515
Family Day Care Accumulation Fund	-	8,295	-	18	-	-	-	-	-	8,313
Naval Base Shack Removal Reserve	456,167	461,814	10,217	1,990	54,693	-	-	-	521,077	463,804
Restricted Grants & Contributions Resrv	2,077,647	2,230,479	-	-	-	-	(1,835,834)	(2,233,204)	241,813	(2,725)
UNDERGROUND POWER	208,864	222,504	-	959	-	-	-	-	208,864	223,463
Welfare Projects Employee Entitlements	454,366	479,810	10,933	1,971	13,000	2,167	-	-	478,299	483,948
	6,559,363	7,053,040	29,778	20,672	1,467,693	2,167	(2,247,834)	(2,233,204)	5,809,000	4,842,675
Development Cont. Plans										
Aubin Grove DCP	178,293	500	4,705	381	-	-	(656)	-	182,342	881
Cockburn Coast DCP14	-	(66,932)	-	(288)	-	-	(54,716)	-	(54,716)	(67,220)
Community Infrastructure DCA 13	8,567,662	10,361,258	220,238	45,331	5,000,000	1,299,915	(5,265,800)	(731,611)	8,522,100	10,974,893
Gaebler Rd Development Cont. Plans	1,020,949	500	18,924	2	-	-	(3,385)	-	1,036,488	502
Hammond Park DCP	847,961	975,033	9,354	4,518	396,000	145,483	(15,491)	-	1,237,824	1,125,034
Munster Development	1,140,507	1,079,480	18,147	4,653	443,798	14,837	(10,883)	-	1,591,569	1,098,970
Muriel Court Development Contribution	105,882	(92,248)	-	(398)	206,000	-	(32,025)	-	279,857	(92,646)
Packham North - DCP 12	430,828	25,036	10,529	108	434,388	-	(7,128)	-	868,617	25,144
Solomon Road DCP	531,776	617,423	8,493	2,661	120,000	-	(5,166)	-	655,103	620,085
Success Lakes Development	909,215	500	3,817	2	-	-	(1,061)	-	911,971	502
Success Nth Development Cont. Plans	1,721,054	2,398,845	15,311	10,339	11,700	-	(4,596)	-	1,743,469	2,409,184
Thomas St Development Cont. Plans	12,686	12,699	294	55	-	-	-	-	12,980	12,754
Wattleup DCP 10	(12,571)	(3,401)	-	(15)	-	-	(10,161)	-	(22,732)	(3,416)
Yangebup East Development Cont. Plans	984,159	1,130,859	6,026	4,874	130,036	-	(2,161)	-	1,118,060	1,135,733
Yangebup West Development Cont. Plans	384,413	419,471	9,195	1,733	-	-	(2,161)	-	391,447	421,204
	16,822,813	16,859,023	325,033	73,957	6,741,922	1,460,235	(5,415,390)	(731,611)	18,474,378	17,661,605
Total Reserves										
	124,078,024	126,599,957	1,857,806	532,687	57,539,198	20,569,763	(73,141,953)	(23,054,224)	110,333,075	124,648,182

Total Reserves




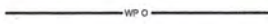
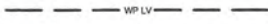
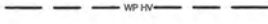
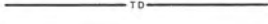

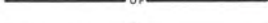




DETAILED BUDGET AMENDMENTS REPORT

for the period ended 31 August 2016

PROJECT/ACTIVITY LIST		ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
					RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
CW 1561	Purchase of 136 Belladonna Drv Yangebup		181,818		(181,818)			
GL 410	Reduction to the recovery for management charges in NDIS program						2,843	
GL 355	Increase in the recovery for administration charges in NDIS program						(49,024)	
CW 1403	Transfer Kofax OCR lease budget to Business Intelligence project		(50,000)		50,000			
OP 8822	Increase budget received from Kofax OCR lease		50,000		(50,000)			
OP 8858	Aboriginal Elders/Roe 8 Highway funded from contingency		2,000				(2,000)	
OP 8272	Funding Aboriginal Elders/Roe 8 Highway		(2,000)				2,000	
GL 410	Increase in grant due to indexation		159,228			(159,228)		
CW 1430	Cockburn Central CCTV funded by WA Police		175,000			(175,000)		
CW 3544	MRRG received for North Lake Road		760,000			(760,000)		
OP 8260	Bond refunded from POS Lot 300 Clontarf Rd, Hamilton Hill			96,000		(96,000)		
			1,276,046	96,000	(181,818)	(1,190,228)	(46,181)	0



LEGEND:

	PROPOSED 1.5m PATH
	PROPOSED PAVEMENT WIDENING
	PROPOSED PAVEMENT CROSSFALL SWITCH
	WESTERN POWER - OVER HEAD CABLE
	WESTERN POWER - LOW VOLTAGE UNDER GROUND CABLE
	WESTERN POWER - HIGH VOLTAGE UNDER GROUND CABLE
	TELSTRA - DISTRIBUTER CABLE
	TELSTRA - FIBRE OPTIC CABLE
	OPTUS - FIBRE OPTIC CABLE
	VOCUS - FIBRE OPTIC CABLE
	WATER CORPORATION - WATER RETICULATION MAIN
	WATER CORPORATION - SEWER MAIN
	MEDIUM PRESSURE GAS

NOTE:

1. BOUNDARIES ARE SCHEMATIC ONLY.

REV	DESCRIPTION	DRAWN	DATE	CHECKED



CITY OF COCKBURN
 9 COLEVILLE CRESCENT, SPEARWOOD WA 6103
 PHONE: (08) 9411 3444 FAX: (08) 9347 3333

TITLE KNOCK PLACE & SOLOMON ROAD
 INTERSECTION MINOR WIDENING
 CONCEPT PLAN

DESIGNED J.M.	APPROVED	SCALE 1:500	JOB No.
DRAWN T.C.	DESIGN MANAGER	DWG No.	SHEET No.
CHECKED			REV

ORIGINAL SIZE A3

Project	Knock Place and Solomon Road Intersection
Project Number	

Road Construction	Length	Width	Depth	m2	m3/tonne	Material /Disposal	Hire Plant Cost	Wages cost	Plant cost internal	Material unit cost	l/m	per m2	per m3	Days	Total
Box out	140	2	0.33	280.00	92.40	\$ -	\$ 525.76	\$ 727.65	\$ 358.97	\$ 25.00	\$ 11.52	\$ 5.76	\$ 17.45	0.1848	\$ 1,612.38
Limestone	140	2	0.2	280.00	56.00	\$ 488.19	\$ 796.60	\$ 1,102.50	\$ 543.90	\$ 12.82	\$ 20.94	\$ 10.47	\$ 52.34	0.28	\$ 2,931.19
Roadbase	140	2	0.1	280.00	28.00	\$ 593.88	\$ 398.30	\$ 551.25	\$ 271.95	\$ 21.21	\$ 12.97	\$ 6.48	\$ 64.84	0.14	\$ 1,815.38
Chip Seal	120	2		240.00	0.00	\$ 1,200.00				\$ 5.00	\$ 10.00	\$ 5.00	#DIV/0!		\$ 1,200.00
Asphalt Thick Lift	90	3.5	0.165	315.00	124.74	\$ 24,573.78				\$ 197.00	\$ 273.04	\$ 78.01	\$ 197.00		\$ 24,573.78
Asphalt Wearing Coarse	120	2	0.03	240.00	17.28	\$ 2,902.35				\$ 167.96	\$ 24.19	\$ 12.09	\$ 167.96		\$ 2,902.35
Kerbing	105			0.00	0.00	\$ 2,205.00	\$ -	\$ -	\$ -	\$ 21.00	\$ 21.00	#DIV/0!	#DIV/0!		\$ 2,205.00
										\$ 266.00	\$ 133.00				\$ 37,240.07

Footpath Construction	Length	Width	Depth	m2	m3/tonne	Material	Hire Plant Cost	Wages cost	Plant cost internal	Material unit cost	l/m	per m2	per m3	Days	Total
Concrete path includes box out	20	1.5	0.1	30	3	\$ -					\$ 78.00	\$ 52.00	\$ 520.00	0.2	\$ 1,560.00
															\$ 1,560.00

\$ 12.00

Drainage	Lid	Liner	Base			Material	Hire Plant Cost	Wages cost	Plant cost internal	Lid unit cost	Liner unit cost	Base unit cost	per m2	Days	Total
COMPONENTS															
Combination SEP 1060 liner x 1200 deep	2	2	2			\$ 2,186.84	\$ -	\$ 1,312.50	\$ 466.67	\$ 572.00	\$ 406.56	\$ 114.86		0.66667	\$ 3,966.01
															\$ 3,966.01

Extra Costs	unit cost	Days	Each	Hours	L/M	M2	M3								Total
Design Costs	\$ 935.00	5.00													\$ 4,675.00
Design Survey	\$ 1,100.00	2.00													\$ 2,200.00
Design Service Locations	\$ 3,000.00														\$ 3,000.00
Setout Survey	\$ 1,100.00	1.00													\$ 1,100.00
Traffic Control	\$ 1,500.00	3.00													\$ 4,500.00
Aslab	\$ 750.00		3												\$ 2,250.00
Telcommunications Locating	\$ 350.00		3												\$ 1,050.00
Western Power Locating	\$ 350.00		1												\$ 350.00
Water Authority Locating	\$ 350.00		2												\$ 700.00
Alinta gas	\$ 350.00		1												\$ 350.00
Tactile	\$ 45.00		20												\$ 900.00
Pedestrian Ramp	\$ 1,500.00		2												\$ 3,000.00
Street Light single outreach	\$ 7,500.00		1												\$ 7,500.00
Street Light Conduit,Cabling, & Boring	\$ 150.00		40												\$ 6,000.00
Overhead Power removal	\$ 15,000.00		1												\$ 15,000.00
Profiler - mob Small	\$ 312.00			6.00											\$ 1,872.00
Remove Existing Concrete Path/Infill	\$ 75.00						3								\$ 225.00
Removal existing kerbing	\$ 35.00				100.00										\$ 3,500.00
Disposal of unsuitable material (Henderson Gate Fees Only)	\$ 155.00						130.5								\$ 20,227.50
															\$ 78,399.50

TOTAL COST OF PROJECT PLUS 15% CONTINGENCY	\$139,340.42
--	--------------

Note:

This Cost Estimate for the widening of Knock place at Solomon Road is based on a concept design with no located utility services and does not consider any of the following cost: relocation of utility assets besides those owned by Western Power.



HOW TO START A FOOD IS FREE PROJECT

A GUIDE TO GROWING
FOOD AND COMMUNITY
IN YOUR FRONT YARD

foodisfreeproject.org

#FOODISFREE



FOOD IS FREE

HELLO!

John here with the Food is Free Project. What started as a simple front yard community garden with a #foodisfree sign has evolved to become a worldwide movement. Over 200 cities around the world have started Food is Free chapters. We're here to offer advice about how to rally friends and neighbors, find free or salvaged resources, and take action in your community. When we come together to grow, there is abundance for everyone.



FOOD IS FREE

FOOD IS FREE

FOOD IS FREE

FOOD IS FREE

CONSIDER:

Each Food is Free Project will look a bit different, tailoring to fit the needs of the community. You will meet other like-minded individuals as you put yourself out there and take the first steps. Even if it feels a little vulnerable, know that you are not alone. Together we're creating a decentralized food system grown by and for the people. Food is Free.

Onward and upward,
John and the folks at Food is Free



FOOD IS FREE

FOOD IS FREE

FOOD IS FREE

STEP 1

DECLARATION

Start sharing your vision and ideas with friends and neighbors. Start a Facebook page for "Food is Free (your city or neighborhood)". Invite others to join you. Everything that exists was first a thought, so dream big and know this worldwide community supports you.



STEP 2

LOCATION

Find a spot for the first #foodisfree garden or #foodisfree sharing table. It can be in your front yard, a friend's place, apartment courtyard or a container garden on your porch. Get creative and there's always a place to grow. Consider a place where people will walk past it and be inspired.



FOODISFREEPROJECT.ORG

STEP 3

DISCOVER RESOURCES

Identify what materials and tools you have as well as what you still need. There are so many free resources in the community: free mulch, coffee grounds, yard trimmings, pallets and more. Check craigslist, freecycle, or contractors about salvaged items. Don't be afraid to ask.



FOODISFREEPROJECT.ORG

STEP 4

PLANTING

It all starts with that first garden. Go for it and invite friends and neighbors to join. It's okay to make mistakes. We all learn faster and have fun when we grow together. Enjoy the interactions with neighbors and let them know you'll be sharing the coming harvest.



FOODISFREEPROJECT.ORG

STEP 5

SHARING

Sharing what we grow is exciting. It's such a joy to share our harvest and connect with others, growing community as well as food. It's funny how the more we give the more we receive. Share your #foodisfree photos on social media to keep the ripple of inspiration going.



FOODISFREEPROJECT.ORG

GROWING THE PROJECT

Congratulations and thank you for sharing the vision and taking action to uplift your piece of the world. Things will evolve and unfold organically. Spread the word with local media and document your progress with photos. Share them with us on social media and let us know if we can offer advice. We're all in this together. Here's to creating a world of abundance.



FOODISFREEPROJECT.ORG

Never underestimate your ability to inspire your community. Start the ripple on your street!

Stay tuned to foodisfreeproject.org for resources, videos and ideas.

If you're inspired to make a one-time or recurring donation to support the Food is Free Project, **click here** and thank you!

Follow us on:



FOODISFREEPROJECT.ORG



REV	DESCRIPTION	DRAWN	DATE	CHECKED
A	ABOVED EXISTING POWELL RESERVE OVERFLOW SUMP AND CULVERT			



CITY OF COCKBURN
 9 COLEVILLE CRESCENT, SPEARWOOD WA 6163
 PHONE: (08) 9411 3444 FAX: (08) 9347 3333

TITLE

**COOGEE SURF CLUB
 PROPOSED CARPARK
 CONCEPT PLAN OPTION 1**

DESIGNED	T.C.	APPROVED	SCALE	1:1000	JOB No.
DRAWN	T.C.	DESIGN MANAGER	DWG No.	SHEET No.	REV
CHECKED					A

ORIGINAL SIZE A3

S:\Engineering and Plans\Engineering\Design\Projects\Cockburn Road and Poore Grove\Project\1.2 Design\1.2 Drawings\Updated Design\Car Park Y 1 & Survey 30 Redesign

SHEET No. 010



ORIGINAL SIZE A3

REV	DESCRIPTION	DRAWN	DATE	CHECKED



CITY OF COCKBURN

9 COLEVILLE CRESCENT, SPEARWOOD WA 6163
PHONE: (08) 9411 3444 FAX: (08) 9547 3333

TITLE

COOGEE SURF CLUB
PROPOSED CARPARK
CONCEPT PLAN OPTION 2

DESIGNED T.C.	APPROVED	SCALE 1:1000	JOB No.
DRAWN T.C.		DATE	SHEET No.
CHECKED	DESIGN MANAGER		REV



Government of Western Australia
Department of Environment Regulation

Your ref:
Our ref: CPS 6973/1
Enquiries: Caron Macneall
Phone: 9333 7468
Email: nvp@der.wa.gov.au

Mr Stephen Cain
Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

Attn: Ms Linda Metz

Dear Mr Cain

APPLICATION TO CLEAR NATIVE VEGETATION UNDER THE ENVIRONMENTAL PROTECTION ACT 1986

I refer to the City of Cockburn's application to clear 0.512 hectares of native vegetation within Lot 172 on Deposited Plan 93642 and Lot 304 on Deposited Plan 50276, Coogee, for a carpark (reference CPS 6973/1), and to my letter of 13 June 2016 inviting you to provide advice on how you intend to avoid, minimise or offset the environmental impacts of the proposed clearing.

Thank you for the email received from Ms Linda Metz on 12 July 2016, providing further information in relation to offsetting the significant residual environmental impacts of the proposed clearing. I note that you propose an offset of 3.28 hectares to address the proposed clearing of 0.512 hectares impacting a threatened ecological community (TEC), a Bush Forever site and an approved offset for previous clearing that impacted a TEC and a Bush Forever site.

I advise that further information is required to enable assessment of the suitability of the proposed offset. As a minimum, this information should include:

- a map of the area proposed to be used as the offset site;
- the type of offset being proposed (noting that the advice provided indicates revegetation);
- the methodology proposed to achieve the offset (for example a revegetation plan); and
- relevant permission and approvals from the vesting authority (if not the City of Cockburn) to establish the offset.

I would appreciate your advice on this matter within 30 days from the date of this letter.

If you have any queries regarding this application, please contact Clearing Regulation Officer Ms Caron Macneall on 9333 7468.

Yours sincerely

Kelly Faulkner
EXECUTIVE DIRECTOR
LICENSING AND APPROVALS

*Officer delegated under Section 20
of the Environmental Protection Act 1986*

9 August 2016

The Atrium, 168 St Georges Terrace, Perth WA 6000
Phone: (08) 6467 5000 Fax (08) 6467 5562
Postal address: Locked Bag 33, Cloisters Square, Perth WA 6850
www.der.wa.gov.au

Lynette Jakovcevic

From: Cousins, Rod <Rod.Cousins@pta.wa.gov.au>
Sent: Monday, 13 June 2016 11:52 AM
To: Daniel Arndt; Lee Gatt; Anton Lees; Charles Sullivan
Cc: Wedge, Leoni
Subject: Lot 193 Cockburn Road, Coogee

Good morning Daniel, Lee, Anton & Charles

Further to our meeting on 9th June - subject to the requirements of Main Roads the PTA plans the following:

- To offer part of the land in the former rail corridor running adjacent to Cockburn Road to the open market. That process is likely to take some time (years) and the PTA is therefore happy to offer an extended period of licence (to 2022) to the City of Cockburn to enable a car park to be constructed on the site for the benefit of the public – it's understood that the Surf Club has a sub-licence over the area for the purpose but the City has proposed extending the Club's current formal car park to the west of the Surf Club albeit in an environmentally sensitive area. The terms of the proposed licence will be the same as are in the current agreement including the 6 month break clause and the need to make good when the licence terminates.
- Propose licences at nominal rental to the City of Cockburn to formalise the City's occupancy of PTA land to the north of the caravan park; and
- To propose that portion of the land abutting the Woodman Point Regional Park to the south to be included in that reserve."

Regards

Rod

Rod Cousins | Manager, Land & Property Services
Infrastructure Planning and Land Services
Public Transport Authority WA | PO Box 8125, Perth Business Centre, WA, 6849
Public Transport Centre, West Parade, Perth, Western Australia

Int: +61 (8) 9326 2307 Ext: 62307 Mobile: 0459 324 169 Email: Rod.Cousins@pta.wa.gov.au



Government of Western Australia
Department of Environment Regulation

Your ref:
Our ref: CPS 6973/1
Enquiries: Caron Macneall
Phone: 9333 7468
Email: nvp@der.wa.gov.au

Mr Stephen Cain
Chief Executive Officer
City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

Attn: Ms Linda Metz

Dear Mr Cain

APPLICATION TO CLEAR NATIVE VEGETATION UNDER THE ENVIRONMENTAL PROTECTION ACT 1986

I refer to the City of Cockburn's application to clear 0.512 hectares of native vegetation within Lot 172 on Deposited Plan 93642 and Lot 304 on Deposited Plan 50276, Coogee, for a carpark (reference CPS 6973/1).

The Department of Environment Regulation (DER) has conducted a preliminary assessment of the native vegetation under application, taking into account information you have provided and information DER has obtained through consultation. In considering this application, the CEO must have regard to the clearing principles contained in Schedule 5 of the *Environmental Protection Act 1986* (EP Act) and also any planning instrument or other relevant matter. A copy of the preliminary assessment report is attached for your perusal.

I advise that the following environmental and planning issues were identified during the desktop assessment:

- The application area is located within an approved offset site for a clearing permit previously granted to the City of Cockburn (CPS 3349/1).
- The vegetation under application is mapped as threatened ecological community (TEC) SCP 30a '*Callitris preissii* (or *Melaleuca lanceolata*) forest and woodlands, Swan Coastal Plain'. The Department of Parks and Wildlife (DPAW) advised that the entire application area consists of this TEC. I am also advised that the TEC is not well represented on the mainland, and that the proposed clearing will impact the TEC at a local scale and may have an impact at a regional scale.
- The application area is located within Bush Forever site 341. The Department of Planning (DoP) advised that the application area is reserved as Parks and Recreation in the Metropolitan Region Scheme and has the Bush Forever implementation category of Bush Forever Reserves (existing or proposed). DoP advised that State Planning Policy 2.8 *Bushland Policy for the Perth Metropolitan Region* outlines specific policy measures for Bush Forever Reserves. DoP also advised that the application is within an offset site for a previous clearing approval. DoP have also advised that it does not support the application. The Department of Planning (DoP) advised that the application is not supported as the proposed clearing is within an offset site for a previous clearing approval.
- The vegetation under application is in good to very good condition (Keighery, 1994), and may comprise significant habitat for black cockatoos.

The Atrium, 168 St Georges Terrace, Perth WA 6000
Phone: (08) 6467 5000 Fax (08) 6467 5562
Postal address: Locked Bag 33, Cloisters Square, Perth WA 6850
www.der.wa.gov.au

Noting the above matters, I invite you to provide advice on how you intend to avoid, minimise or offset the environmental impacts from the proposed clearing. The matters are outlined in the attached preliminary assessment report. Please note that the Western Australian Offsets Policy (2011) states that offsets do not replace proper on-site environmental practises such as avoidance and mitigation. I have attached this policy, along with the WA Environmental Offsets Guidelines and DER's clearing of native vegetation offsets procedures for your information.

I would appreciate your advice on these matters within 30 days of the date of this letter. Should you not provide any additional advice, I will proceed with a decision based on the information that I have to date.

If you have any queries regarding the City of Cockburn's application, please contact Clearing Regulation Officer Ms Caron Macneall on 9333 7468.

Yours sincerely



Kelly Faulkner
EXECUTIVE DIRECTOR
LICENSING AND APPROVALS

*Officer delegated under Section 20
of the Environmental Protection Act 1986*

13 June 2016

Attached: CPS 6973/1 Preliminary Assessment Report
Western Australian Offsets Policy (2011)
Western Australian Offsets Guidelines (2014)



1. Application details

1.1. Permit application details

Permit application No.: 6973/1
Permit type: Purpose Permit

1.2. Applicant details

Applicant's name: City of Cockburn

1.3. Property details

Property: LOT 172 ON PLAN 93642, COOGEE
LOT 304 ON PLAN 50276, COOGEE
Local Government Authority: COCKBURN, CITY OF
DER Region: Greater Swan
DPaW District: SWAN COASTAL
LCDC:
Localities: COOGEE

1.4. Application

Clearing Area (ha)	No. Trees	Method of Clearing	For the purpose of:
0.512		Mechanical Removal	Carpark

2. Site Information

2.1. Existing environment and information

2.1.1. Description of the native vegetation under application

Vegetation Description	Clearing Description	Vegetation Condition	Comment
The vegetation under application is mapped as: <ul style="list-style-type: none"> Beard Vegetation Association 998 is described as Medium woodland; tuart (Shepherd et al, 2001); and Hedde Vegetation Cottesloe Complex-Central And South is comprised of woodland and open forest and closed heath (Hedde et al, 1980). 	The application is to clear 0.512 hectares of native vegetation for the purpose of constructing an additional carpark to service the Coogee Beach Surf Life Saving Club.	Very Good; Vegetation structure altered; obvious signs of disturbance (Keighery, 1994).	The condition (Keighery, 1994) of the vegetation is based on available aerial imagery and advice provided by the Department of Parks and Wildlife (DPaW, 2016). This preliminary assessment is based on desktop information, relevant information obtained from the decision report for clearing permit CPS 3349, and information provided by the applicant. Further information is required prior to making a decision on the application.

3. Assessment of application against clearing principles

(a) Native vegetation should not be cleared if it comprises a high level of biological diversity.

Comments Proposed clearing is at variance to this Principle

The application is to clear 0.512 hectares of native vegetation within Lot 172 on Deposited Plan 93642 and Lot 304 on Deposited Plan 50276, Coogee, for a carpark.

The vegetation under application is in good to very good (Keighery, 1994) condition (Parks and Wildlife, 2016). In 2015 the applicant commissioned a spring Level 1 flora and fauna survey of the application area (GHD, 2015). The flora and fauna survey (GHD, 2015) identified three vegetation communities within the application area:

- *Agonis flexuosa* Low Open Forest (0.153 ha);
- *Callitris preissii* Low Open Forest (0.198 ha); and
- Revegetation (0.16 ha).

The flora and fauna survey identified a total of 31 native flora taxa within the application area, however no rare, priority or locally significant flora were found within the application area (GHD, 2015).

The flora and fauna survey identified 13 native fauna species within the application area (GHD, 2015). No fauna of conservation significance were recorded within the application area, however evidence of foraging by black cockatoos has previously been observed at this site (GHD, 2015).

The vegetation under application is mapped as threatened ecological community (TEC) SCP 30a '*Callitris preissii* (or *Melaleuca lanceolata*) forest and woodlands, Swan Coastal Plain'. The Department of Parks and

Wildlife Species and Communities Branch (Parks and Wildlife) advised that the entire application area consists of this TEC, and that the consultant's conclusion that the presence of planted species precludes the presence of the TEC is not supported. Parks and Wildlife advised that as the TEC is not well represented on the mainland, with approximately 141 hectares in nine occurrences, and as such the proposed clearing will impact the TEC at a local scale and may have an impact at a regional scale (Parks and Wildlife, 2016). The Department of Planning (DoP) advised that it does not support the application as the application area contains this TEC (DoP, 2016).

The application area is located within the Woodman Point Regional Park and Bush Forever site 341 (Woodman Point, Coogee/Munster). The vegetation under application is a portion of a remnant in a significantly cleared area due predominantly to residential and industrial development in the local area (10 kilometre radius), and is recognised as being part of a 'Potential Regionally Significant Bushland/Wetland Linkage' (Government of Western Australia, 2000).

On the basis of the above, it is considered that the vegetation under application is likely to comprise a high level of biological diversity.

Given the above, the proposed clearing is at variance to this Principle.

- Methodology** **References:**
GHD (2015)
Government of Western Australia (2000)
Keighery (1994)
Parks and Wildlife (2016)
- GIS Databases:**
- Bush Forever
- SAC BioDatasets (accessed May 2016)

(b) Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of, a significant habitat for fauna indigenous to Western Australia.

- Comments** **Proposed clearing may be at variance to this Principle**
In 2015 the applicant commissioned a spring Level 1 flora and fauna survey of the application area (GHD, 2015). The flora and fauna survey identified 13 native fauna species within the application area (GHD, 2015). No fauna of conservation significance were recorded within the application area, however evidence of foraging by black cockatoos has previously been observed at this site (GHD, 2015). On this basis it is considered that the vegetation under application may be significant as fauna habitat.

Given the above, the proposed clearing may be at variance to this Principle.

- Methodology** **References:**
GHD (2015)
- GIS Databases:**
- SAC BioDatasets (accessed May 2016)

(c) Native vegetation should not be cleared if it includes, or is necessary for the continued existence of, rare flora.

- Comments** **Proposed clearing is not likely to be at variance to this Principle**
In 2015 the applicant commissioned a spring Level 1 flora and fauna survey of the application area (GHD, 2015). The flora and fauna survey did not identify rare flora within the application area. On this basis it is considered that the vegetation under application is unlikely to include or be necessary for the continued existence of rare flora.

Given the above, the proposed clearing is not likely to be at variance to this Principle.

- Methodology** **References:**
GHD (2015)
- GIS Databases:**
- SAC BioDatasets (accessed May 2016)

(d) Native vegetation should not be cleared if it comprises the whole or a part of, or is necessary for the maintenance of a threatened ecological community.

- Comments** **Proposed clearing is at variance to this Principle**
The vegetation under application is mapped as threatened ecological community (TEC) SCP 30a '*Callitris preissii* (or *Melaleuca lanceolata*) forest and woodlands, Swan Coastal Plain'. The decision report for clearing permit CPS 3349 for an adjacent 1.81 hectare car parking area indicates that the extent of this TEC at the

Disclaimer: This document is DER's preliminary assessment based on information available as at 12 June 2016.
This document is not a final report and does not constitute a decision on the application to clear native vegetation

Woodman Point locality was approximately 54 hectares in 2009.

The Department of Parks and Wildlife Species and Communities Branch (Parks and Wildlife) advised that community SCP30a '*Callitris preissii* (or *Melaleuca lanceolata*) forests and woodlands, Swan Coastal Plain' occurs on the Quindalup system and consists of *Callitris preissii*, *Melaleuca lanceolata* and (occasionally) *Eucalyptus gomphocephala* forests and woodlands. It is restricted to a narrow range from Perth to Garden Island (Parks and Wildlife, 2016). Typically this community has a dense overstorey with relatively few understorey taxa (Parks and Wildlife, 2016). The consultant's report states that there is one occurrence of the SCP30a community type in the project area, however Parks and Wildlife records from survey and ground truthing noted on Parks and Wildlife's TEC database indicate that the entire project area proposed for clearing consists of the TEC SCP30a (Parks and Wildlife, 2016).

The dominant tree species, *Callitris preissii* and *Melaleuca lanceolata* are uncommon on the Swan Coastal Plain, with *Callitris* being particularly uncommon (Parks and Wildlife, 2016). *Callitris preissii* is considered to be an indicator species of the SCP30a TEC and is noted as present in both quadrats in the consultant's report (Parks and Wildlife, 2016). Parks and Wildlife advised that the report's conclusion that the presence of planted species (*Agonis flexuosa*) precludes the presence of a TEC is not supported, and that the proposed clearing therefore considered to equate to 0.512ha of the SCP30a community type, with the condition of the occurrences ranging from Very Good to Good on Bush Forever scales (Parks and Wildlife, 2016).

Parks and Wildlife advised that there are currently 45 occurrences of SCP30a known: 36 of these are located on Rottnest and Garden Island and the remaining nine occurrences are on the mainland (Parks and Wildlife, 2016). The total mapped area of this community type is 624 hectares; 482 hectares of this occurs on Rottnest and Garden Island, and the remainder of the occurrences equate to approximately 141 hectares on the mainland (Parks and Wildlife, 2016). Parks and Wildlife advised that as this community type is not well represented on the mainland the proposed clearing is considered to impact on the TEC at a local scale, and that the proposed clearing may also have an impact on the TEC at a regional scale (Parks and Wildlife, 2016). Although the largest occurrence covers about 196 hectares, the other 35 occurrences are less than 10 hectares in size, therefore occurrences that are relatively small are still significant (Parks and Wildlife, 2016). Many of these occurrences are also fragmented through partial clearing and tracks but are still important components of the community, given its highly restricted occurrence (Parks and Wildlife, 2016). Continual pressures and modifications such as land clearing and inappropriate fire regimes are considered to be the largest threats to this community type (Parks and Wildlife, 2016).

The Department of Planning advised that it does not support the application as the application area contains this TEC (DoP, 2016).

On the basis of the above, it is considered that the vegetation under application comprises the whole or a part of, or is necessary for the maintenance of, a TEC. Noting the advice of Parks and Wildlife, the proposed clearing will impact approximately 1 per cent of the Woodman Point occurrence (as at 2009) and approximately 0.4 per cent of the overall mainland extent of the TEC.

Given the above, the proposed clearing is at variance to this Principle.

Methodology References:
DoP (2016)
GHD (2015)
Parks and Wildlife (2016)

GIS Databases:
- SAC BioDatasets (accessed May 2016)

(e) Native vegetation should not be cleared if it is significant as a remnant of native vegetation in an area that has been extensively cleared.

Comments Proposed clearing may be at variance to this Principle

The national objectives and targets for biodiversity conservation in Australia has a target to prevent clearance of ecological communities with an extent below 30 per cent of that present pre-1750, below which species loss appears to accelerate exponentially at an ecosystem level (Commonwealth of Australia, 2001). The Environmental Protection Authority (2008) recognises the Perth Metropolitan Region as a 'constrained area', within which a target to prevent clearance of ecological communities that are at 10 per cent or less of their pre-European extents.

The vegetation under application is mapped as Heddlé Cottlesloe Complex – Central and South which retains 12.98 per cent of its pre-European extent (Heddlé et al., 1980), and as Beard vegetation unit 998: Medium woodland; tuart (Shepherd et al., 2001) which retain 18.42 per cent of its pre-European extent within the Swan Coastal Plain bioregion (Government of Western Australia, 2014).

According to available aerial imagery the local area (10 kilometre radius, terrestrial) is extensively developed and retains an estimated 15 per cent of its original native vegetation cover.

The vegetation under application is a portion of a remnant in a significantly cleared area due predominantly to

Disclaimer: This document is DER's preliminary assessment based on information available as at 12 June 2016.
This document is not a final report and does not constitute a decision on the application to clear native vegetation

residential and industrial development in the local area (10 kilometre radius), and is recognised as being part of a 'Potential Regionally Significant Bushland/Wetland Linkage' (Government of Western Australia, 2000). The vegetation under application is in good to very good (Keighery, 1994) condition (Parks and Wildlife, 2016).

The vegetation under application is mapped as threatened ecological community (TEC) SCP 30a '*Callitris preissii* (or *Melaleuca lanceolata*) forest and woodlands, Swan Coastal Plain'. Parks and Wildlife advised that there are currently 45 occurrences of SCP30a known with an extent of 624 hectares, of which nine occurrences with an extent of approximately 141 hectares occur on the mainland (Parks and Wildlife, 2016). Parks and Wildlife advised that continual pressures and modifications such as land clearing and inappropriate fire regimes are considered to be the largest threats to this community type (Parks and Wildlife, 2016). The decision report for clearing permit CPS 3349 for an adjacent 1.81 hectare car parking area indicates that the extent of this TEC at the Woodman Point locality was approximately 54 hectares in 2009.

In 2015 the applicant commissioned a spring Level 1 flora and fauna survey of the application area (GHD, 2015). The flora and fauna survey identified 13 native fauna species within the application area (GHD, 2015). No fauna of conservation significance were recorded within the application area, however evidence of foraging by black cockatoos has previously been observed at this site (GHD, 2015).

On the basis of the above, it is considered that the vegetation under application may be significant as a remnant in an extensively cleared area.

Given the above, the proposed clearing may be at variance to this Principle.

- Methodology** **References:**
Commonwealth of Australia (2001)
EPA (2008)
Government of Western Australia (2000)
Government of Western Australia (2014)
Heddlie et al. (1980)
Parks and Wildlife (2016)
Shepherd et al. (2007)
- GIS Databases:**
- Heddlie Vegetation Complexes
- NLWRA, Current Extent of Native Vegetation
- SAC BioDatasets (accessed May 2016)

(f) Native vegetation should not be cleared if it is growing in, or in association with, an environment associated with a watercourse or wetland.

Comments Proposed clearing is not likely to be at variance to this Principle

According to available databases, no wetlands or watercourses are mapped within the application area. The nearest wetland is Market Garden Swamp located approximately 1 kilometre from the application area, and the nearest watercourse is the Swan River located approximately 8.3 kilometres north of the application area. Noting the extent of clearing proposed, the distance to wetlands and watercourses, and the extensively developed local area, it is considered that the vegetation under application is unlikely to be growing in association with a watercourse or wetland.

Given the above, the proposed clearing is not likely to be at variance to this Principle.

- Methodology** **GIS Databases:**
- Geomorphic wetlands (Mgmt categories) - Swan Coastal Plain
- Hydrography, linear

(g) Native vegetation should not be cleared if the clearing of the vegetation is likely to cause appreciable land degradation.

Comments Proposed clearing may be at variance to this Principle

According to available databases, the chief soils within the application area are mapped as being siliceous white sands within an undulating dune landscape (Northcote et al., 1960-68). Coastal environments are highly susceptible to land degradation through wind and water erosion and human and vehicle disturbance.

The majority of this site is mapped as having a low salinity risk. Groundwater salinity is between 500-1000mg/L total dissolved solids.

On the basis of the above, it is considered that the proposed clearing may cause appreciable land degradation in the form of wind and water erosion in the time between the clearing of native vegetation and the surfacing or compacting of the carpark, without proper management.

Given the above, the proposed clearing may be at variance to this Principle.

Methodology **References:**
Northcote et al (1960-68)

GIS Databases:
- Groundwater Salinity
- Salinity Risk LM 25m
- Soils, Statewide

(h) Native vegetation should not be cleared if the clearing of the vegetation is likely to have an impact on the environmental values of any adjacent or nearby conservation area.

Comments Proposed clearing is at variance to this Principle

The application area is located within a number of designated conservation areas including Bush Forever Site 341 (Woodman Point, Coogee/Munster), a System 6 (M90) Conservation Reserve and the southern portion lies within the Woodman Point Regional Park and the Woodman Point Natural Area registered under the Register of National Estate. Woodman Point Regional Park is a Conservation Park vested with the Conservation Commission. Bush Forever Site 341 (Woodman Point, Coogee/Munster) has been included for special protection due to its representation of ecological communities, rarity, general criteria for the protection of wetland, streamline and estuarine fringing vegetation and coastal vegetation, and is recognised as being part of a 'Potential Regionally Significant Bushland/Wetland Linkage' (Government of Western Australia, 2000).

The Department of Planning Policy Development and Review (DoP) advised that the application area is reserved as Parks and Recreation in the Metropolitan Region Scheme and has the Bush Forever implementation category of Bush Forever Reserves (existing or proposed) (DoP, 2016). *State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region* (SPP 2.8), section 5.1.2.1 outlines the specific policy measures for Bush Forever Reserves, namely that there is a general presumption against the clearing of regionally significant bushland, except where a proposal '(e) is consistent with the overall purpose ... or can be reasonably justified with regard to wider environmental, social, economic or recreation needs, ... and reasonable offset strategies are secured to offset any loss of regionally significant bushland, where appropriate and practical' (DoP, 2015).

DoP recommended that if a clearing permit is granted, the following conditions should be included:

- an offset package is prepared and approved by the Department of Environment Regulation for both this application and the original offset proposal prior to the clearing of any native vegetation, in accordance with the WA Environmental Offsets Policy (2011) and Environmental Offsets Guidelines (2014) and Appendix 4 of SPP 2.8;
- no clearing outside the designated development footprint; and
- no fill, construction materials, rubbish or other deleterious matter shall be deposited in Bush Forever site 341.

DoP noted that the application area supports a threatened ecological community (TEC), and has been used as an offset site for the original surf life saving club development, and advised that it does not support the application for these reasons (DoP, 2015). DoP advised that Lot 304 has a management order and is vested in the Conservation Commission for conservation purposes (DoP, 2015).

On the basis of the above, it is considered that the proposed clearing will directly impact conservation areas.

Given the above, the proposed clearing is at variance to this Principle.

Methodology **References:**
DoP (2016)
Government of Western Australia (2000)

GIS Databases:
- SAC BioDatasets (accessed May 2016)

(i) Native vegetation should not be cleared if the clearing of the vegetation is likely to cause deterioration in the quality of surface or underground water.

Comments Proposed clearing is not likely to be at variance to this Principle

The application area is located within the Coastal Hydrographic Catchment within the Murray River Basin. According to available databases, no wetlands or watercourses are mapped within the application area; the nearest wetland is Market Garden Swamp located approximately 1 kilometre from the application area, and the nearest watercourse is the Swan River located approximately 8.3 kilometres north of the application area.

According to available databases, the chief soils within the application area are mapped as being siliceous white sands within an undulating dune landscape (Northcote et al., 1960-68) with an associated risk of wind and water erosion, and the majority of this site is mapped as having a low salinity risk. Groundwater salinity is between 500-1000mg/L total dissolved solids.

On the basis of the above, it is considered that the proposed clearing may result in the export of nutrients,

Disclaimer: This document is DER's preliminary assessment based on information available as at 12 June 2016.
This document is not a final report and does not constitute a decision on the application to clear native vegetation

however noting the extent of the proposed clearing it is considered that the proposed clearing is unlikely to cause deterioration in the quality of surface or underground water.

Given the above, the proposed clearing is not likely to be at variance to this Principle.

Methodology **References:**
Northcote et al. (1960-68)

GIS Databases:
- Geomorphic wetlands (Mgmt Categories)
- Hydrography, linear
- Soils, Statewide
- Swan Coastal Plain - Soils, Statewide

(j) Native vegetation should not be cleared if clearing the vegetation is likely to cause, or exacerbate, the incidence or intensity of flooding.

Comments **Proposal is not likely to be at variance to this Principle**

The application area is located within the Coastal Hydrographic Catchment within the Murray River Basin. According to available databases, no wetlands or watercourses are mapped within the application area. According to available databases, the chief soils within the application area are mapped as being siliceous white sands within an undulating dune landscape (Northcote et al., 1960-68). On this basis it is considered that the proposed clearing is unlikely to cause or exacerbate the incidence or intensity of flooding.

Given the above, the proposed clearing is not likely to be at variance to this principle.

Methodology **References:**
Northcote et al. (1960-68)

GIS Databases:
- Geomorphic wetlands (Mgmt Categories)
- Hydrography, linear
- Soils, Statewide
- Swan Coastal Plain - Soils, Statewide

Planning Instruments and other relevant matters.

Comments The application is to clear 0.512 hectares of native vegetation within Lot 172 on Deposited Plan 93642 and Lot 304 on Deposited Plan 50276, Coogee, for a carpark. Lot 304 on Deposited Plan 50276 is a Conservation Park vested with the Conservation Commission.

On 12 March 2009 the Conservation Commission approved the transfer of a portion of Reserve 49220 affected by the proposed development of the Coogee Beach Surf Life Saving Club facility to the City of Cockburn for amalgamation into the City's existing landholdings within the Woodman Point Regional Park. Attachment 2 to the Conservation Commission's correspondence of 12 March 2009 contains a map prepared by the City of Cockburn which highlights an area of approximately 1.2 hectares of Reserve 49220 proposed to be excised. From this map it is noted that the proposed excision includes the southern portion of the application area currently contained in Lot 304 on Plan 50276, and identifies the application area as being for the purpose of 'Proposed Revegetation & Infill Planting'.

In correspondence dated 4 November 2009, the Conservation Commission advised that the City of Cockburn may proceed with the proposed development without the formality of the land transfer having taken place.

In correspondence dated 15 December 2009, the former Department of Environment and Conservation advised that the Conservation Commission had approved the excision of a further 0.7 hectares of Reserve 49220, corresponding with an area of approximately 0.4966 hectares to be revegetated as part of an approved offset site for clearing permit CPS 3349 granted to the City of Cockburn.

The Department of Planning (DoP) advised that application area is located within an approved offset site for a previous clearing approval, is reserved as Parks and Recreation in the Metropolitan Region Scheme, and has the Bush Forever implementation category of Bush Forever Reserves (existing or proposed) (DoP, 2016). The DoP advised that the application area is (DoP, 2016). DoP advised that State Planning Policy 2.8 *Bushland Policy for the Perth Metropolitan Region* outlines specific policy measures for Bush Forever Reserves (as outlined under Principle (h) in this report).

Clearing permit CPS 3349 authorised the clearing of 1.81 hectares of native vegetation in very good to degraded (Keighery, 1994) condition, located within Woodman Point Regional Park and Bush Forever site 341, and which impacted 1.5 hectares of TEC SCP 30a *Callitris preissii* (or *Melaleuca lanceolata*) forest and woodlands, Swan Coastal Plain. The approved offset for this clearing comprises 6.49 hectares of revegetation.

The current application area is within areas 'B', 'C' and 'H' of the 'northern zone' of the approval offset. The grant of a clearing permit for the current application would require an offset to address the loss of areas 'B', 'C' and 'H', and an additional offset to address the impacts identified for the current application.

The application was advertised in *The West Australian* newspaper on 21 March 2016 for a 21-day submission period. No public submissions were received.

No Aboriginal sites of significance are mapped within the application area.

Methodology References:
DoP (2016)
Keighery (1994)

Databases:
- Aboriginal Sites Register System

4. References

- Commonwealth of Australia (2001) National Objectives and Targets for Biodiversity Conservation 2001-2005, Canberra.
- Department of Parks and Wildlife (2016) Advice prepared for the Department of Environment Regulation in relation to CPS 6973/1 dated 21 April 2016. Department of Parks and Wildlife, Perth, Western Australia (DER ref. A1097340).
- Department of Planning (2016) Advice prepared for the Department of Environment Regulation in relation to CPS 6973/1 dated 15 April 2016 (DER ref. A1090137).
- Environmental Protection Authority (2008) *Environmental Guidance for Planning and Development*. Guidance Statement No. 33, dated May 2008. Government of Western Australia.
- GHD (2015) Coogee Beach Surf Life Saving Club Carpark Development Flora and Fauna Assessment prepared by GHD for the City of Cockburn in November 2015 (DER ref. A1058764).
- Government of Western Australia (2000) Bush Forever Volumes 1 and 2. Western Australian Planning Commission, Perth WA.
- Government of Western Australia (2014) 2014 Statewide Vegetation Statistics incorporating the CAR Reserve Analysis (Full Report). Current as of June 2014. WA Department of Parks and Wildlife, Perth.
- Heddlé, E.M., Loneragan, O.W., and Havel, J.J. (1980) Vegetation Complexes of the Darling System, Western Australia. In Department of Conservation and Environment, Atlas of Natural Resources, Darling System, Western Australia.
- Keighery, B.J. (1994) Bushland Plant Survey: A Guide to Plant Community Survey for the Community. Wildflower Society of WA (Inc). Nedlands, Western Australia.
- Northcote, K. H. with Beckmann, G.G., Bettenay, E., Churchward, H.M., van Dijk, D.C., Dimmock, G.M., Hubble, G.D., Isbell, R.F., McArthur, W.M., Murtha, G.G., Nicolls, K.D., Paton, T.R., Thompson, C.H., Webb, A.A. and Wright, M.J. (1960-68): 'Atlas of Australian Soils, Sheets 1 to 10, with explanatory data'. CSIRO and Melbourne University Press:

Disclaimer: This document is DER's preliminary assessment based on information available as of 12 June 2016.
This document is not a final report and does not constitute a decision on the application to clear native vegetation

Melbourne.

Shepherd, D.P., Beeston, G.R. and Hopkins, A.J.M. (2001) Native Vegetation in Western Australia, Extent, Type and Status. Resource Management Technical Report 249. Department of Agriculture, Western Australia.

Project	Car park option 1 (8 Sept 2016)
Project Number	

Road Construction	Length	Width	Depth	m2	m3/tonne	Material /Disposal	Hire Plant Cost	Wages cost	Plant cost internal	Material unit cost	l/m	per m2	per m3	Days	Total
All Earthworks (including disposal of unsuitable soil cost)	546	10	0.1	5460.00	546.00	\$ 13,650.00	\$ 3,119.03	\$ 6,091.31	\$ 2,627.63	\$ 25.00	\$ 46.68	\$ 4.67	\$ 46.68	1.365	\$ 25,487.96
Box out	612	6	0.25	3672.00	918.00	\$ -	\$ 5,244.08	\$ 10,241.44	\$ 4,417.88	\$ 25.00	\$ 32.52	\$ 5.42	\$ 21.68	2.295	\$ 19,903.39
Limestone	612	6	0.25	3672.00	918.00	\$ 8,002.76	\$ 10,488.15	\$ 20,482.88	\$ 8,835.75	\$ 12.82	\$ 78.12	\$ 13.02	\$ 52.08	4.59	\$ 47,809.53
Bitumen Emulsifier	560	6	0.007	3360.00	23.52	\$ 1,680.00	\$ -	\$ -	\$ -	\$ 0.50	\$ 3.00	\$ 0.50	\$ 71.43		\$ 1,680.00
Asphalt 40mm	560	6	0.04	3360.00	367.21	\$ 72,340.98	\$ -	\$ -	\$ -	\$ 197.00	\$ 129.18	\$ 21.53	\$ 197.00		\$ 72,340.98
Kerbing	643			0.00	0.00	\$ 16,075.00	\$ -	\$ -	\$ -	\$ 25.00	\$ 25.00	#DIV/0!	#DIV/0!		\$ 16,075.00
Cleanup	400	2	0.1	800.00	80.00	\$ 800.00	\$ 1,828.00	\$ 595.00	\$ 1,540.00	\$ 10.00	\$ 11.91	\$ 5.95	\$ 59.54	0.8	\$ 4,763.00
											\$ 307.29	\$ 51.21			\$ 188,059.87

Footpath Construction	Length	Width	Depth	m2	m3/tonne	Material	Hire Plant Cost	Wages cost	Plant cost internal	Material unit cost	l/m	per m2	per m3	Days	Total
Box out DUP	77	2.6	0.15	200.2	30.03	\$ 750.75	\$ 656.66	\$ 1,786.79	\$ 770.77		\$ 51.49	\$ 19.81	\$ 132.03	0.4004	\$ 3,964.96
Limestone	77	2.6	0.15	200.2	30.03	\$ 384.98	\$ 820.82	\$ 2,233.48	\$ 963.46	\$ 12.82	\$ 57.18	\$ 21.99	\$ 146.61	0.5005	\$ 4,402.75
Asphalt Red	77	2	0.03	154	12.183544	\$ 5,482.59				\$ 450.00	\$ 71.20	\$ 35.60	\$ 450.00		\$ 5,482.59
												\$ 69.18			\$ 13,850.30

Drainage	Lid	Liner	Base			Material	Hire Plant Cost	Wages cost	Plant cost internal	Lid unit cost	Liner unit cost	Base unit cost	per m2	Days	Total
COMPONENTS															
Step Irons		112				\$ 2,956.80	\$ -	\$ -	\$ -	\$ 26.40					\$ 2,956.80
Soakwell Large 2050 cover to suit 1800 SW	21	21	21			\$ 31,896.06	\$ -	\$ 20,825.00	\$ 8,268.75	\$ 900.00	\$ 504.00	\$ 114.86		7	\$ 60,989.81
															\$ 63,946.61

Extra Costs	unit cost	Days	Each	Hours	L/M	M2	M3								Total
Design Costs	\$ 1,870.00	10.00													\$ 18,700.00
Shane McMarster	\$ 1,100.00	2.50													\$ 2,750.00
Water Authority	\$ 350.00		3												\$ 1,050.00
Tree Removals	\$ 850.00		55												\$ 46,750.00
Bollards	\$ 200.00		2												\$ 400.00
Wheel Stops	\$ 120.00		52												\$ 6,240.00
Replace White Lines	\$ 2.50				n45										\$ 1,612.50
Coastal Fence	\$ 15.00					400									\$ 6,000.00
Install Tree	\$ 300.00		18												\$ 5,400.00
Mulch	\$ 10.00					910									\$ 9,100.00
Watering one off estimate (install retic)															\$ 10,000.00
Removal of structures	\$ 220.00						31.5								\$ 6,930.00
															\$ 114,932.50

CONSTRUCTION TOTAL COST OF PROJECT	\$380,789.28
CONSTRUCTION COST OF PROJECT +15% CONTINGENCY	\$437,907.67
VEGETATION CLEARING PERMIT FOR 4800m² (OFFSET 2 TO 1)	\$110,000.00
CCTV AND LIGHTING COST OF PROJECT	\$230,000.00
POTENTIAL SEWER RELOCATION	\$40,000.00
REMOVAL OF CAR PARK AND RE-INSTANTMENT OF LAND	\$60,000.00
REVEGETATION OF LAND AFTER CARPARK IS REMOVED	\$55,000.00
TOTAL COST OF PROJECT	\$932,907.67



The Public Transport Rail Network @ 3.5 Million and Beyond Perth and Peel

East Wanneroo Rail Link

- 1A Stage 1 City to Marshall Road – by 2.7 million
- 1B Stage 2 Marshall Road to Joondalup line – by 3.5 million
- 1C Stage 3 Spur to Ellenbrook – beyond 3.5 million

Stirling-Murdoch Orbital

- 2A Stage 1 Stirling to UWA-QEII – by 3.5 million
- 2B Stage 2 UWA-QEII to Murdoch – by 3.5 million
- 2C Stage 3 Murdoch to Thornlie – beyond 3.5 million
- 2D Stage 4 Stirling to Morley – beyond 3.5 million

Radial extensions

- 3 Joondalup line to Yanchep – by 2.7 million
- 4 Midland line to Bellevue – by 2.7 million
- 5 Armadale line to Byford – by 3.5 million

Other rail links

- 6 Cockburn Central to Thornlie – by 2.7 million
- 7 Forrestfield to Thornlie – beyond 3.5 million

Inner-city subway system

- 8 Connecting Perth, East Perth, West Perth, Northbridge, Leederville and other inner city centres – beyond 3.5 million

LEGEND

- Passenger Rail @ 3.5 million
- Passenger Rail beyond 3.5 million
- Passenger Rail in Tunnel @ 3.5 million
- Passenger Rail in Tunnel beyond 3.5 million
- Future Subway Network
- Perth Central Business District

*Maps for illustration purposes only.



Figure 11: Map – The Public Transport Rail Network at 3.5 million people and beyond



Figure 15: Map - The Public Transport On-Road Network at 3.5 million people and beyond



The Freeway Network @ 3.5 Million and Beyond Perth and Peel

River Crossings

- 1 East-West City Link: Riverside Bridge and East-West Tunnel – by 3.5 million
- 2 Stock Road Tunnel – by 3.5 million

Freeways

- 3 Mitchell Freeway extend to Indian Ocean Drive – by 3.5 million
- 4 Reid and Roe Highways: upgrade to freeway standard – by 2.7 million
- 5A Tonkin Highway north: extend to Perth-Darwin National Highway; upgrade to freeway standard – by 3.5 million
- 5B Tonkin Highway south: upgrade to freeway standard to Mundijong Road – by 3.5 million
- 5C Tonkin Highway far south; extend from Mundijong Road to Forrest Highway, Pinjarra – beyond 3.5 million
- 6 Fremantle-Rockingham Highway: construct to freeway standard between Leach Highway and Kwinana Freeway at Mundijong Road – by 3.5 million
- 7 Mundijong Road: upgrade to freeway standard – beyond 3.5 million
- 8 Perth-Adelaide National Highway: construct between Roe Highway at Midland and Great Eastern Highway; freeway standard to Giddegannup – by 3.5 million
- 9A Whiteman-Yanchep Highway: construct to link Tonkin Highway with Mitchell Freeway; freeway standard between Tonkin Highway and Neerabup – by 3.5 million
- 9B Whiteman-Yanchep Highway: upgrade to freeway standard Neerabup to Mitchell Freeway at Eglinton – beyond 3.5 million

LEGEND

- Freeway Network @ 3.5 million
- Freeway beyond 3.5 million
- Freeway in Tunnel
- Perth Central Business District

*Maps for illustration purposes only.






Figure 19: Map – The Freeway Network at 3.5 million people and beyond



The Cycling Network @ 3.5 Million and Beyond Perth and Peel

- Cycling Network River and Lake Crossings
- 1 Three Points Bridge, connecting Chidley Point, Point Walter and Point Resolution — by 2.7 million
 - 2 Heirisson Island Bridge — by 2.7 million
 - 3 Racecourse Bridge — by 3.5 million
 - 4 Maylands Bus Bridge — by 3.5 million
 - 5 Salter Point Bridge — by 3.5 million
 - 6 Pipeline River Crossing — by 3.5 million
 - 7 Canning River Elevated Boardwalk — by 3.5 million
 - 8 Lake Joondalup Bridge — by 3.5 million
 - 9 Lake Goollelal Bridge — by 3.5 million

LEGEND

-  Off Road Cycling Routes
-  On Road Cycling Routes
-  Perth Central Business District

*Maps for illustration purposes only.



All new routes are subject to further work on exact alignment and detailed design.

0 5 10
kilometres



The Freight Network @ 3.5 Million and Beyond Perth and Peel

Primary road freight routes

- 1 Perth Freight Link: connecting Muchea to Fremantle Port, comprising of NorthLink, Gateway, Roe 8, Fremantle Tunnel and Fremantle Port Connect (Canning Highway to the Fremantle Inner Harbour) - by 2.7 million
- 2 Fremantle-Rockingham Highway: construct to freeway standard between Leach Highway and Kwinana Freeway at Mundijong Road - by 3.5 million
- 3 Rowley Road, Anketell Road and Mundijong Road: construct to 4 lane divided standard - by 3.5 million
- 4 Southern Link Road: construct to connect Mundijong Road with Brookton and Albany Highways - beyond 3.5 million

Freight rail upgrades

- 5 Duplicate single-track sections in Forrestfield / Kewdale intermodal precinct - by 2.7 million
- 6 Additional rail access corridor to Kwinana Industrial Area to overcome capacity limits at Kwinana Triangle - by 2.7 million
- 7 Remove level crossings at Nicholson Road, Canning Vale; North Lake Road, Bibra Lake; Toodyay Road, Middle Swan; and Morrison Road, Midvale - by 2.7 million
- 8 Provide transfer system to container port facilities in the Fremantle Port Outer Harbour - by 3.5 million
- 9 Duplicate track Cockburn Triangle to Latitude 32 and Latitude 32 to Kwinana Triangle - by 3.5 million

Intermodal terminals

- 10 Kewdale Terminal 2 - by 2.7 million
- 11 Latitude 32 Intermodal Logistics Centre - by 3.5 million
- 12 South Bullsbrook - by 3.5 million

LEGEND

- Freight Rail
- Primary Freight Network @ 3.5million
- Primary Freight Network beyond 3.5million
- Secondary Freight Network @ 3.5 million
- Industrial Area
- Perth Central Business District

*Maps for illustration purposes only.



All new routes are subject to further work on exact alignment and detailed design.

Figure 30: Map - The Freight Network at 3.5 million people and beyond



PTP3.5 PUBLIC CONSULTATION

SUBMISSION TEMPLATE (FOR COMPLETING VIA EDITABLE PDF)

INTRODUCTION

We would like to gain your feedback on Transport @ 3.5 Million and identify how you use the current transport network which will assist in finalising the Plan.

The Transport Portfolio (consisting of the Department of Transport, Main Roads WA and the Public Transport Authority) has developed the plan.

The consultation period is between July 29 and October 28, 2016.

By way of background, Perth is currently one of the most liveable cities in the world and the challenge is to keep it that way. The population is currently around two million people and an additional 1.5 million people will call Perth home by mid-century. How will people and freight move around the city in the future?

Transport @ 3.5 Million is a transport plan for Perth aimed at keeping the city vibrant, connected and productive.

The plan is modelled on the Western Australian Planning Commission's draft Perth and Peel @ 3.5 Million planning frameworks that detail where people will live and work. It also aligns with the environmental considerations contained in the Perth and Peel Green Growth Plan for 3.5 Million.

Planning a transport network for the long term is very challenging as we are attempting to forecast the travel demand of a society 35+ years into the future. This is like transport planners in the 1970s forecasting the travel demands for today.

Thank you for taking the time to provide your feedback, your input will help shape how transport is provided in the future.

Please note that by completing and submitting this document you are accepting that the information you provided will be used by the Transport Portfolio and may be made public in general terms by industry sector.

*Please refer to the FAQs on our website for any clarification of terminology. The **draft plan** can be accessed from our website and is recommended reading prior to completing the survey.*

SECTION 1: Classification

1. I am representing: (select one)

- A local government or Metropolitan Regional Council ☒
- A Government Agency or Department ☐
- A State or Federal Politician ☐
- An Advocacy Group or Industry Body ☐
- A Public Transport Service Provider ☐
- A Transport Industry, Organisation or Company ☐
- A University ☐
- A Land Developer, Urban Planner or Consultant ☐
- Other (please specify): _____

1.2 Details

For detailed submissions, it is useful to have some contact information, so that we may respond to your submission or seek clarification on particular issues.

<u>Organisation</u>	City of Cockburn
<u>Name of person submitting feedback</u>	Mr Charles Sullivan
<u>Address</u>	9 Coleville Crescent Spearwood WA 6164 or P O Box Bibra Lake DC WA 6965
<u>Phone</u>	94113571
<u>Email</u>	csullivan@cockburn.wa.gov.au

SECTION 2: Vision and Objectives

We would like your feedback on key components of the plan, starting with the **vision and objectives**.

Vision: a vibrant, connected and productive city.

Objectives:

- i. Optimise the use of the existing network;
- ii. Integrate with land use and across the public transport, active transport and road networks;
- iii. Deliver high frequency, 'turn up and go' mass rapid transit connected with effective public transport feeder services;
- iv. Provide a safe, connected network of primarily off-road cycleways and walkways; and
- v. Maintain a free-flowing freeway and arterial road network for the efficient distribution of people and freight.

2. To what extent do you agree or disagree with the **vision and objectives** described in Transport @ 3.5 Million?
(select one answer for each)

Vision and Objectives	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
2a) Vision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2b) Objectives	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. *Please provide comments or suggestions regarding the vision and objectives described in Transport @ 3.5 Million (please write in)*

Best aspects / Positive elements

Recognising that the transport solution for Perth is not simply road infrastructure investment.

Suggestions for improvement

The vision of the document states "emphasise use of existing networks" which appears to accentuate what is regarded as a flawed city centric form that will further prolong the challenges of decentralisation for Perth, and indeed the City of Cockburn

SECTION 3: Integrated Transport Network - Planning Principles

The integrated transport network section describes the public transport network, road network, active transport network (with focus on cycling) and freight network. We would like your feedback on the planning principles applied to each of these networks.

4. To what extent do you agree or disagree with the following **planning principles** described in *Transport @ 3.5 Million* (select one answer for each)

Planning principles	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
4a) Public transport planning principles (page 16)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comment	The espoused public transit principles continue to ignore the gap associated with industrial, enterprise and employment lands, and the current norm that such areas				
4b) Road network planning principles (page 24)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comment	The objective stated for a free flowing freeway doesn't recognise the role that congestion plays in helping create a higher value proposition associated with public transit and active transit. It is unrealistic to expect Perth to have free flowing				
4c) Cycling network planning principles (page 30)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comment					
4d) Freight network planning principles (page 35)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comment	The current emphasis on the inner harbour is the reason underpinning the Perth Freight Link and specifically the extension of Roe Hwy. Such investment will create a more ineffective movement network as it pertains to the current inner harbour, through exceeding the associated access capacity of the movement network and delaying the necessary cap and transition of the inner harbour to the outer harbour.				

5. Please provide comments or suggestions regarding any of the **planning principles** described in Transport @ 3.5 Million (please write in)

Best aspects / Positive elements

Suggestions for improvement

The objective stated for a free flowing freeway also doesn't recognise the role that congestion plays in helping create a higher value proposition associated with public transit and active transit. It is unrealistic to expect Perth to have free flowing freeways

SECTION 4: Integrated Transport Network - Infrastructure Enhancements

The integrated transport network section describes how the rail, road, bus, cycling and freight networks will be expanded to cater for the growing population. We would like your feedback on the enhancements proposed to each of these networks.

6. To what extent do you agree or disagree with the **transport** infrastructure enhancements described in Transport @ 3.5 Million (select one answer for each)

Infrastructure Enhancements	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
6a) Public transport enhancements (pages 15-22)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	There is a significant gap in the provision of infrastructure investment for the entire south west corridor. Considering the strategic importance associated with the Western Trade Coast and Latitude 32, which is expected to deliver the industrial and enterprise land needs for Perth to 2050, it is alarming to note the absence of strategic transit provision in the south west growth corridor.				
6b) Road network enhancements (pages 23-264)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	There is a complete absence of detailed discussion for the delivery of the Armadale Road deviation / proposed North Lake Road freeway interchange. The Cities of Cockburn and Armadale recently collaborated with the State Government (MRWA, Department of Planning and Department of Transport) to secure a new regional road / freeway interchange design in order to fast track the delivery of this regional level infrastructure to service the enterprise arc that runs between the Western Trade Coast and the communities of Cockburn and Armadale.				
6c) Cycling network enhancements (pages 29-34)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comment	There are clearly apparent gaps in the provision of the regional (off road) cycling network. In the south west corridor, gaps such as along the section of Indian Ocean beachfront between Freemantle and Henderson should be logically connected.				
6d) Freight network enhancements (pages 35-37)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	Under the PTP, the planned cap and transition of the inner harbour is not reflected. What should occur is the planned capping and transition of the bulk of freight to the new outer harbour, which would see the freight emphasis (and associated infrastructure requirement) focused appropriately on the outer harbour and supporting industrial precinct lands - being Latitude 32. This removes the need to contemplate the Perth Freight Link being extended west of the Kwinana Freeway, and rather enables this infrastructure to be delivered via a Outer Harbour.				

7. Please provide comments or suggestions regarding any of the transport **infrastructure enhancements** described in Transport @ 3.5 Million (please write in)

Best aspects / Positive elements

THESE ARE SUGGESTIONS FOR IMPROVEMENT - NO BEST ASPECTS OR POSITIVE ELEMENTS DUE TO SPACE RESTRICTIONS

The lack of provision for public transit to the Cockburn Coast (beyond 3.5 million or 2050) will frustrate the implementation of the Structure Plans for this area. A significant focus was placed upon constraining parking within Cockburn Coast together with extensive densities in order to secure the early delivery of bus rapid transit. As this is now shown as beyond 2050, planning will be forced to largely abandon the objectives held for high quality, dense, transit orientated development in Cockburn Coast.

The linking of the rail line between Cockburn Central and Thornlie by 2.7 million (2031) is an effective response in creating the much sought after link between south east and south west growth corridors. Passenger rail should also be considered for extension south of Fremantle through to Cockburn Central, where a sufficient freight reserve exists together with a disused reserve through the Bibra Lake Industrial Area and along the edges of North Lake Road, coinciding with the available land beneath the power line easement.

Bus rapid transit investment beyond 2050 is shown from Cockburn Coast to Fremantle. A significant amount of demand will emerge between Cockburn Coast to Cockburn Central, in order to access this activity centre and the heavy passenger rail service. Accordingly, it is recommended that Cockburn Coast to Fremantle be designated as a high priority public transit corridor (which reflects the current infrastructure provision) and the higher emphasis placed upon Cockburn Coast to Cockburn Central as Bus Rapid Transit or Light Rail link before 3.5 million or 2050.

Cockburn Central provides the opportunity for the long term connection of Perth and Bunbury via VFT (very fast train technologies). The current service enters Perth Central Station via the Armadale Line - adopting a more regional based terminus at Cockburn Central provides for greater capacity for passengers to access all parts of the regional transport system, and also for train sizes to be accommodated through the availabilities of train platform length.

There is a complete absence of detailed discussion for the delivery of the Armadale Road deviation / proposed North Lake Road freeway interchange. The Cities of Cockburn and Armadale recently collaborated with the State Government (MRWA, Department of Planning and Department of Transport) to secure a new regional road / freeway interchange design in order to fast track the delivery of this regional level infrastructure to service the enterprise area that exists between the Western Trade Coast and the communities of Cockburn and Armadale.

Suggestions for improvement

The Western Trade Coast is severely limited in its east-west accessibility. In respect of the movement of industrial goods, particularly to intrastate and interstate markets, there needs to be the prioritisation of an east-west Freeway standard link as has been proposed by an upgraded Rowley Road for a number of years. This east-west connection would provide access to both Kwinana Freeway and Tonkin Highway. Spatially it is evident that the south west corridor, and particularly the targeted employment and enterprise lands of the Western Trade Coast, will be inadequately serviced by the current proposed layout. Planning is behind in respect of the Rowley Road link east of the freeway, whereby the City has provided previous advice that no reservation exists and that these communities have not been made aware of the potential for a highway standard link to replace the current rural standard that Rowley Road east of the freeway represents.

The provision of road planning for Rowley Road is required to be elevated to a freeway standard, rather than simply a freight standard. This is critical in respect of providing a dedicated connection to service the Western Trade Coast, which extends beyond simply freight traffic to also include significant demand by employees many of who live within the south east corridor.

The Fremantle Inner Harbour was not designed to handle the freight demand levels being asked of it in the PTP, hence the whole of government support to cap the level of activity on the inner harbour and transition to a new outer harbour located central to the Western Trade Coast and supported by a new integrated intermodal terminal facility, providing both integrated freight rail and road freight access.

Under the PTP, the planned cap and transition of the inner harbour is not reflected. What should occur is the planned capping and transition of the bulk of freight to the new outer harbour, which would see the freight emphasis (and associated infrastructure requirement) focused appropriately on the outer harbour and supporting industrial precinct lands - being Latitude 32. This removes the need to contemplate the Perth Freight Link being extended west of the Kwinana Freeway, and rather enables this infrastructure to be delivered via a fast tracked Outer Harbour, Intermodal Terminal and associated Rowley Road connection all the way out to Tonkin Highway.

The current emphasis on the inner harbour will create a more ineffective movement network through exceeding

SECTION 5: Optimising the system – how to get the most use from the transport infrastructure

8. Transport infrastructure is expensive to build, maintain and operate efficiently. If people are able to change their travelling habits and travel out of peak times on the roads and public transport, or cycle and walk more, it can delay the need to build more transport infrastructure. *Transport @ 3.5 Million* describes a number of initiatives to influence travel choices and we would like to know if you support them

To what extent do you support or not support the **tools to improve network efficiency and influence travel choices** described in *Transport @ 3.5 Million* (select one answer for each)

Infrastructure Enhancements	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
8a) Public transport network optimisation (page 38)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	Transport pricing needs to be approached carefully. Research has proven this to have a regressive impact especially on low wage earners who generally lack flexibility in respect of work times, which means that imposing pricing at peak travel times will likely impact these vulnerable communities to a greater extent.				
8b) Managed freeways (page 38)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	Transport pricing needs to be approached carefully. Research has proven this to have a regressive impact especially on low wage earners who generally lack flexibility in respect of work times, which means that imposing pricing at peak travel times will likely impact these vulnerable communities to a greater extent.				
8c) Travel plans for new developments (page 39)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	The future trends talk simply about those associated with private transportation - in other words still focussing on the need to private travel. The focus for the future needs to be more on how technology will reduce the need for private transport. The delivery of the nbn as a starting points should be a focus for State Government action about considering how the digital commute could be embraced.				
8d) Parking strategies (page 40)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	Parking strategies must integrate with programs like TravelSmart and Your Move to reduce parking demand.				



Infrastructure Enhancements	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
8e) Transport pricing – roads (page 40)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	Transport pricing needs to be approached carefully. Research has proven this to have a regressive impact especially on low wage earners who generally lack flexibility in respect of work times, which means that imposing pricing at peak travel times will likely impact these vulnerable communities to a greater extent. It is unclear to what extent road pricing can be effective when the network of alternative and often local roads could be substituted instead of having to pay to access a certain link.				
8f) Transport pricing – public transport (page 40)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Comment	As above.				
8g) Travel behaviour programs (page 41)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comment	More funding required for local government to assist with behaviour change programs.				



9. Please provide comments or suggestions regarding the optimising the system section of Transport @ 3.5 Million
(please write in)

Best aspects / Positive elements

Suggestions for improvement

SECTION 6: Overall impression of Transport @ 3.5 million

Transport @ 3.5 Million sets the vision for a generational change to Perth's transport network. The transport initiatives described in this plan, will keep our city vibrant, connected and productive as we move towards a metropolitan population of 3.5 million people and beyond. Many of the projects proposed in the plan are new and in the conceptual stage. They will be subject to further investigations as to scope, engineering and design, cost estimation, funding options and timing. This will occur as part of the Government's usual planning and investment decision making processes. Influential trends will be monitored and the plan will be reviewed every five years to ensure it continues to meet the needs of Perth's growing population.

10. We would like to know what your overall impression is of the plan.

Infrastructure Enhancements	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Overall impression of the plan	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Best aspects / Positive elements

Suggestions for improvement

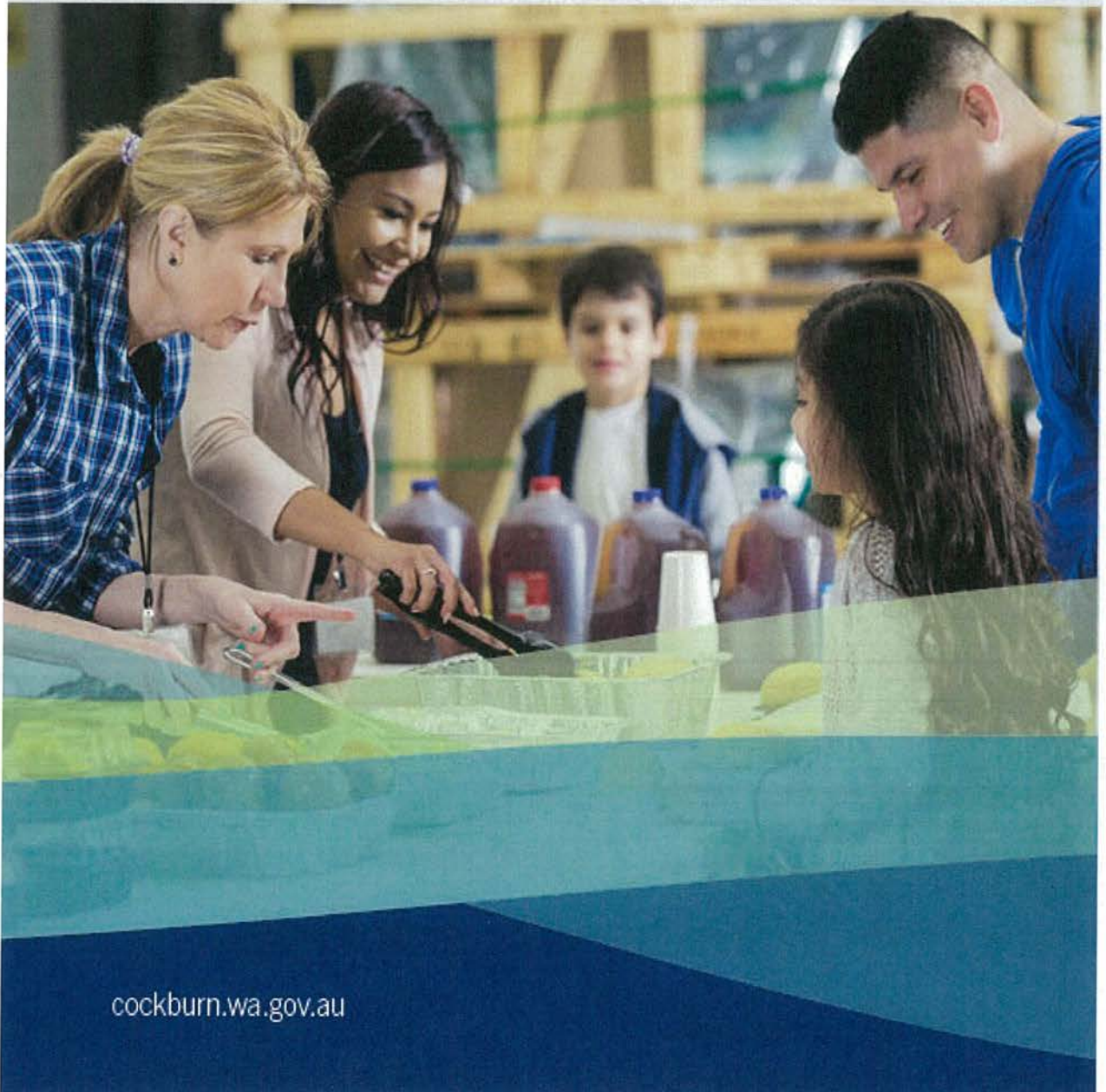
The regional and subregional planning strategy expressed by the Department of Planning in the Directions 2031 and Beyond is based on decentralisation in the Perth and Peel region with the creation off activity centres. The PTP is focussed on the Perth CBD with not enough emphasis on development of transport links to activity centres which is not supporting the decentralisation

THANK YOU FOR YOUR CONTRIBUTION

PLEASE SAVE AND ATTACH THE COMPLETED TEMPLATE TO AN EMAIL AND SEND TO
transportplan@transport.wa.gov.au



City of Cockburn
**COMMUNITY DEVELOPMENT
STRATEGY (DRAFT)**
2016 – 2020



cockburn.wa.gov.au

Contents

Executive Summary.....	1
Introduction.....	2
Consultation and Methodology	3
Background	5
Cockburn	5
<i>Communities of Place</i>	5
<i>Communities of Interest</i>	5
<i>Not-for-profit (NFP) Sector</i>	5
Strategic Community Plan 2016-2026	6
Other Informing Strategies.....	7
Community Development Approach	7
Analysis of Informing Data.....	8
Outcomes Overview	8
Consultation Outcomes	8
Key Findings.....	10
Vision.....	10
Mission	10
Outcomes and Strategies	10
Additional Recommendations	11
Communication and Feedback Plan.....	12
Review Process.....	12
References	30
Appendices.....	31
Appendix 1: Community Conversation Outcomes	31

Executive Summary

The Community Development Strategy 2016-2020 sets out the City's Community Development priorities over the next four years. The Community Development Strategic Plan 2010-2014, has left the community development team in good stead as well as identifying Community Engagement as a gap area within the City. As a result, a Community Engagement Policy and Framework was developed and a Community Engagement Officer position created to grow a Community Engagement culture within the City.

A Community Conversations event was held in 2015 with over 50 community members. The workshop focused on developing a community vision for Cockburn, and identifying how individuals, groups and Local Government can contribute to realizing this vision. The data gathered was refined into five strategic themes.

Workshops were then held with 25 representatives from key community groups and 10 key community development staff to further develop these themes. The five key themes were also put forward for feedback at the Cockburn Inspirational Volunteer Awards 2015 where over 450 people attended and at the Celebrating Cockburn Community Roadshows where over 240 people attended in 2016.

As a result the Mission was developed to support and contribute to a community in which people can feel a sense of belonging, connection and contribution; a community that celebrates diversity, embraces difference and supports the most vulnerable; and a community in which people feel able to facilitate positive change in their lives and the lives of others.

The Strategic Themes identified include:

- 1. Connected Neighbourhoods** – Build strong, vibrant, safe and connected local communities through supporting and creating opportunities for residents to know their neighbours.
- 2. Advocacy and Engagement** – Grow an informed and engaged community by creating opportunities to learn about how Council and the City works.
- 3. Support & Networking for Not-for-Profit's** – Build strong and resilient community groups by continuing to provide support, funding and subsidies for running events, community projects and fundraising in Cockburn. Strengthen the capacity of not-for-profit organisations and residents, and strengthen networks between not-for-profit organisations
- 4. Empowering Community** – Grow community leadership capacity and leaders through building on individual and community group gifts, providing learning, volunteering and networking opportunities.
- 5. Safety and Sustainability**– Promote community safety and sustainability by providing support for community led safety initiatives. Facilitate access to City Service Units including Co-Safe, Crime Prevention officers, Community Services, Rangers, Environmental Services, and Parks.

Introduction

"Community development is a process in which community members come together to take collective action and develop solutions to common problems. It involves engaging communities in policy making, planning, program development and evaluation. It is about government providing the opportunity for community initiatives in a 'bottom up' approach."

Community Development Round Table (2015)

Given its close connection with the local community, Local Government has an opportunity to play a key role and partner with residents, to build strong, resilient and vibrant communities which can support themselves and take action to improve their own communities and reach their own aspirations for the future.

Community development needs to:

- Allow for the identification of local needs
- Support the voicing of local concerns
- Facilitate flexibility, autonomy and local control by community groups
- Enable people to 'do things' at a local level to improve their communities.

Community Development Round Table (2015).



Figure 1: Community Development Round Table (2015)

The City of Cockburn has shown long term commitment to the importance of Community Development.

The Cockburn Community Development Strategy 2003-2008 produced 15 suburb-based Actions Plans involving 44 Community Groups and more than 1500

individuals. It saw the development of the Alcoa Cockburn Community Projects Fund, a 50:50 contribution arrangement to deliver the action plan projects identified.

The Cockburn Community Development Strategy 2010-2014 adopted a more community-led approach, providing some capacity-building initiatives, as well as leaving flexibility for emergent community-led ideas and projects. This strategy also worked towards the development and promotion of community and business partnerships, allowing for mutually beneficial outcomes. Finally this strategy saw the broadening of Community Development to include Community Engagement, and the development and implementation of the Community Engagement Framework 2014.

Local Government Reform and Restructure created some turbulent times for the City. The Local Government Reform process in 2013 and 2015, saw planning for the Community Development Strategy delayed. Following the failed reform process, the City decided to implement a more efficient internal staffing structure. The Community Development Team was amalgamated with the Family Services Team to form the Family and Community Development Team within the Community Development and Services strategic business unit. This broader team now includes an Aboriginal Community Development Officer, Access and Inclusion Officer and Children's Development Officer in addition to the Community Development team. This change brings together community development positions focused on both Communities of Place and Communities of Interest. By working more closely together much efficiency will be gained and an even better outcome to the Cockburn community can be provided.

The **Cockburn Community Development Strategy 2016-2020** will set the strategic direction for Community Development within the City of Cockburn with a continued focus on community-led emergent initiatives.

Consultation and Methodology

The City of Cockburn, as part of the Integrated Reporting Framework, is required to develop a Strategic Community Plan (SCP), which outlines the community's long term vision, values, aspirations and priorities, with reference to other local government plans, information and resourcing capabilities.

Community Development initiatives, have strong links with the Strategic Community Plan, both informing the plan, and using information gathered to inform the Community Development Strategy 2016-2020. As a result, much of the important community consultation information from the SCP was used in the development of this strategy.

Additional to this in-depth secondary consultation data, qualitative primary research with key stakeholders was also used to inform the Plan.

A Community Conversations event was held in 2015 as an initial community visioning workshop with over 50 participants. The workshop focused on developing a community vision for Cockburn, then identifying how individuals, groups and Local Government can contribute to realizing this vision (appendix 1).

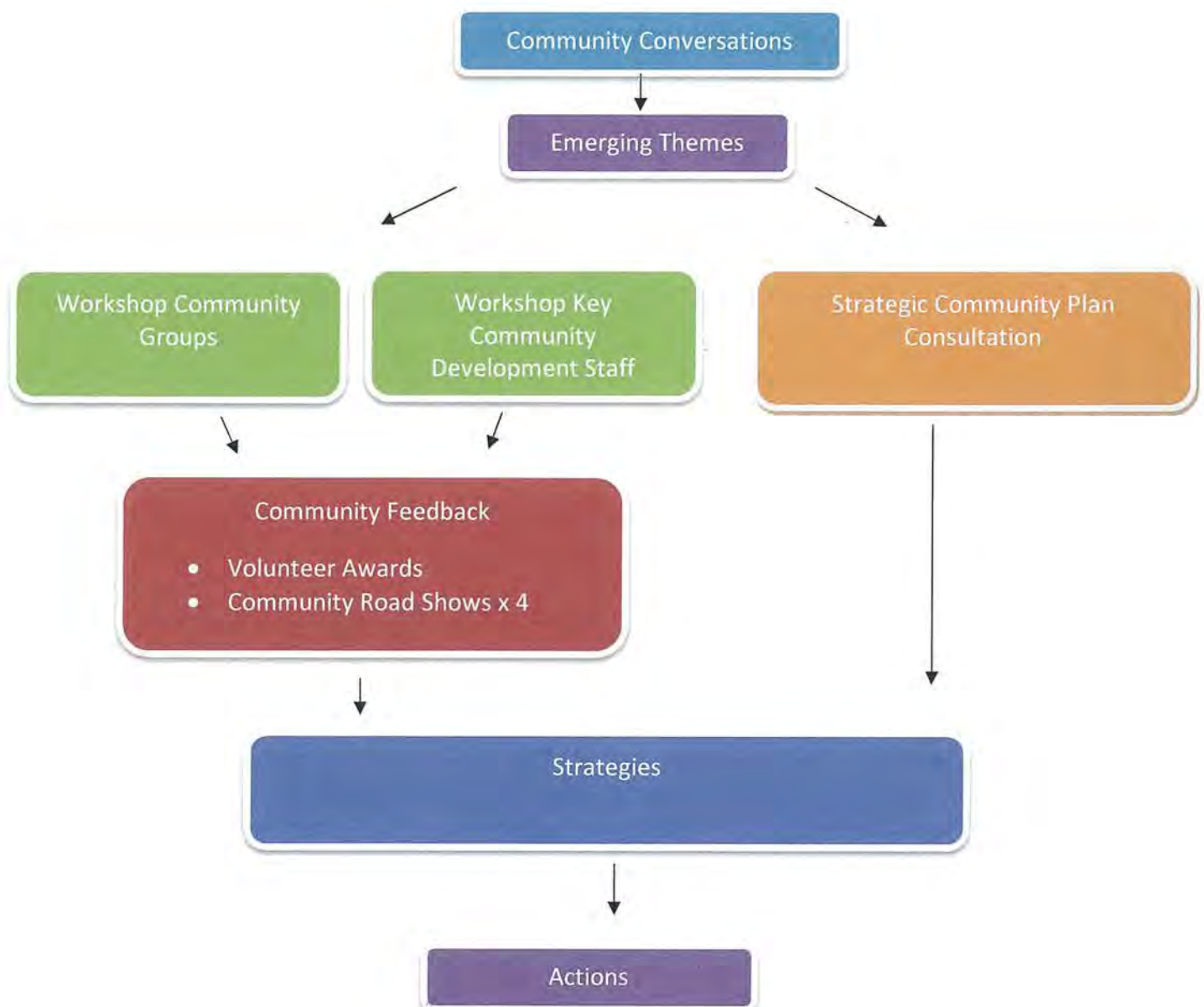
The data gathered was collated into six areas corresponding to the proposed objectives, and then refined into five strategic themes.

Workshops were held with 25 people from key community groups and 10 community development staff, to further develop these themes and identify the support needed for the community.

The five themes were also put forward for feedback at the Cockburn Inspirational Volunteer Awards 2015 where over 450 people attended and the Celebrating Cockburn Community Roadshows with over 240 people attending.

This feedback along with alignment with the Strategic Community Plan and other relevant plans were used to finalize the Vision, Mission, Objectives, Strategic Themes of the Cockburn Community Development Strategy 2016-2020, and the subsequent Implementation Plan.

The process was as follows:



Background

Cockburn

The City of Cockburn is located in Perth's outer southern suburbs, approximately 25 km south of the Perth CBD. The area is comprised of residential, industrial and rural precincts, with retail and commercial developments. The area gained City status in 1979 and has undergone a sustained period of growth since the 1980s.

The City is made up of a combination of older suburbs and newly developed areas in various stages of the suburb lifecycle. The addition of apartment living in Cockburn Central and Port Coogee and the expected Cockburn Coast Redevelopment, means that we have a diverse community with varying aspirations and lifestyle goals.

The City of Cockburn is a multicultural society with the last census revealing that 18% of people in the City coming from a non-English speaking country and 19% of people speaking a language other than English at home.

13% of Cockburn Residents reported Volunteering in the 2011 census slightly below the Greater Perth average of 15.6%. Since 2006, there has been an increase in volunteering in Cockburn of 0.9% compared to a smaller 0.4% increase in the Greater Perth area.

Although the City of Cockburn has a relatively good SEIFA index, there are suburbs within the City that have low scores indicating relative disadvantage. These suburbs include Coolbellup, Hamilton Hill, Spearwood and South Lake.

Communities of Place

Communities of place are communities bound together by similar interest driven by where they live geographically. Traditionally these community interests have been related to the suburb they live in, a local park they live near or a resident group they belong too. The City of Cockburn has 23 suburbs, of which 18 are currently represented by Resident Associations. Each of these communities are unique, and their 'community spirit' can't be replicated or transposed. This has implications for a Community Development Strategy in that community initiatives aren't scalable or transferable, thus they can't be packaged, modeled and rolled out elsewhere.

Communities of Interest

Communities of Interest are communities that aren't necessarily geographically close, but form due to their shared interest. This would include families, youth, children, seniors, sport, leisure, cultural heritage, and people living with disability.

This strategic plan focuses on Communities of Place and makes no specific distinction between communities of interest, thus services all facets of the community. There are a range of strategic documents that support Communities of Interest and supplement the Community Development Strategy. These plans are detailed later.

Not-for-profit (NFP) Sector

The Community Development Round Table (2015) recognised the importance of following a partnership approach with community groups as a key success factor in achieving Community Development outcomes. The City of Cockburn has a rich variety of community groups ranging from the most common volunteer-led groups, to

small organisations with just one paid staff member and large organisations with many staff members. More recently we have seen the development of the social enterprise model, including businesses with a social responsibility, or not-for-profits with a commercial arm to fund their social activities. This change brings with it a broader engaged social and business sector to work towards community outcomes.

In 2009, a NFP mapping exercise identified 309 organisations within the City of Cockburn or servicing the City. There has not been another mapping exercise of this magnitude since then, but a non-exhaustive tally exercise would indicate that 465 NFP organisations currently operate within or service the City of Cockburn.

Strategic Community Plan 2016-2026

The Strategic Community Plan 2016-2026 is the overarching strategic document that guides the City in achieving community outcomes. The Cockburn Community Development Strategy 2016-2020 supports these outcomes specifically through the following strategic objectives, Key Objectives 3, 4 and 5:



Community, Lifestyle and Security (Key Objective 3)

- 3.1 Provide residents with a range of high quality, accessible programs and services
- 3.6 Foster a greater sense of community identity by developing Cockburn Central as our regional centre whilst ensuring that there are sufficient local facilities across our community

Economic, Social and Environmental Responsibility (Key Objective 4)

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

Leading & Listening (Key Objective 5)

- 5.3 Listen to and engage with our residents, business community and ratepayers with greater use of social media

Other Informing Strategies

The City of Cockburn has a range of other Strategies that have informed this plan including:

- Community Engagement Framework 2014
- Children's Services Strategic Plan 2010 - 2015
- Disability Access and Inclusion Plan 2012- 2017
- Reconciliation Action Plan 2013 - 2016
- City of Cockburn Age Friendly Strategy 2016 - 2021
- Community, Sport and Recreation Facilities Strategic Plan
- Community Safety and Crime Prevention Plan 2015 – 2018
- Event Strategy 2014 – 2019
 - Communication Plan – Strategic Community Plan 2016 – 2026

Community Development Approach

Asset Based Community Development (ABCD) is a model for sustainable community driven development. The approach is different to a needs based approach in that communities focus and build on 'assets' already found in the community as opposed to focusing on their needs. The approach is based on the premise that communities can drive the development process themselves by identifying and mobilizing existing, but often unrecognised or under rated community assets (ABCD Institute, 2016).

The Community Development team thus lead this approach by stepping back, so that community driven development can take place. At the core of Asset Based Community Development, is the concept of 'Social Capital', which includes such things as 'networks, norms and trust' which increase a communities productive potential (ABCD Institute, 2016), and works to foster collaborative action. Active participation, empowerment and the prevention of disempowerment are the basis of this approach.

Analysis of Informing Data

Outcomes Overview

The following section will outline the consultation outcomes. Key findings include:

1. Succession planning continues to be a concern for volunteer-led community groups and highlights a need for growing new community leaders
2. The community recognises the importance for creating opportunities for social interaction at a neighbourhood and street level
3. The community wants the opportunity to advocate for what they believe is important, and to be listened to
4. It is important to continue providing support to community groups to improve their own community through a range of initiatives
5. Community safety is important
6. The Community wants opportunities to participate in community activities as a means of meeting new people and making new friends.

Consultation Outcomes

The Community Conversations Workshop was attended by over 50 community members, who split into eight tables and provided 159 collaborative comments about what is important to create a “connected, viable, interactive, safe, sustainable, inclusive, vibrant, flourishing, family friendly, accessible, diverse, cohesive community with a homely feel” (Community Conversation, 2015).

The comments provided were transcribed and emerging themes were identified. See figure 2

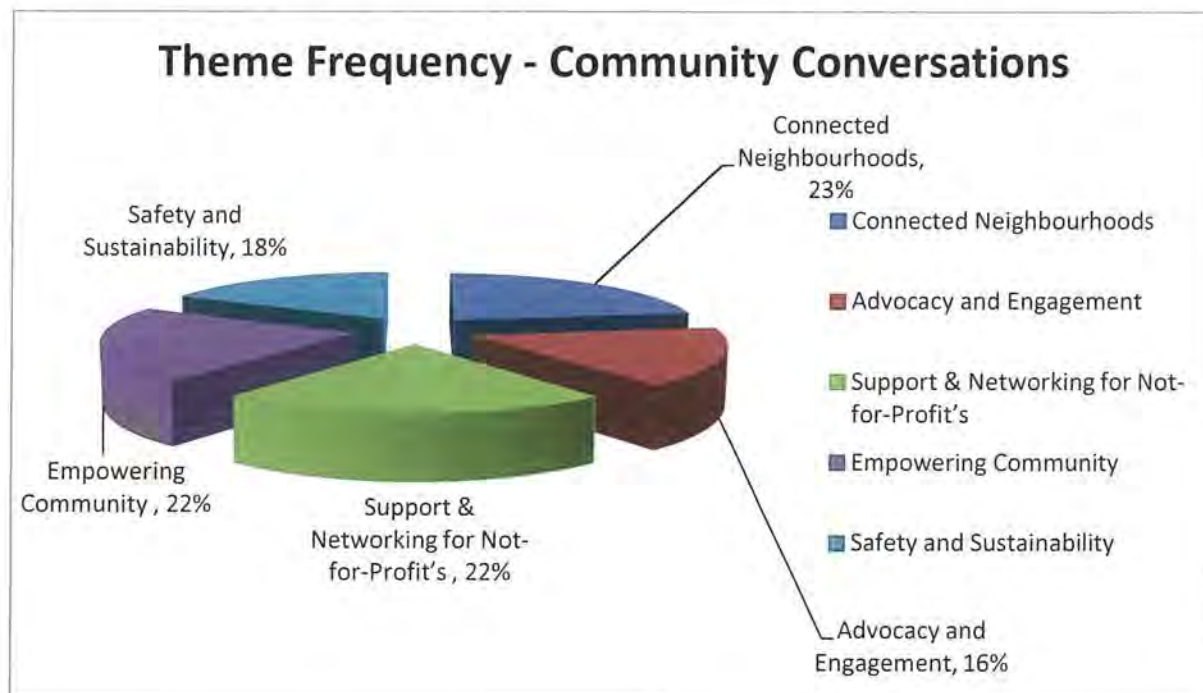


Figure 2: Theme frequency recorded from the Community Conversations event on 6 May 2016

Following this, two Stakeholder Workshops were conducted, using the identified themes, to develop understandings of what strategies may emerge. These workshops included 25 key external stakeholders and 10 key community development internal stakeholders (see figure 3 below).

Providing support and networking opportunities for not-for profits was by far the most frequent theme. This is already provided by Community Development and therefore it was suggested that these important support and networking services continue.

Community groups recognised a significant issue of succession planning for volunteer-led organisations. Anecdotal evidence also confirms this ongoing concern for many small associations, thus highlighting the opportunity for the Community Development Team to grow community leadership and mentor new leaders; and in particular engage with interested residents not yet connected to groups or projects.

Sustainability and Safety continue to be key topics discussed by the community, and confirm issues identified through the City's customer perception surveys, including traffic and road safety, safety and security, and greener streetscapes. This highlights the need to maintain good communication with communities about these concerns.

Building Connected Neighbourhoods was a frequently mentioned theme. Residents discussed the importance of knowing their neighbours in terms of social cohesion, safety and building a sense of community, with ideas such as street parties, local events and shared learning opportunities.

Listening to the community was a key theme in all consultations, with residents making it clear they want a say in how the City is shaped, developed and serviced. This highlights the need for a vibrant community engagement culture across the City.



Figure 3: Strategic Theme idea frequency of both organisations and City staff at two key stakeholder workshops.

Key Findings

Community consultation highlighted the need to grow new community leaders, thus broadening the scope of community development initiatives from not-for-profit groups based in and servicing the City of Cockburn to include residents within the City of Cockburn district. Additionally the Vision, Mission and Objectives of the Community Development Team now also reflect the important task of supporting and growing a vibrant community engagement culture at the City of Cockburn.

The work of community development is undertaken across a number of the City's service units, however what will distinguish the Community Development Team's work from other service areas is that it will not focus on a particular target group or issue. A generic community building approach from an asset based model will be the practice followed, and this kind of capacity building approach will be most successfully achieved through partnership with a wide range of stakeholders.

Vision

To support and contribute to a community in which people can feel a sense of belonging, connection and contribution; a community that celebrates diversity, embraces differences and supports the most vulnerable; and a community in which people feel able to facilitate positive change in their lives and the lives of others.

Mission

The Community Development team will work to support a vibrant community engagement culture at the City and facilitate an environment in which neighbourhoods flourish, volunteering thrives, not-for-profit organisations grow their capacity and the Cockburn community as a whole increases its ability to be resilient.

Outcomes and Strategies

In working towards this vision, the Community Development team will focus on:

1. Connected Neighbourhoods – Build strong, vibrant, safe and connected local communities through supporting and creating opportunities for residents to know their neighbours.

- 1.1 Strengthen networks between residents and neighbours
- 1.2 Provide incentives, support and guidelines towards community led neighbourhood level events and projects
- 1.3 Advocate for neighbourhood initiative opportunities internally

2. Advocacy and Engagement – Grow an informed and engaged community by creating opportunities for the community to learn about how Council works and how they can influence processes to ensure that their community needs and aspirations are considered.

- 2.1 Support a vibrant Community Engagement Culture at the City of Cockburn
- 2.2 Enhance relationships between the City, not-for-profit organisations and residents
- 2.3 Clarify, communicate and where possible simplify City processes for community activities

3. Support and Networking for not-for-profit's – Build strong and resilient community groups by continuing to provide support, funding and subsidies to groups for running events, community projects and fundraising in Cockburn.

3.1 Strengthen the capacity of not-for-profit organisations and residents;

3.2 Strengthen networks between not-for-profit organisations

4. Empowering Community – Grow community leadership capacity and leaders through building on individual and community group gifts, and providing learning, volunteering and networking opportunities.

4.1 Grow and support new community leaders and partnerships

4.2 Support Volunteering in and around Cockburn

4.3 Develop a network of people who care about Cockburn

5. Safety and Sustainability – Promote community safety and sustainability by facilitating access to City Service Units including Co-Safe, Crime Prevention officers, Rangers, Youth Services, Environmental Services and Parks, and provide support for community-led safety initiatives.

5.1 Develop partnerships with relevant departments

5.2 Facilitate connection of community with relevant services

Additional Recommendations

Since 2006, the Community Development team has maintained 2 FTE Community Development positions. The broader team also includes Volunteer Resource Centre staff and the recent introduction of a new Community Engagement Officer, however these positions have specific functions and are not focused on Community of Place community development work.

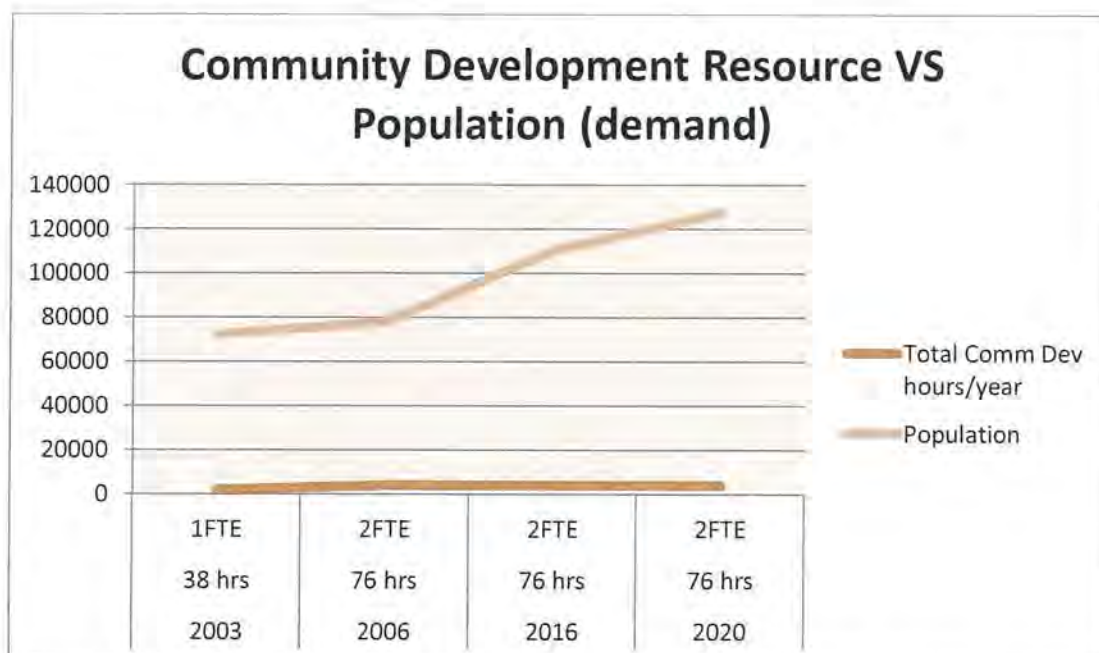


Figure 4: Community Development resources vs population growth

Community Development staff work intensively with a number of community groups, residents associations and individual residents on a range of issues including community-led initiatives, training, conflict resolution and mediation.

As the City continues to grow at a high rate with green-field development and urban infill, the demand for community development services, including out of hours support for new groups and projects, has significantly increased. Figure 4 illustrates the service quality in terms of staff resource, in relation to population growth in the City for the specific community of place community development roles.

The establishment of another Community Development officer, is an opportunity to grow community-led Community of Place initiatives within Cockburn in line with the population growth included in Figure 4.

Communication and Feedback Plan

The Draft Cockburn Community Development Strategy 2016-2020 will be put forward for consideration and adoption by Council.

Once adopted, the plan will be communicated as follows:

- 1) Sent via email to all who participated in the consultation process
- 2) Sent out via our Community Development e-News
- 3) Advertised via our Community Portal Facebook Page
- 4) Uploaded to the City of Cockburn website and intranet so it can be accessed by the community and staff at any time
- 5) Provided in hard copy to the libraries to keep on file to provide additional access
- 6) A notification about the plan will be sent to all staff via the Staff Intranet

Review Process

Community members are invited to provide feedback on the Community Development Strategy at all times. An Annual Action Plan accompanies this Strategy and clearly identifies the key actions required to meet the strategic outcomes. The action plan along with KPI's will be reviewed annually at the end of each financial year, to amend the actions and reflect any changes required. A summary of the annual review will be available to the community.

A comprehensive review of all components of the Community Development Strategy will be undertaken in 2020.



City of Cockburn

COMMUNITY DEVELOPMENT STRATEGY 2016 - 2020 IMPLEMENTATION PLAN (DRAFT)



cockburn.wa.gov.au

Introduction

“Community development is a process in which community members come together to take collective action and develop solutions to common problems. It involves engaging communities in policy making, planning, program development and evaluation. It is about government providing the opportunity for community initiatives in a ‘bottom up’ approach.” Community Development Round Table (2015)

The role of Local Government in Community Development is crucial, given that Local Government is said to be the closest form of Government to the community. As such Local Government has an opportunity to partner with community to build strong resilient and vibrant communities that can support themselves and take action to improve their own communities and to reach their own aspirations for the future.

Community development needs to:

- Allow for the identification of local needs;
- Support the voicing of local concerns;
- Facilitate flexibility, autonomy and local control of community groups; and
- Enable people to ‘do things’ at a local level to improve their communities.

Community Development Round Table (2015).



VISION

To support and contribute to a community in which people can feel a sense of belonging, connection and contribution, a community that celebrates diversity, embraces difference and supports the most vulnerable, a community in which people feel able to facilitate positive change in their lives and the lives of others.

MISSION

The Community Development Service Team will work to support a vibrant community engagement culture at the City and facilitate an environment in which neighbourhoods flourish, volunteering thrives, not-for-profit organisations grow their capacity and the Cockburn community as a whole increases its ability to be resilient

OUTCOME 1 - Connected Neighbourhoods

Build strong, vibrant, safe and connected local communities through supporting and creating opportunities for residents to know their neighbours.

Strategy 1.1 Strengthen networks between residents and neighbours

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
1.1.1	Continue to develop Neighbour day initiatives including maintaining status as a Very Neighbourly Organisation	Community Development (L)	Utilise existing resources	2016-2020	<ul style="list-style-type: none">• Neighbour day Celebrated• Numbers of community events annually increasing	
1.1.2	Create a suite of resources that Neighbours can use to host a street or neighbourhood event and capture neighbour details.	Community Development (L)	Utilise existing resources	2017-2018	<ul style="list-style-type: none">• Resources Developed• Resources distributed and available to community	
1.1.3	Continue to provide opportunities for residents to meet their neighbours through local networking events such as community conversations and	Community Development (L)	Utilise existing resources	2016 - 2017	<ul style="list-style-type: none">• A range of local networking events implemented annually	

community road shows

1.1.4	Promote the importance of knowing your neighbours via social media	Community Development (L) Corporate Communications	Utilise existing resources	2016 - 2017	<ul style="list-style-type: none"> Annual communications plan developed and implemented
-------	--	---	----------------------------	-------------	--

Strategy 1.2 Provide incentives, support and guidelines towards community led neighbourhood level events and projects

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
1.2.1	Investigate options that will facilitate parent access to coffee carts/food vans (or the like) with healthy food options at playgrounds and children's events in public open spaces (where current access is lacking)	Children's Development (L) Community Development Environmental Health Services	Utilise existing resources	2016/2017 for investigation Ongoing for implementation	<ul style="list-style-type: none"> Investigation complete Parents have increased access to mobile coffee/food vans at events/venues Information communicated to parents 	
1.2.2	Develop guidelines with appropriate departments for hosting street parties, including looking at traffic management solutions to keep cost to community down	Community Development Engineering (L) Events	Utilise existing resources	2017-2018 investigation 2018-2019 implementation	<ul style="list-style-type: none"> Working group established Internal processes developed Guidelines completed and distributed 	
1.2.3	Investigate, develop and implement a flexible (open anytime) community events grant model	Community Development (L) Grants	Utilise existing resources from Grants and Donations Budget	2016-2017 Ongoing for implementation	<ul style="list-style-type: none"> Grant model, processes and policies established and approved Grants program promoted and implemented. 	

1.2.4	Develop a range of 'off the shelf' event templates to assist communities to run events at local parks including but not limited to: Outdoor Movie Nights Pop-up Café's	Community Development (L) Recreation Services Environmental Health Events	Utilise existing resources	2017-2018	<ul style="list-style-type: none"> • Event templates developed • Partnerships developed with local hire company
-------	--	--	----------------------------	-----------	---

Strategy 1.3 Advocate for neighbourhood initiative opportunities internally

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
1.3.1	Advocate the need for support of neighbourhood initiatives across City departments: - Verge development - Community gardens - Other relevant initiatives	Community Development (L) Community Engagement Officer Strategic Business Managers	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • More initiatives are also available to groups of neighbours as opposed to only incorporated groups 	
1.3.2	Explore options for partnerships with internal departments for Neighbourhood initiatives	Community Development (L) Community Engagement Officer Strategic Business Managers	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Partnerships have been established • Resulting Initiatives developed and implemented 	
1.3.3	Promote good news neighbourhood stories and develop promotions plan	Community Development (L) Corporate Communications	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Annual communications plan developed including the intranet and Cockburn Soundings 	

OUTCOME 2 - Advocacy and Engagement

Grow an informed and engaged community by creating opportunities for the community to learn about how City works and how they can influence City processes to ensure that their community needs and aspirations are considered

Strategy 2.1 Support a vibrant Community Engagement Culture at the City of Cockburn

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
2.1.1	Advocate for the implementation of the Community Engagement Framework and Policy across all City departments. Provide one on one support for development and implementation of engagement projects.	Community Engagement Officer (L) Corporate Communications SBMG	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Attendance at key team meetings of relevant departments All engagement projects implemented successfully 	
2.1.2	Develop a training program for key staff on the implementation of the Community Engagement Register	Community Engagement Officer (L) Community Development	Utilise existing resources	2016 Ongoing for Implementation	<ul style="list-style-type: none"> Training Program Developed Training delivered on a regular basis 	
2.1.3	Maintain Community Engagement Register, schedule engagement projects appropriately and regularly communicate scheduled engagements	Community Engagement Officer (L) Community Development SBMG	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Regular updates sent to all staff and Elected Members of relevant engagement projects 	
2.1.4	Review the cost effectiveness of Engagement HQ and the possibility of moving to an alternative platform, or to create	Community Engagement Officer (L) Community Development	Utilise existing resources	2016-2017	<ul style="list-style-type: none"> Review completed and recommendations put to Manager Community Development 	

	our own Engagement Hub through the website	Corporate Communications Information Technology		2017 implementation	<ul style="list-style-type: none"> Implement recommendations by EOFY 16.17
2.1.5	Develop and maintain an information database that combines raw data from all Engagement Projects to be used as secondary research for new Engagement Projects to avoid the same questions being asked by each engagement project	Community Engagement Officer (L) Community Development Corporate Communications Information Technology	Utilise existing resources	2017 Ongoing for implementation	<ul style="list-style-type: none"> Easy to use, searchable 'database' developed. Database maintained.
2.1.6	Develop and maintain a schedule of tested and statistically valid engagement questions that can be used by officers when developing their own engagement plans.	Community Engagement Officer (L) Community Development Corporate Communications	Utilise existing resources	2016-2017 Ongoing for implementation	<ul style="list-style-type: none"> Schedule Developed and maintained.
2.1.6	Capture and maintain details of engaged community members that can be easily accessed to promote engagement opportunities, and called upon to join working groups for various engagement projects using for example Engagement HQ.	Community Engagement Officer (L) Community Development	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Established group of Engaged Community members
2.1.7	Effectively communicate engagement opportunities to the Community, as well as feedback about each engagement, closing	Community Engagement Officer (L) Community Development Corporate	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Establishment of regular advertisements or articles detailing engagement outcomes in key communication materials

	the engagement loop	Communications			such as the Sounding, Enews and Website.
2.1.8	Develop Engagement Events that give community the opportunity to meet and interact with Elected Members and the Mayor	Community Engagement Officer (L) Community Development Executive Services	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> At least one event held in each ward per annum.
2.1.9	Host Cockburn Community Development Group meetings with key members of residents associations	Community Development (L) Community Engagement Officer	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Five - Six meetings hosted per year
2.1.10	Investigate the opportunity of implementing a participatory budgeting program including a potential model and implementation method	Community Engagement Officer (L) Community Development Grants	Resources to be investigated	2016 - 2017	<ul style="list-style-type: none"> Provide an investigation report and recommendation to the Grants and Donations Committee for consideration
2.1.11	Develop and maintain effective relationships with the City's reference groups	Community Engagement Officer (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Relationships maintained
2.1.12	Advocate for an additional Community Development Officer position at the City to accommodate the growing population	Community Development (L)	New resources required – 0.6 position included in the Workforce Plan	2019-2020	<ul style="list-style-type: none"> Community Development Officer appointed

Strategy 2.2 Enhance relationships between the City, not-for-profit organisations and residents

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
2.2.1	Regularly attend Resident Association Meetings	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Attendance at least 3 times per annum for each Association 	
2.2.2	Facilitate attendance of key City staff to discuss relevant suburb based information and resident association meetings	Community Development (L) SBMG	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> 90% of requests fulfilled 	
2.2.3	Provide schedule of proposed community meeting dates to Elected Member Assistant to include in their calendar at the start of the financial year	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Elected members informed of Resident Association Meetings 	
2.2.4	Regularly print the Cockburn Community Bulletin promoting Resident Association Meetings in local newspaper.	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> 11 Community Bulletins published annually 	
2.2.5	Maintain a database of Resident Associations including contacts of key members	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Database maintained 	
2.2.6	Send monthly E-News updates to residents and not-for-profit groups	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> 11 newsletters send annually 	
2.2.7	Maintain Community Portal Facebook page	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Facebook page regularly updated Facebook membership continues to grow 	
2.2.8	Promote Community Group News twice yearly in the Cockburn	Community Development	Utilise existing	2016 - Ongoing	<ul style="list-style-type: none"> Two four page community group updates published 	

Soundings

(L)

resources

in June and December Soundings.

Strategy 2.3 Clarify, communicate and where possible simplify City processes for community activities

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
2.3.1	Advocate for simplification of processes that affect community initiatives across City departments	Community Development (L) SBMG	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none">Other departments aware of goal.	
2.3.2	Create simplified guidelines of City processes as required	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none">Guidelines created as required	

OUTCOME 3 - Support and Networking for Not-for-Profit's

Build strong and resilient community groups by continuing to provide support, funding and subsidies to community groups for running events, community projects, fundraising in Cockburn.

Strategy 3.1 Strengthen the capacity of not-for-profit organisations, volunteers and residents

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
3.1.1	Provide a suite of Community capacity building training events	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Successful implementation of relevant community training 	
3.1.2	Develop an annual calendar detailing proposed community capacity building events annually	Community Development (L) Corporate Communications	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Printing and distribution of calendar 	
3.1.3	Provide one on one officer support to and support community led initiatives and build capacity within relevant groups	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Support of at least 5 community groups annually 	
3.1.4	Maintain and promote the community signs and identify new possible sign locations for Banjup and other non-services suburbs, including electronic signs.	Community Development (L) Engineering	Existing and new resources \$20,000 New signs	2016 - Ongoing 2017- 2019 New signs	<ul style="list-style-type: none"> • Promotion plan for Community Signs implemented. • Proposal for new signs submitted to Manager Community Development 	
3.1.5	Promote and continue to maintain the Cockburn Community trailer for use by NFP groups and residents hosting neighbourhood events.	Community Development (L) Friends of the Community	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Redevelopment of usage guidelines • Promotion plan for Community Trailer implemented. 	

3.1.6	Review and implement subsidy program to subsidise residents associations for venue cost	Community Development (L) Grants Recreation Services	Utilise existing resources Grants and Donations Budget	2016 - Ongoing 2017 for review	<ul style="list-style-type: none"> • Review of policy and process completed. • Subsidy implemented successfully
3.1.7	Review and implement subsidy program to subsidise residents associations for printing cost and distribution costs	Community Development (L) Grants	Utilise existing resources Grants and Donations Budget	2016 - Ongoing 2017 for review	<ul style="list-style-type: none"> • Review of policy and process completed. • Subsidy implemented successfully
3.1.8	Review and implement subsidy program to subsidise residents associations and affiliated groups for insurance costs through LGIS Community Group Insurance program	Community Development (L) Grants	Utilise existing resources Grants and Donations Budget	2016 - Ongoing 2017 for review	<ul style="list-style-type: none"> • Review of policy and process completed. • Subsidy implemented successfully
3.1.9	Promote Cockburn Community Fund Grants and provide one on one officer support where required.	Community Development (L) Grants	Utilise existing resources Grants and Donations Budget	2016 - Ongoing	<ul style="list-style-type: none"> • Grants program successfully promoted and implemented
3.1.10	Promote and implement Alcoa Cockburn Community Fund. Meet all partnership reporting and promotional requirements, whilst maintaining an ongoing partnership	Community Development (L) Grants Alcoa	Utilise existing resources Grants and Donations Budget and partnership funding from Alcoa	2016 - Ongoing	<ul style="list-style-type: none"> • Successful promotion and implementation of grants program • Successful and on-time completion of reporting • Successful negotiation of ongoing partnership
3.1.11	Promote and implement Fremantle Ports Cockburn Community Fund. Meet all	Community Development (L)	Utilise existing resources Grants and Donations	2016 - Ongoing	<ul style="list-style-type: none"> • Successful promotion and implementation of grants program

	partnership reporting and promotional requirements, whilst maintaining an ongoing partnership	Grants Fremantle Ports	Budget and partnership funding from Fremantle Ports		<ul style="list-style-type: none"> • Successful and on-time completion of reporting • Successful negotiation of ongoing partnership
3.1.12	Review Fremantle Ports and Alcoa partnerships, and grant forms to ensure they are still relevant and accessible to the community.	Community Development (L) Grants Fremantle Ports Alcoa	Utilise existing resources	2018	<ul style="list-style-type: none"> • Review completed and recommendations put to Manager Community Development, Fremantle Ports and Alcoa
3.1.13	Review and maintain Community Resource Factsheets	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Resources maintained adequately
3.1.14	Wind down the community portal, moving Resident Associations web page information to the City's website, and other not-for-profit groups to free website and email software or social media	Community Development (L) Information Technology Corporate Communications	Utilise existing resources	2017-2018	<ul style="list-style-type: none"> • Community Portal dismantled • All groups transitioned onto free software or City website
3.1.15	Host networking events such as Sundowners or eat and greet events as opportunities for not-for-profit groups/volunteers to network	Volunteer Resource Centre (L) Club Development Community Development	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • At least two networking events provided annually
3.1.16	Support not-for-profit service sector network groups	Community Development and Services (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Sector networks supported

Strategy 3.2 Strengthen networks between not-for-profit organisations and local business

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
3.2.1	Develop partnerships between local business and not-for-profit groups	Community Development (L) Melville Cockburn Chamber of Commerce	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Maintain not-for-profit and business steering committee Hold at least 1 business and community initiative implemented annually 	

OUTCOME 4 - Empowering Community

Growing community leadership capacity and leaders through building on individual and community group gifts, providing learning, volunteering and networking opportunities

Strategy 4.1 Grow and support new community leaders and collaborative initiatives

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
4.1.1	Investigate and implement best practice community leadership initiatives.	Community Development (L) Youth Services	New resources- \$5000 allocated to Community Training Budget	2017/19- ongoing	<ul style="list-style-type: none"> Business case developed and provided to Manager Community Development 	
4.1.2	Investigate opportunities to involve young leaders in Resident Groups	Community Development (L) Youth Services	Utilise existing resources	2017	<ul style="list-style-type: none"> Investigation complete Recommendation implemented 	
4.1.3	Develop network of people that care about Cockburn, including church and religious, not for profit	Community Development (L)	Utilise existing resources	2017-2018	<ul style="list-style-type: none"> Network established Collaborative projects implemented 	

groups etc.

4.1.4	Support Collective impact initiatives and collaborative work partnerships	Community Development and Services (L)	Utilise existing resources	2016 – ongoing	<ul style="list-style-type: none"> • Opportunities actively sought out
4.1.5	Provide one on one Officer Support to build capacity of neighbours and residents to support and implement community led initiatives	Community Development (L)	Utilise existing resources	2016 - ongoing	<ul style="list-style-type: none"> • Support of at least 5 community led initiatives annually
4.1.6	Provide one on one Officer Support to build capacity and develop sustainability in a specific Community of Place or Learning Site	Community Development (L)	New resources \$6000 (\$2000 for 3 years)		<ul style="list-style-type: none"> • Support of at least 1 Community of Place project • Increased community ownership and sustainability of project

Strategy 4.2 Support Volunteering in and around Cockburn

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
4.2.1	Promotion of National Volunteer Week	Volunteer Resource Centre (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • National Volunteer Week celebrated annually 	
4.2.2	Develop and implement an annual promotional strategy growing the profile of volunteering through increased community awareness.	Volunteer Resource Centre (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Promotional plan implemented annually 	
4.2.3	Distribute the Cockburn Volunteer Resource Centre news (Volunteer Voice)	Volunteer Resource Centre (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> • Deliver at least 3 editions per year 	
4.2.4	Contribute Weekly VRC news to	Volunteer Resource	Utilise existing	2016 - Ongoing	<ul style="list-style-type: none"> • At least 50 Facebook 	

	the Community Portal Facebook page and monthly to the Community Development E-News	Centre (L)	resources		posts and 11 Volunteer Corner News bites delivered annually
4.2.5	Review and cost benefit analysis of VRC Resource space	Volunteer Resource Centre (L)	Utilise existing resources	2017	<ul style="list-style-type: none"> Review Completed and recommendations provided to Manager Community Development
4.2.6	Continue to implement the Very Important Volunteer Card	Volunteer Resource Centre (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Successfully implemented annually Growth in uptake and business participation
4.2.7	Host annual Inspirational Volunteer Awards	Volunteer Resource Centre (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Successfully implemented
4.2.8	Gain approval and support for Staff Volunteer Program	Volunteer Resource Centre (L) Human Resources	Utilise existing resources	2016-2017 Pilot 2017-2018 Full implementation	<ul style="list-style-type: none"> Successfully implement a pilot version of the Staff Volunteer Program Successfully implement policy and procedure to support the staff volunteer program

OUTCOME 5 - Safety and Sustainability

Promote community safety and sustainability by facilitating access to Co-Safe, crime prevention officers, community services, rangers, environmental services, and parks services staff and by providing support for community led safety initiatives

Strategy 5.1 Develop partnerships with relevant departments

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
5.1.1	Investigate collaborative partnerships and collaborative initiatives to promote community	Community Development (L)	Community Grants funding and existing	2017-2018	<ul style="list-style-type: none"> Potential partnerships identified. Initiatives implemented 	

safety and sustainability

Parks Services

resources

Community Safety

Environmental Services

Strategy 5.2 Facilitate connection of Community with relevant services

#	Actions	Leader & key contributors	Budget	Timeframe	Measures of success	Status update
5.2.1	Facilitate attendance of key City staff related to Safety and Sustainability, at community events	Community Development and Services (L) Recreation and Community Safety	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> 90% of requests for attendance fulfilled 	
5.2.2	Increase awareness of crime prevention by distribution of publications relating to crime prevention to the public	Crime Prevention Officer (L) Community Development	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> All requested publications distributed 	
5.2.3	Work together with key organisations and community groups to plan and implement community safety and crime prevention initiatives	Crime Prevention Officer (L) Community Development Services	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Successful implementation of projects 	
5.2.4	Leverage partnerships with external parties through various organisations to support community-led initiatives	Community Development (L)	Utilise existing resources	2016 - Ongoing	<ul style="list-style-type: none"> Number of partnerships developed 	

References

Community Development Round Table (2015) Community Development: A Guide for Local Government Elected Members, Department of Local Government and Communities, available:
<https://www.dlgc.wa.gov.au/Publications/Documents/GuideForElectedMembers.pdf>

ABCD Institute (2016) What is Asset Based Community Development (ABCD), available
[http://abcdinstitute.org/docs/What%20isAssetBasedCommunityDevelopment\(1\).pdf](http://abcdinstitute.org/docs/What%20isAssetBasedCommunityDevelopment(1).pdf)

Appendices

Appendix 1: Community Conversation Outcomes



6 May 2015

community conversation

Our Vision for Cockburn

We want a connected, viable, interactive, safe, sustainable, inclusive, vibrant, flourishing, family friendly, accessible, diverse, cohesive community with a homely feel!

Over 50 community members came together on 6 May 2015 to have a community conversation about what we want Cockburn to be like in 10 years time, and what individuals, groups and the City can do to make our vision a reality. Here are some of the great ideas we came up with:

Spaces

Individuals can:

- Make more use of community space
- Attend free events
- Support local business
- Pick up rubbish if you see it
- Respect your neighbours
- Participate
- Advocate and engage with council for improvements

Groups can:

- Businesses can plan spaces better to suit community
- Partner with other groups
- Communicate using social media
- Use council facilities for meetings and events
- Advocate on behalf of the community for suitable spaces

Neighbourhoods

Individuals can:

- Meet, smile and greet your neighbours
- Encourage children to play
- Hang out the front more or host a street party
- Work together and take responsibility for your street
- Extend a hand of friendship, respect, understand and relate to others
- Attend workshops, volunteer and join groups
- Encourage others to join into community activities

Groups can:

- Run events for the wider community
- Host social gatherings, like a picnic in the park or a quiz night
- Interact more regularly with the community
- Foster cohesive relationships, share knowledge and promote group activities
- Focus on being inclusive
- Use social media
- Use sport as a way to engage
- Invite community members as guest speakers

#celebratingcockburn #35tinythings #celebrateneighbourday

Safety

Individuals can:

- Report all incidents to police
- Look out for your neighbours
- Educate kids about safety and staying out of trouble
- Join Neighbourhood Watch
- Exchange emergency contact numbers

Groups can:

- Report all incidents to police
- Engage with Safety House program
- Engage with police
- Partner with sporting groups and youth groups
- Engage with Council about local concerns

Traffic

Individuals can:

- Use alternative modes of transport - carpool, cycle, run, walk, public transport
- Take personal responsibility
- Educate ourselves and families
- Lobby State Government for improvements

Groups can:

- Host cycle/walking meetings
- Collect ideas from the community about actions, share information and fund-raise for projects
- Lobby for better traffic outcomes including better bus system

Sustainability

Individuals can:

- Recycle and reduce use of things
- Join in with tree planting and maintenance
- Get involved in sustainability initiatives by volunteering
- Respect the environment by being responsible - save water, rain water, grey water, solar lighting, composting etc.
- Encourage the development of accommodation, cinemas arts and cafes
- Pursue community gardens, no water verges, and native verges
- Join together by forming a street group, busy bee or street clean up

Groups can:

- Host recycling events, school-car drives, battery collections, recyclable projects, community composting, discussion groups, letter drops and gardening groups
- Partner with other local groups and share information
- Listen to the community and act on information
- Lead by example

For more information contact:

Cockburn Community Development Team
on 9411 3444 or comdev@cockburn.wa.gov.au
www.cockburn.wa.gov.au/commdev

themes

Themes from the night that will guide the City in developing a new
Community Development Strategic Plan

Neighbourhood Development	Importance of social interaction in neighbourhoods, use of local facilities and community hubs
Advocacy/Engagement	Communicating/engaging with Council/Government - i.e. for improvement to parks, streets, facilities, speed limits, public transport etc.
Not for Profit Support	Importance of support to community groups in running events, community projects, fundraising and volunteering
Sustainability	Financial, Social and Environmental Sustainability of Cockburn including things like tourism, recycling, planting natives etc.
Safety	Importance of Community safety programs, projects and engagement with co-safe and police
Networking	Importance of opportunities for different community members to network/ participate including groups, neighbours and business. Keep it local.

COSTINGS - COMMUNITY DEVELOPMENT STRATEGY 2016-2020

Strategy Action Number	Action	Budget Type	16/17	17/18	18/19	19/20	Total
2.1.12	Appointment of Community Development Officer	New Recurrent				60000	
3.1.4	Installation of new community signs	New Non Recurrent		10000	10000		
4.1.1	Implementation of community leadership initiative	New Recurrent		5000	5000	5000	
4.1.6	One on one officer support for specific projects	New Recurrent		2000	2000	2000	
Total			0	\$17,000	\$17,000	\$67,000	\$101,000