



City of Cockburn
Ordinary Council Meeting
Agenda Paper

For Thursday, 12 March 2020



City of Cockburn
PO Box 1215, Bibra Lake
Western Australia 6965

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Coleville Crescent, Spearwood

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NOTICE OF MEETING

Pursuant to Clause 2.4 of Council's Standing Orders, an Ordinary Meeting of Council has been called for Thursday 12 March 2020. The meeting is to be conducted at 7.00 PM in the City of Cockburn Council Chambers, Administration Building, Coleville Crescent, Spearwood.

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

A handwritten signature in black ink, appearing to read 'Stuart Downing', is written over a faint, stylized wave graphic that is part of the City of Cockburn logo.

Stuart Downing
ACTING CHIEF EXECUTIVE OFFICER

CITY OF COCKBURN

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CITY OF COCKBURN
AGENDA TO BE PRESENTED TO THE ORDINARY
COUNCIL MEETING
TO BE HELD ON THURSDAY, 12 MARCH 2020 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 AND LEAVE OF ABSENCE**

Cr Lee-Anne Smith	-	Suspended until 3 April, 2020
Mr S Cain, CEO	-	Leave of Absence

- 6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**

Nil

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

Nil

- 8. PUBLIC QUESTION TIME**

9. CONFIRMATION OF MINUTES

9.1 MINUTES OF THE ORDINARY COUNCIL MEETING - 13/2/2020

RECOMMENDATION

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 13 February 2020 as a true and accurate record.

10. DEPUTATIONS

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

Nil

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

13. COUNCIL MATTERS

13.1 MOTION - ANNUAL ELECTORS' MEETING - 4 FEBRUARY 2020

Author(s) D Green

Attachments 1. Standing Orders Amendment Local Law No 1
2020 [↓](#)

RECOMMENDATION

That Council make a local law to amend its *Standing Orders Local Law 2016* as follows:

- (1) in Clause 4.9 'Notices of Motion' subclause (3) and subclauses (5)(a) and (b), delete 4.10 where it appears and insert 4.9; and
- (2) in Clause 14.2 'Method of Taking Vote':
 - (a) in subclause 14.2(1) delete 'by a show of hands',
 - (b) in subclause 14.2(2) insert 'or any electronic system installed for this purpose'
 - (c) delete subclauses 14.2(3)(a) and (b), and insert the following subclause:

'Upon a vote being taken, the Presiding Member shall cause the vote of all members present to be recorded in the minutes.'

as shown in the attachment to the agenda

Background

At the Annual Electors' Meeting held on 4 February 2020, the following motion was carried:

That the Council Policy 'Council Meetings' be updated with one addition, this being Item (6).

(6) Elected Member Voting

Elected Members are required to vote on each item presented in the agenda document. Voting outcomes will be recorded in the minutes directly below the resolution and will contain the following;

- *Carried summary*
- *Elected Member name*
- *Elected Member vote recorded as Yes/No*

The motion was carried by the electors present – five (5) votes for and two (2) votes against.

Submission

N/A

Report

It is a requirement of the *Local Government Act 1995* (the Act) that all motions passed at an Electors Meeting are formally considered by Council.

The voting process at Council Meetings is governed by the *Local Government Act 1995* (Section 5.21) and the *City of Cockburn Standing Orders Local Law 2016* (Clause 14.2).

While it is a requirement for all Elected Members in attendance at a Council Meeting to vote in such a way so that their vote is not a secret, it is largely unknown how individual members voted on matters contained in the Meeting Agenda.

From a perspective of accountability and transparency, there can be no doubt that the inclusion of Elected Members' names against all decisions of Council, provides a more complete record of the meeting proceedings than currently is the case in relation to City of Cockburn Council Meetings. While the Act provides the opportunity for any member to request these details to be recorded, it is a discretionary practice which is only initiated at the request of an Elected Member after the vote is taken.

Similarly, incorporating such a mechanism into a Council policy would not provide any obligation on a member, or members, to abide by the statement, as the Act does not stipulate any such requirement, unless triggered by a member to do so.

Accordingly, it is suggested that the most effective means of dealing with the matter is to seek an amendment to the Council's Local Laws related to the proceedings of a Council meeting, known as the Standing Orders.

The Standing Orders effectively govern the Council Meeting process and can provide enhancements to the manner in which meetings are conducted. Including the names of members against the voting outcomes at Council Meetings would provide an extra layer of accountability to the constituents, in addition to elevating the level of detail available for public view.

In addition, Clause 4.9 requires some minor administrative attention to correct a numerical error which has been discovered.

Strategic Plans/Policy ImplicationsLeading and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

Minor associated advertising costs are provided for in the City's Governance budget

Legal Implications

Secs 3.12 and 5.21 of the *Local Government Act 1995* and Clause 14.2 of the *City of Cockburn Standing Orders Local Law 2016* refer.

Community Consultation

The proposal is required to be advertised for a minimum period of six (6) weeks in order to receive public comment.

Risk Management Implications

There is a "Low" level of "Brand/Reputation" and "Compliance" risk associated with this item.

Advice to Proponent(s)/Submitters

The mover of the motion has been advised that the matter is to be considered at the 12 March 2020 Ordinary Council Meeting

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

Nil

LOCAL GOVERNMENT ACT 1995*City of Cockburn***STANDING ORDERS AMENDMENT LOCAL LAW No 1 2020**

Under the powers conferred by the Local Government Act 1995 and all other powers enabling it, the Council of the City of Cockburn resolved on to make the following local law.

1. Citation

This local law may be cited as the *City of Cockburn Standing Orders Amendment Local Law No 1 2020*.

2. Commencement

This local law comes into operation 14 days after the day of its publication in the *Government Gazette*.

3. Principal Local Law amended

The City of Cockburn Standing Orders Local Law 2016 published in the *Government Gazette* on 22 September 2016, and amended on 21 March 2017 and 23 November 2017 is referred to as the principal local law. The principal local law is amended.

4. Part 4 amended

- (a) In subclause 4.9 (3) delete “4.10” and insert “4.9”
- (b) In subclause 4.9 (5) (a) delete “4.10 (1)” and insert “4.9 (1)”
- (c) In subclause 4.9 (5) (b) delete “4.10 (1)” and insert “4.9 (1)”

5. Part 14 Amended

- (a) In subclause 14.2 (1) delete “by a show of hands”

(b) In subclause 14.2 (2) insert “or any electronic system installed for this purpose” after the word “hands”

(c) Delete subclause 14.2 (3) (a) and (b) and insert

(3) Upon a vote being taken, the presiding member shall cause the vote of all members present to be recorded in the minutes

Dated.....

The Common Seal of the City of Cockburn was affixed under the authority of a resolution of Council in the presence of –

Logan K Howlett, Mayor

....., Chief Executive
Officer

13.2 MINUTES OF THE DELEGATED AUTHORITIES AND POLICIES COMMITTEE MEETING - 27 FEBRUARY 2020**Author(s)** B Pinto**Attachments** 1. Minutes of the Delegated Authority and Policies Committee Meeting - 27 February 2020 [↓](#)**RECOMMENDATION**

That Council receive the Minutes of the Delegated Authorities and Policies Committee Meeting held on 27 February 2020 and adopt the recommendations contained therein.

Background

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 27 February 2020. The Minutes of the meeting are required to be presented.

Submission

N/A

Report

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

The meeting considered Policies that required review, namely:

- LPP2.2 'Subdivision in Jandakot & Banjup North of Armadale Road
- LPP4.6 'Cockburn Coast Design Guidelines for Robb Jetty & Emplacement Precincts'
- 'Attendance at Conferences, Seminars, Events and Training'

In addition to the above, a Notice of Motion received from Cr Chontelle Stone for presentation to the next Delegated Authorities and Policies Committee (DAP) meeting, to amend the City's Procurement Policy to incorporate reducing the risk of using goods and services that support modern slavery.

Strategic Plans/Policy ImplicationsLeading and 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

As contained in the Minutes.

Legal Implications

As contained in the Minutes.

Community Consultation

As contained in the Minutes.

Risk Management Implications

Failure to adopt the Minutes may result in inconsistent processes and lead to non-conformance with the principles of good governance.

Advice to Proponent(s)/Submitters

N/A

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

Nil



City of Cockburn
Delegated Authorities and Policies
Committee
Minutes

For Thursday, 27 February 2020

These Minutes are subject to confirmation

Presiding Member's signature

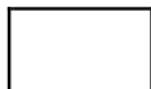
Date: 28 May 2020

DAP 27/02/2020

CITY OF COCKBURN**SUMMARY OF MINUTES OF THE DELEGATED AUTHORITIES AND POLICIES
COMMITTEE HELD ON THURSDAY, 27 FEBRUARY 2020 AT 6.00 PM**

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DAP 27/02/2020

CITY OF COCKBURN**MINUTES OF DELEGATED AUTHORITIES AND POLICIES
COMMITTEE HELD THURSDAY, 27 FEBRUARY 2020 AT 6.00PM****PRESENT****ELECTED MEMBERS**

Ms C Stone	-	Councillor (Presiding Member)
Mr L Howlett	-	Mayor
Mr M Separovich	-	Councillor

IN ATTENDANCE

Mr S Downing	-	Acting Chief Executive Officer
Mr D Green	-	Director Governance and Community Services
Mr D Arndt	-	Director Planning and Development
Mr C Sullivan	-	Director Engineering and Works
Mr N Mauricio	-	Acting Director Finance and Corporate Services
Mrs G Bowman	-	Executive Manager, Strategy and Civic Support
Mrs B Pinto	-	Governance and Risk Support Officer
Mrs S D'Agnone	-	Council Minute Officer

1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 6.01pm.

2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)

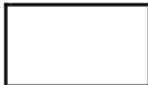
Nil

**3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN
DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT
OF INTEREST (BY PRESIDING MEMBER)**

Nil

4. APOLOGIES AND LEAVE OF ABSENCE

Cr Terblanche	-	Apology
Cr T Widenbar (Deputy)	-	Apology
Mr Stephen Cain, CEO	-	Leave of Absence

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DAP 27/02/2020

5. CONFIRMATION OF MINUTES**5.1 (2020/MINUTE NO 0001) MINUTES OF THE DELEGATED AUTHORITIES AND POLICIES COMMITTEE MEETING - 27/11/2019****RECOMMENDATION**

The Committee confirms the Minutes of the Delegated Authorities and Policies Committee Meeting held on Wednesday, 27 November 2019 as a true and accurate record.

COMMITTEE RECOMMENDATION

MOVED Cr M Separovich SECONDED Mayor L Howlett

That the recommendation be adopted.

CARRIED 3/0

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

Nil

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

Nil

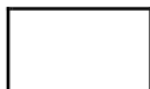
AT THIS POINT IN THE MEETING, THE TIME BEING 6.02PM THE FOLLOWING ITEMS WERE CARRIED BY 'EN BLOC' RESOLUTION OF THE COMMITTEE.

9.1	13.1
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8. COUNCIL MATTERS

Nil

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Item 9.1

DAP 27/02/2020

9. PLANNING AND DEVELOPMENT DIVISION ISSUES**9.1 (2020/MINUTE NO 0002) MINOR MODIFICATION TO LOCAL PLANNING POLICY 2.2 - SUBDIVISION IN JANDAKOT AND BANJUP NORTH OF ARMADALE ROAD****Author(s)** C Da Costa**Attachments** 1. LPP 2.2 - Subdivision in Jandakot and Banjup North of Armadale Road [↓](#)**RECOMMENDATION**

That Council amends Local Planning Policy 2.2 – Subdivision in Jandakot and Banjup North of Armadale Road, in accordance with Clause 5(2) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as shown in the attachment.

COMMITTEE RECOMMENDATION

MOVED Cr M Separovich SECONDED Mayor L Howlett

That the recommendation be adopted.

CARRIED 3/0**Background**

At the Ordinary Council Meeting on 14 March 2019 (Minute No. 0021) it was resolved to delete PSPD7 – *Jandakot Airport Position Statement* as it referenced an outdated version of State Planning Policy (SPP) 5.3 – *Land Use Planning in the Vicinity of Jandakot Airport*, and the requirements were no longer required under the SPP.

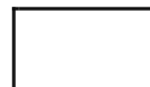
Submission

N/A

Report

Local Planning Policy 2.2 – *Subdivision in Jandakot and Banjup North of Armadale Road* currently references PSPD7, a Position Statement which was deleted by Council on 14 March 2019. It is recommended that this reference be removed.

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DAP 27/02/2020

Item 9.1

The table below provides a review of the section of the LPP subject to the modification. The modification will not alter the intent of the provisions.

Part of Local Planning Policy	Change Summary
Policy Purpose (page 1)	Amend section: <i>NOTE: This Policy needs to be read in conjunction with LPP 2.1 (APD7) (Rural Subdivision Policy) and PSPD7 (Jandakot Airport)</i> To the following wording: <i>NOTE: This Policy needs to be read in conjunction with LPP 2.1 - Rural Subdivision.</i>

Strategic Plans/Policy Implications

City Growth

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 and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

N/A

Legal Implications

N/A

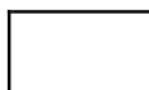
Community Consultation

Specific to this LPP adopted under the Town Planning Scheme No. 3, in accordance with Clause 5 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, minor amendments are not required to be advertised. Importantly the changes will not have a detrimental impact on the amenity of residents or the City.

Risk Management Implications

If the subject changes to the policy are not adopted and therefore not progressed, some inconsistencies would occur in relation to existing practices. This practice needs to be formalised in a policy for consistency and reliability.

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Item 9.1

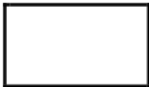
DAP 27/02/2020

Advice to Proponent(s)/Submitters

N/A

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

Nil



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Item 9.1 Attachment 1

DAP 27/02/2020

Title	Subdivision in Jandakot & Treeby
Policy Number (Governance Purpose)	LPP 2.2

**Policy Type**

Local Planning Policy

Policy Purpose

In Jandakot and Treeby there remain several large lots which have yet to reach their full subdivision and development potential under the provisions of State Planning Policy No. 2.1 (*Peel-Harvey Coastal Plain Catchment Policy*), State Planning Policy No. 2.3 (*Jandakot Groundwater Protection Policy*) and the provisions of the 'Resource' zone under City of Cockburn Town Planning Scheme No. 3 (TPS 3).

Sand extraction operations, which have occurred or are occurring on these remaining sites, have ceased or are likely to cease within a relatively short time frame. As the sand resource is exhausted, landowners are expected to seek Western Australian Planning Commission (WAPC) approval to subdivide.

There is a need to ensure that subdivision proposals resolve issues arising from prior land uses are carried out within a comprehensive planning framework, to ensure that they are developed with regard to the relevant opportunities and constraints of the locality and comply with the 'Resource' zone provisions under TPS 3.

NOTE: This Policy needs to be read in conjunction with LPP2.1 ~~(APD7)~~ (Rural Subdivision Policy) and ~~PSPD7~~ (Jandakot Airport).

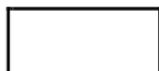
The purpose of the policy is:

- (1) To identify a series of precinct areas encompassing current and former sand extraction sites and other land in Jandakot and Treeby with subdivision and development potential.
- (2) To establish subdivision recommendations and requirements for the precincts.

Policy StatementPlanning Principles

- (1) Ensure subdivision over the Jandakot Groundwater Mound is compatible with the long term use of the groundwater for public water supply.
- (2) Maintain the operational integrity of Jandakot Airport, Kennel/Cattery Precinct and Solomon Road Industrial Area.
- (3) Provide a permeable and logical road layout
- (4) Maintain vegetation of local significance as identified by the City.

[1]



DAP 27/02/2020

Item 9.1 Attachment 1

Title	Subdivision in Jandakot & Treeby
Policy Number (Governance Purpose)	LPP 2.2



- (5) Identification of site specific environmental features worthy of protection through a detailed land capability and site suitability assessment by proponents in consultation with the City.
- (6) Maintain and enhance the high level of the visual and landscape qualities of the natural environment for the benefit of future generations.
- (7) Ensure subdivision design and associated rehabilitation works reflect appropriate bushfire safety principles as detailed within State Planning Policy SPP3.7 and relevant TPS 3 provisions.

Refer to the attached Precincts and Subdivision Concept Plan with regard to the following precinct delineations.

(1) Precinct: 1

1. Properties:

Lot 98 Prinsep Road and Lots 51, 99 and 9 Jandakot Road, Jandakot.

The intention of the Precincts and Subdivision Concept Plan of subdivision is to provide an indicative road layout for future subdivision and demarcate the area

2. Current Status:

All lots have remnant bushland and most have houses on them.

The land remains heavily vegetated.

3. Subdivision recommendations and requirements:

- (a) The City shall not support subdivision unless the general intentions of the Precincts and Subdivision Concept Plan for Precinct 1 are complied with.
- (b) Any proposed plan of subdivision will be required to address matters consistent with the structure planning provisions of TPS 3.
- (c) The City shall only support the creation of lots less than 2 hectares to the extent that the reduction in lot area is required to facilitate the construction of subdivisional roads.

(2) Precinct: 2

1. Properties:

Lot 130 Jandakot Road, Treeby.

2. Current Status:

Lot 130 Jandakot Road is a 41ha site and still subject to sand extraction at the northern extremity.

[2]

Item 9.1 Attachment 1

DAP 27/02/2020

Title	Subdivision in Jandakot & Treeby
Policy Number (Governance Purpose)	LPP 2.2



3. Subdivision recommendations and requirements:

- (a) The City shall not support subdivision unless the general intentions of the Precincts and Subdivision Concept Plan for Precinct 2 are complied with.
- (b) Any proposed plan of subdivision will be required to address matters consistent with the structure planning provisions of the TPS 3.
- (c) The City shall require comprehensive rehabilitation works to be undertaken and completed at the time of subdivision of the land, in accordance with an adopted Rehabilitation Management Plan approved by the City. Rehabilitation works undertaken on public land will have a standard maintenance period associated, and will be audited at the end of the maintenance period to assess whether works have been appropriately undertaken in accordance with the adopted Rehabilitation Management Plan prior to the public land being taken over by the City. The City will only takeover public land once rehabilitation and maintenance works have been undertaken in accordance with the requirements of the adopted Rehabilitation Management Plan. For rehabilitation works on private land, affected lots are to include on their titles the requirement to care for and maintain the rehabilitation works in accordance with the minimum standards set out in the adopted Rehabilitation Management Plan.
- (d) The City shall recommend a geotechnical investigation of proposed building envelopes for areas where inappropriate backfilling and/or compaction is suspected. In the event that inappropriate backfilling/compaction has occurred, this will need to be rectified to make the building envelopes capable for accommodating development prior to the issue of subdivision clearances.
- (e) The City shall recommend investigation for soil and groundwater contamination in areas known or suspected to have contamination potential (e.g. previous storage of fuel). In the event that contamination has occurred, all remediation works including validation of remediation is to be completed to the specifications of the Department of Water and Environment Regulation prior to the commencement of any site works.
- (f) The City shall recommend a notification under Section 165 of the Planning and Development Act 2005 be placed on the title of all lots within 500m of the Kennel/Cattery Precinct advising of potential noise and amenity impacts. This is considered to represent a hazard/other factor seriously affecting the use/enjoyment of the land.
- (h) The City shall require that the Structure Plan and subdivision layout design minimise the number of lots with boundaries to the Jandakot Botanical Park.
- (j) The City shall not support the creation of lots with excessive areas of batter slopes or excessive unevenness. As a guide no greater than one third of the area of any lot is to be affected by this.

[3]



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Item 9.1 Attachment 1

Title	Subdivision in Jandakot & Treeby
Policy Number (Governance Purpose)	LPP 2.2



- (k) The City shall request revegetation to enhance or create vegetated linkages, enhance areas of remnant vegetation or provide for landscape or screening purposes.
- (3) Precinct: 3
1. Properties:
Lot 186 Acourt Road, Jandakot.
 2. Current Status:
Lot 186 is occupied by soil blending and fertiliser operations.
 3. Subdivision recommendations and requirements:
 - (a) The City shall not support subdivision unless the general intentions of the Precincts and Subdivision Concept Plan for Precinct 3 are complied with.
 - (b) The City shall require comprehensive rehabilitation works to be undertaken and completed at the time of subdivision of the land, in accordance with an adopted Rehabilitation Management Plan approved by the City. Rehabilitation works undertaken on public land will have a standard maintenance period associated, and will be audited at the end of the maintenance period to assess whether works have been appropriately undertaken in accordance with the adopted Rehabilitation Management Plan prior to the public land being taken over by the City. The City will only takeover public land once rehabilitation and maintenance works have been undertaken in accordance with the requirements of the adopted Rehabilitation Management Plan. For rehabilitation works on private land, affected lots are to include on their titles the requirement to care for and maintain the rehabilitation works in accordance with the minimum standards set out in the adopted Rehabilitation Management Plan.
 - (c) The City shall not support subdivision until the soil blending operation and the soil blending/fertiliser factory on Lot 186 have ceased operating and all associated materials and structures have been removed.
 - (d) The City shall recommend a geotechnical investigation of proposed building envelopes for areas where inappropriate backfilling and/or compaction is suspected. In the event that inappropriate backfilling/compaction has occurred, this will need to be rectified to make the building envelopes capable for accommodating development prior to the issue of subdivision clearances.
 - (e) The City shall recommend investigation for soil and groundwater contamination in areas known or suspected to have contamination potential (e.g. previous storage of fuel). In the event that contamination has occurred, all remediation works including validation of remediation is to be completed to the specifications of the Department of Water and Environment Regulation prior to the commencement of any site works.

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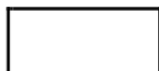
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Title	Subdivision in Jandakot & Treeby
Policy Number (Governance Purpose)	LPP 2.2



- (f) The City shall require that the subdivision layout design provide Lukin Swamp with an adequate buffer of public open space, and that frontage to a subdivisional road be provided to enable public and City access to the swamp and public open space.
 - (g) The City shall recommend a notification under Section 165 of the Planning and Development Act 2005 be placed on the title of all lots created from subdivision advising of odour from the City of Canning's Kennel Zone affecting the land. These are considered to represent hazards/other factors seriously affecting the use/enjoyment of the land.
 - (h) All new building envelopes are to be located outside the 30 ANEF noise contour of the Jandakot Airport.
 - (i) The City shall not support the creation of lots with excessive areas of batter slopes or unevenness. As a guide no greater than one third the area of any lot is to be affected by this.
 - (j) The City shall request strategic revegetation to enhance areas of remnant vegetation, buffer zones to Lukin Swamp and provide vegetated linkages to the Jandakot Botanical Park.
- (4) Precinct: 4
- 1. Properties:
Lot 5131 Jandakot Road, Treeby.
 - 2. Current Status:
Lot 1531 is vegetated (including revegetation areas) and contains no buildings.
 - 3. Subdivision recommendations and requirements:
 - (a) The City shall not support subdivision unless the general intentions of the Precincts and Subdivision Concept Plan for Precinct 4 are complied with.
 - (b) The City shall require comprehensive rehabilitation works to be undertaken and completed at the time of subdivision of the land, in accordance with an adopted Rehabilitation Management Plan approved by the City. Rehabilitation works undertaken on public land will have a standard maintenance period associated, and will be audited at the end of the maintenance period to assess whether works have been appropriately undertaken in accordance with the adopted Rehabilitation Management Plan prior to the public land being taken over by the City. The City will only takeover public land once rehabilitation and maintenance works have been undertaken in accordance with the requirements of the adopted Rehabilitation Management Plan. For rehabilitation works on private land, affected lots are to include on their titles the requirement to care for and maintain the rehabilitation works in accordance with the minimum standards set out in the adopted Rehabilitation Management Plan.

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- (c) The City shall not support subdivision unless relevant recommended buffer distances [in accordance with the Environmental Protection Authority's Guidance Statement No. 3 (Separation Distances between Industrial and Sensitive Land)] are achieved to operational sand excavation sites and other land uses with buffer zones.
- (e) The City shall require that the subdivision layout design not provide lot frontages onto Jandakot or Armadale Roads, unless exceptional circumstances dictate otherwise. Access to lots is to be provided by internal subdivisional roads.
- (f) The City shall recommend a geotechnical investigation of proposed building envelopes for areas where inappropriate backfilling and/or compaction is suspected. In the event that inappropriate backfilling/compaction has occurred, this will need to be rectified to make the building envelopes capable for accommodating development prior to the issue of subdivision clearances.
- (g) The City shall recommend investigation for soil and groundwater contamination in areas known or suspected to have contamination potential (e.g. previous storage of fuel). In the event that contamination has occurred, all remediation works including validation of remediation is to be completed to the specifications of the Department of Environment and Conservation prior to the commencement of any site works.
- (h) No greater than two thirds of any lot is to be located within the Western Power Transmission Line Easement.
- (i) The City shall not support the creation of lots with excessive areas of batter slopes or unevenness. As a guide no greater than one third the area of any lot is to be affected by this.
- (j) The City shall require revegetation to enhance or create vegetated linkages, enhance areas of remnant vegetation or provide for landscape or screening purposes.

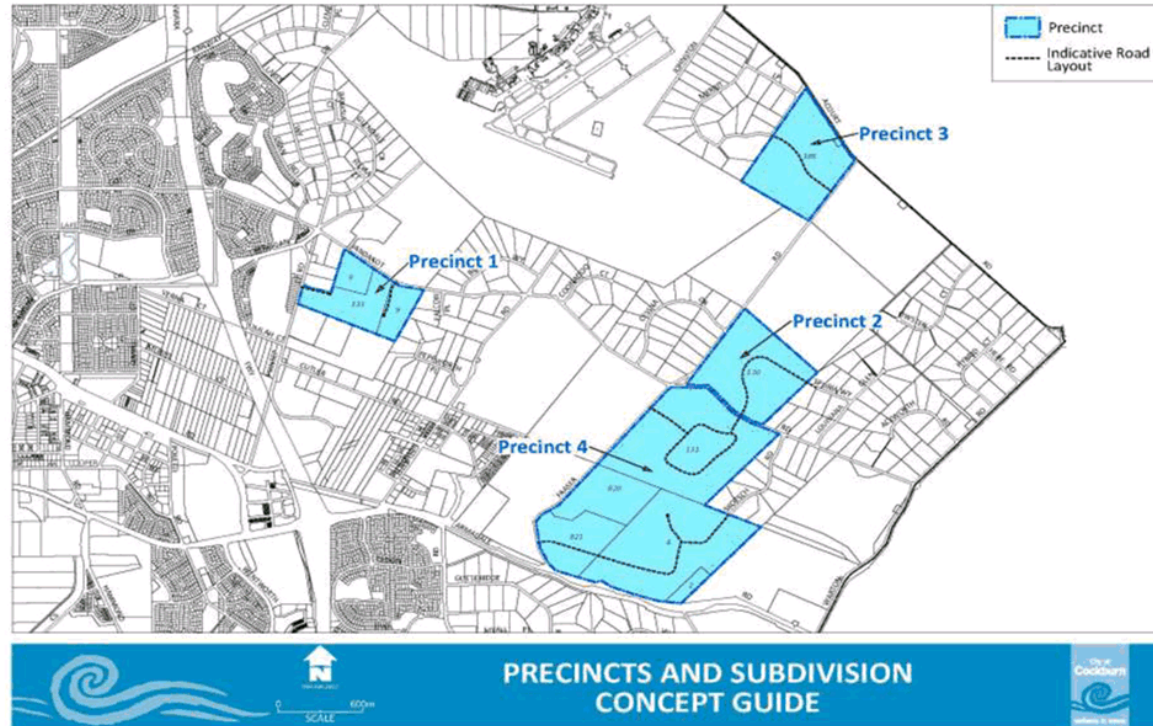
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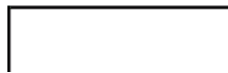
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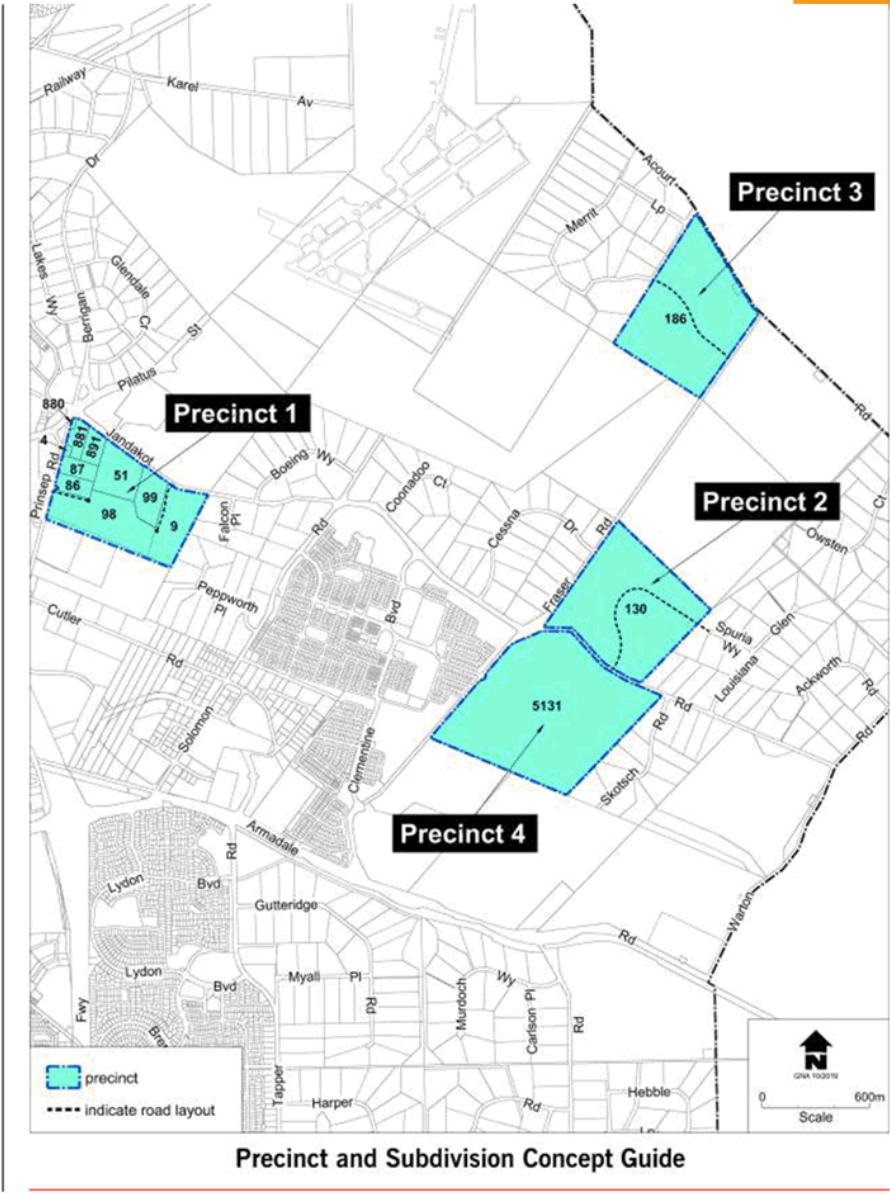
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Strategic Link:	Town Planning Scheme No. 3
Category	Planning - Town Planning & Development
Lead Business Unit:	Statutory Planning
Public Consultation: (Yes or No)	Yes
Adoption Date: (Governance Purpose Only)	12 December 2019
Next Review Due: (Governance Purpose Only)	December 2021
ECM Doc Set ID: (Governance Purpose Only)	4514840

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Item 9.2

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9.2 (2020/MINUTE NO 0003) ADOPTION OF PROPOSED MODIFICATIONS TO LOCAL PLANNING POLICY 4.6 COCKBURN COAST DESIGN GUIDELINES FOR ROBB JETTY AND EMPLACEMENT PRECINCTS

Author(s) C Da Costa

Attachments 1. LPP 4.6 - Local Planning Policy 4.6 Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts [↓](#)

RECOMMENDATION

That Council:

- (1) adopt the modifications to Local Planning Policy LPP4.6 – Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts, in accordance with Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*; and
- (2) advise those who lodged a submission during the public consultation period of the decision.

COMMITTEE RECOMMENDATION

MOVED Cr M Separovich SECONDED Mayor L Howlett

That the recommendation be adopted.

CARRIED 3/0

Background

Modifications to Local Planning Policy LPP4.6 – Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts were adopted by Council for the purposes of advertising in accordance with Clause 4(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* at its meeting held on 12 December 2019.

The policy was subsequently advertised with one submission being received during the consultation period.

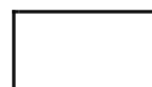
Submission

N/A

Report

The proposed modifications to the policy are summarised as follows:

- Amendment of Figure 3 'Built Form Typologies' to include Lot 1 Bennett Avenue in the 'Mixed Residential' typology;
- Amendment of Figure 8 'High Density Built Form Typology' to remove Lot 1 Bennett Avenue;



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- Amendment of Figure 15 'Mixed Residential Built Form Typology' to add Lot 1 Bennett Avenue;
- Amendment of Figure 14 'Building Height Plan' to show a range of 2-5 storeys for Lot 1 Bennett Avenue and to renumber to Figure 15;
- Update Table of Contents;
- Update minimum floor to ceiling heights for apartments to reflect R-Codes Apartment Design Guide;
- Rename 'Stage 3 Addendum' containing the 'Mixed Residential Typology' section to Part 2 which contains all other typologies. This has been done to improve the legibility of the document and also noting that 'Stage 3' previously referred to Stage 3 of Development WA's (formerly Landcorp) holdings and Lot 1 Bennett Avenue is not under Development WA's ownership;
- Update communal open space requirements to reflect R-Codes Apartment Design Guide; and
- Renumber and other minor formatting changes.

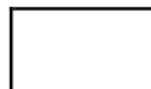
Overall, the proposed modifications to the policy will provide more flexible development opportunities for Lot 1 Bennett Avenue whilst still maintaining an appropriate density across the site. The other administrative changes will improve readability of the document which will assist in its implementation.

Consultation

Consultation was undertaken in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* and one submission in support was received during the consultation period, noted below.

Submission	City response
I am in support of the proposed modifications to Local Planning Policy Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts (LPP 4.6) it makes a lot of sense to have less apartment development and more single residential. I would like to see this proposal not just for Lot 1 Bennett Avenue, however right across all of Robb Jetty. As you know the apartment sector is under pressure from the banks lending point of view and the low demand for sales in apartments, therefore it makes more sense to spread this proposal across the Robb Jetty precinct.	Noted. At this stage, the proposal is only to modify the elements highlighted in the 'Report' section of this report. Notwithstanding this, landowners may choose to apply for modifications to the framework much like this report, subject to a proposal being lodged with the City accompanied with the relevant reports and recommendations.

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Strategic Plans/Policy ImplicationsCity Growth

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

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

Leading and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

Costs involved in advertising the modifications which can be met by municipal funds.

Legal Implications

NA

Community Consultation

See Consultation section of the report above.

Risk Management Implications

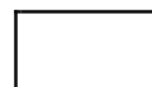
The risk of not adopting the modifications is that the planning framework would not accommodate the housing typology being sought for Lot 1 Bennett Avenue and major variations would have to be considered separately as part of each proposed development. This would be inefficient and uncoordinated and may lead to substandard planning outcomes.

Advice to Proponent(s)/Submitters

Those who lodged a submission on the proposal will be advised of the outcome of the Delegated Authorities and Policies Committee to be held 27 February 2020 and the subsequent Council meeting.

Implications of Section 3.18(3) Local Government Act 1995

Nil



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Title	Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts
Policy Number (Governance Purpose)	LPP 4.6

**Policy Type**

Local Planning Policy

Policy Purpose

The Cockburn Coast Design Guidelines for the Robb Jetty and Emplacement Precinct have been prepared to guide the development and urban form (including subdivision) of Robb Jetty Local Structure Plan and Emplacement Local Structure Plan (LSP) areas.

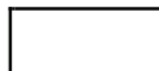
The Design Guidelines will guide the creation of a quality development that ensures the design principles of the Robb Jetty and Emplacement LSP's are achieved.

Policy Statement

Appendix 1 contains the Cockburn Coast Design Guidelines for the Robb Jetty and Emplacement Precinct.

Development applications will be assessed under the Design Guidelines in conjunction with the Residential Design Codes of Western Australian (R-Codes), the approved structure plan, [an approved local development plan](#) and any other relevant local planning policy.

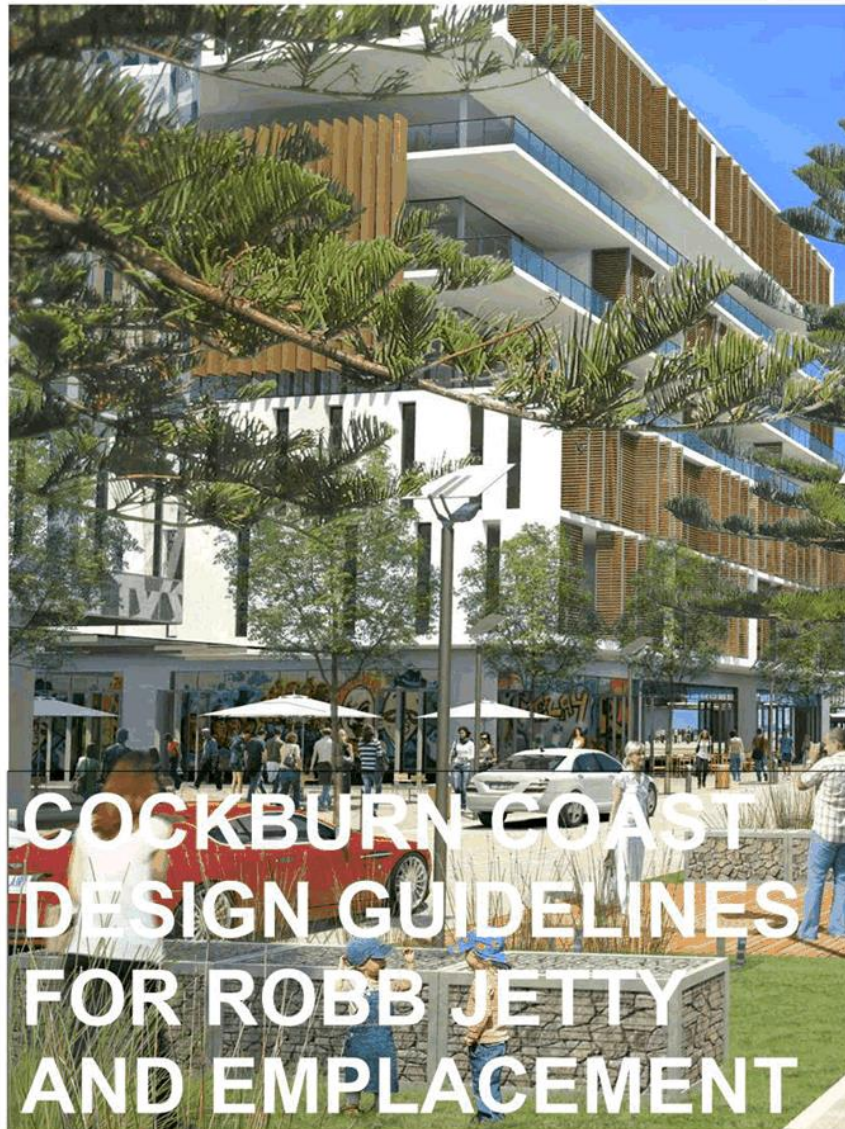
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Policy Number (Governance Purpose)	LPP 4.6



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Appendix 1: LPP 4.6 Cockburn Coast Design Guidelines for Robb Jetty and Emplacement

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1. Background

1.1 Introduction

The Cockburn Coast Design Guidelines for the Robb Jetty and Emplacement precincts (henceforth referred to as the Design Guidelines) have been prepared to guide the development and urban form (including subdivision) of *Robb Jetty Local Structure Plan* (Robb Jetty LSP) and *Emplacement Local Structure Plan* (Emplacement LSP) areas. The design guidelines are focused on the creation of a quality development that ensures the design principles of the Robb Jetty and Emplacement LSP's are achieved.

The design guidelines will bring to fruition a lively and sustainable urban centre set amongst dense residential development. The design guidelines introduce standards for development to create the intended character and amenity within the Robb Jetty LSP and Emplacement LSP areas. Although some of the criteria are mandatory, the general approach is to provide a series of broad principles for development to follow while allowing flexibility in design outcomes over the project life span.

The design guidelines are a performance orientated assessment tool. Each design element is expressed as a design objective and one or more assessment criteria. Where a stated assessment criterion is proposed to be varied, development must demonstrate that it meets the related design objective. In this way a performance approach to design and assessment is facilitated.

The design guidelines are divided into two main sections:

Typology Specific Guidelines

A series of built form typologies are established in defined areas where specific guideline provisions apply that may expand on or vary the general provisions.

General Provisions

Contain the design guideline general provisions which are applicable to all development.

1.2 Vision for Cockburn Coast

Capitalising on a rare opportunity, these design guidelines set out to inform the development of an exciting mixed use community that celebrates the best of the Western Australian coastal lifestyle.

Cockburn Coast will be different from its neighbouring suburbs; it will be a place that offers choice and variety of living, recreation and working opportunities. Core to the success of the redevelopment is a well-connected Bus Rapid Transit (BRT) system which is intended

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to link the development to its surrounding areas. As well as connecting the design guideline area to its surrounds, this system will provide an internal system of movement which encourages more sustainable personal transportation choices.

The City of Cockburn's *Cockburn Coast District Structure Plan* (DSP) and *Cockburn Coast District Structure Plan Part 2* (DSP2) nominates three local structure plan areas being Robb Jetty, Emplacement and Power Station. Each of these areas is distinct in character and function. These design guidelines introduce standards for development to create the intended character and amenity within the Robb Jetty and Emplacement LSP areas following a detailed local structure planning process.

Robb Jetty LSP Area

The Robb Jetty LSP area forms the north-western portion of the site and stretches from Rollinson Road in the north, to the Parkland Corridor in the south and Cockburn Road in the east. The area stretches west of Robb Road but excludes the beach.

The Robb Jetty LSP area will contain elements of mixed use development along significant road links including Cockburn Road but is otherwise set aside for medium to high density residential development. The area will also house supporting community facilities in the form of the two storey urban primary school and the area's key active playing field. A coastal character is proposed to complement the adjacent foreshore and areas of open space contained within it.

The BRT public transport alignment is set to pass through the heart of the area and be well connected to Fremantle and the rapidly emerging Cockburn Central. A variety of small but connected public spaces will offer a range of experiences from the quiet to the communal, the sheltered to the open and the organic to the formal.

Emplacement LSP Area

The Emplacement LSP area forms the north-east portion of the project area and stretches from the northern boundary of the master plan area, to the middle parkland corridor to the south, to Cockburn Coast Drive in the east, and Cockburn Road in the west.

The distinct character of the Emplacement LSP area is a product of its elevated topography and this landform influences how it shall be treated. Development will be responsive to the topography and shall aim to retain as much of the existing natural character of the site as possible. The Emplacement LSP area will be predominantly mixed use in its north, residential in its south, and contain the east-west linear parks, providing strong connections from Beeliar Park and through Robb Jetty LSP area to the coastal foreshore.

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The Emplacement LSP area will be the new highpoint, a manufactured horizon line that offers the opportunity for a new architectural topography and an integrated landscape of nature and built form.

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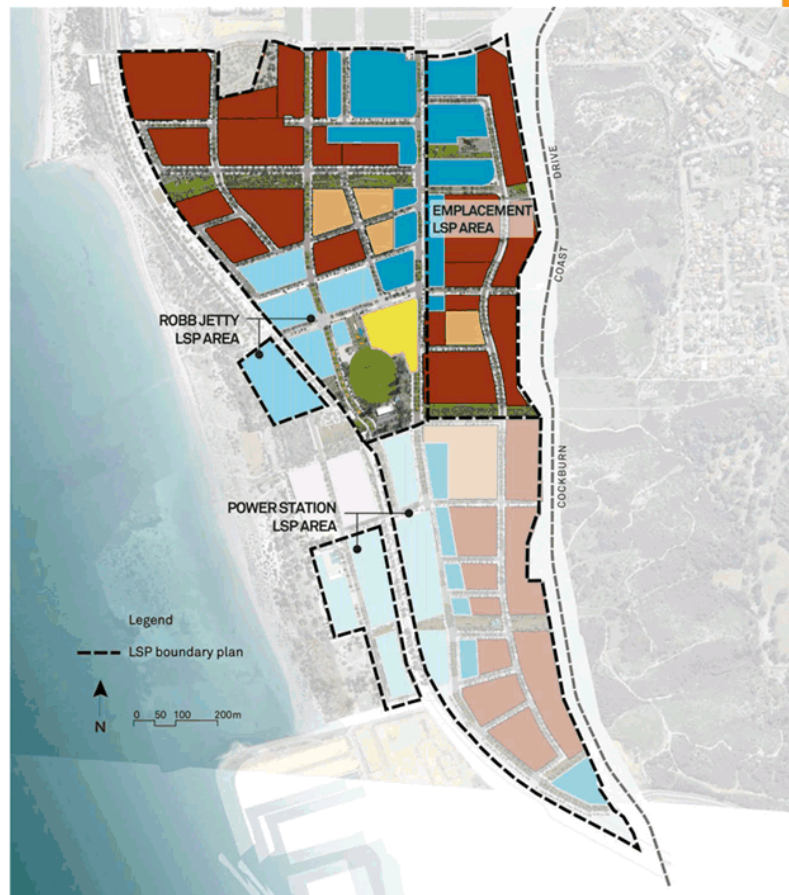


Figure 01_Cockburn Coast Local Structure Plan areas

1.3 III Context

The design guidelines complete a complex process of strategic planning to capitalise on the opportunity for redeveloping Cockburn Coast identified in the Western Australian Planning Commission's strategic planning document 'Directions 2031 and Beyond'. The adoption of the DSP and later DSP2 2012 served to solidify the recognition of the Cockburn Coast's potential and identifies a number of key drivers and opportunities that underpin the vision and intent of the DSP and DSP2. Following an amendment (Amendment 89) to the City of Cockburn Town Planning Scheme No. 3 (The Scheme), which aligns the City of Cockburn's (the City) planning framework with that as proposed in the DSP and DSP2, local structure plans were produced for the Robb Jetty LSP and Emplacement LSP areas which establishes a development agenda and expands on the foundations of the DSP and DSP2.

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These design guidelines bring to fruition a vision established and carried forward through a number of strategic planning documents and processes.

1.4 IV Approach

The DSP established a vision which remains relevant to the ongoing planning of Cockburn Coast:

"To create a vibrant, landmark destination that is connected, integrated, diverse and accessible."

The vision seeks to create a place that offers new and exciting living, employment and recreation opportunities, whilst providing an appropriate level of compatibility and support for adjoining residents and existing enterprises in the area. These design guidelines are set to establish this vision by creating a sustainable community that celebrates the area's past as well as taking on creative ideas, innovation and development. Cockburn Coast will be an easily accessible place, with an integrated transit system offering contemporary lively cafes, restaurants, shops, residential and commercial areas, tourism, cultural and recreation activities.

Integral to the vision of Cockburn Coast is the intention to establish a new benchmark for sustainable urban development. This means creating a place where people not only want to live and work today, but also in the future. Sustainable communities cater to the different needs of all its residents; they are safe and inclusive and offer equality of opportunity, they are sensitive to their environment and contribute to a high quality of life.

1.5 V Objectives

The development of Cockburn Coast is guided by a number of key objectives or drivers which will bring to fruition the vision of a sustainable landmark destination. These objectives have influenced the preparation of the design guidelines and underpin their purpose, being to:

- create a hierarchy of coastal nodes providing for the needs of local residents and visitors alike;
- create physical and emotional links between the urban environment and the coast allowing the coastal experience to translate into the urban setting;
- provide attractive, pedestrian-oriented streets and public spaces that create an environment for positive community engagement and business exchange;
- enable buildings and public realm to engage with pedestrians and facilitate a comfortable and safe urban environment;
- allow for activation at ground level by retail and hospitality uses in key streets identified by the Local Structure Plans;
- optimise residential development potential whilst maintaining the intended character of the Cockburn Coast;
- minimise the impact of car parking on the pedestrian experience and quality of the public realm;

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- create a sustainable environment that allows for the implementation of green infrastructure; and
- promote the use of sustainable modes of transport and a health way of living through active engagement with the urban environment.

1.6 VI Purpose

These design guidelines have been prepared to guide development within the Robb Jetty LSP and Emplacement LSP areas under the Scheme. Implementation of the guidelines will ensure the realisation of Cockburn Coast as an urban environment providing both local and district centre activity centres.

1.7 VII Design Guideline Policy Area

These design guidelines apply to the area of land within the Robb Jetty LSP and Emplacement LSP, henceforth referred to as the policy area. The policy area is bound by:

- Rollinson Road to the north;
- Rollinson Road to the north;
- South Fremantle Power Station and the Western Power Switchyard to the south;
- Beeliar Regional Park to the east; and
- The foreshore reserve to the west.



Figure 02_Design Guidelines Policy Area

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1.8 VIII—Relationship to Relevant Planning Documents

The design guidelines are adopted under the provisions of section 4 of the *Planning and Development Regulations 2015* ~~Procedures~~ Procedure for Making Local Planning Policy. The provisions of these design guidelines vary the requirements of the State Planning Policy 3.47.3 Residential Design Codes (R-Codes). Where these design guidelines are silent the provisions of the R-Codes and relevant local planning policies apply. It should be noted that the plot ratios ~~deemed to comply provisions~~ of the R-Codes are varied and plot ratio will not form part of the assessment criteria for proposals in these precincts.

These design guidelines should be read in conjunction with the Scheme, the Robb Jetty LSP, the Emplacement LSP, any relevant Local Development Plan (LDP) and the R-Codes. In determining any application for development approval, the City will utilise these design guidelines in conjunction with the Scheme, any relevant LDP and policies.

1.9 IX—Relationship to the Robb Jetty LSP and Emplacement LSP

The Robb Jetty LSP and Emplacement LSP set out a number of development objectives relating to the DSP2 redevelopment area. In particular they establish land use, movement, activity, urban form and resource enhancement development standards to ensure Cockburn Coast operates as an effective urban environment.

These design guidelines build upon both LSPs and provide more detailed guidance on development standards in the form of an adopted local planning policy.

1.10 X—Guideline Framework

The detailed design guidelines contained in the General Provisions section are set out with the following framework:

Design Objective:

Statements outlining the design philosophy and intent of the assessment criteria. It is mandatory for development to meet the design objective.

Assessment Criteria:

Standards that sets out the specific criteria to satisfy an associated design objective. Compliance with the applicable assessment criteria will achieve the design objective. However individual criteria are not mandatory and alternative solutions for complying with the design objective will be considered on a performance basis subject to supporting evidence.

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The typology specific section of the design guidelines contains character statements. The character statements guide both the design objective and assessment criteria and as such, all development shall be consistent with the relevant character statement.

1.11 XI — Discretion

An important provision within the design guidelines is the opportunity for the applicant or owner to meet the design objective through an alternative solution.

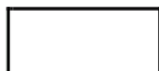
The City may approve a development application or Local Development Plan where the applicant or owner has departed from the recommended assessment criteria. Variations may be considered where, in the City's opinion, the applicant or owner has demonstrated that the alternative solution is consistent with the Robb Jetty LSP or Emplacement LSP where relevant and meets the design objective. Variations will be considered where a proposal does not include an affordable housing component, but will be considered more favourably where it does.

Where a development proposal is determined to be inconsistent with a design objective in a manner that may impact on the public realm or adjoining properties then the proposal may be refused or referred to Council for determination.

Where the applicant or owner has provided a sufficient affordable housing component, a relaxation of the assessment criteria may be considered where the alternative solution is consistent with the relevant LSP and meets the design objective. These design guidelines provides further guidance on those criteria considered suitable for variation.

Each application for development approval will be assessed on an individual basis and the approval of an alternative solution will not set a precedent for other developments.

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1.12 XII Definitions

Noise Sensitive Premises (as defined in the *Environmental Protection (Noise) Regulations 1997*) includes premises occupied solely or mainly for residential or accommodation purposes, and premises used for the purpose of a hospital, sanatorium, educational establishment, public worship, aged care or child care.

Commercial Laneway includes any laneway within the mixed use or activity centre typology areas as set out by these design guidelines.

All definitions included in the R-Codes are applicable to land affected by these Design Guidelines.

1.13 XIII Development Process

Owners, developers and/or agents are encouraged to arrange pre-application meetings with the City's Planning Department prior to lodgement of a formal development application. Once a development application is lodged, it will be assessed by the City to verify it meets all applicable design objectives and assessment criteria.

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Activity Centre – Main Street Typology



Mixed Use – Cockburn Road Typology



High Density Residential Typology



Medium Density Residential Typology

2. Typology Specific Guidelines

The policy area is divided into a number of built form typologies each with their own distinct character and function. There are also a number of landmark and gateway sites identified by the built form typology location plan. These sites are to be developed with a diverse and active facade to facilitate way finding and reflect the natural hierarchy and land use of the area.

Activity Centre - Main Street Typology

Development in this area addresses and activates the identified pedestrian oriented "main" street whilst a high quality public realm creates a comfortable place in which locals meet and conduct business. This area provides a key link between the ocean and urban environment as well as providing for the retail and local service needs of the local community.

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Mixed Use - Cockburn Road Typology

A range of retail and commercial functions complemented by residential development are to be accommodated within this mixed use area. The presence of Cockburn Road informs the scale and built form of development and necessitates the promotion of an active ground floor.

High Density Residential Typology

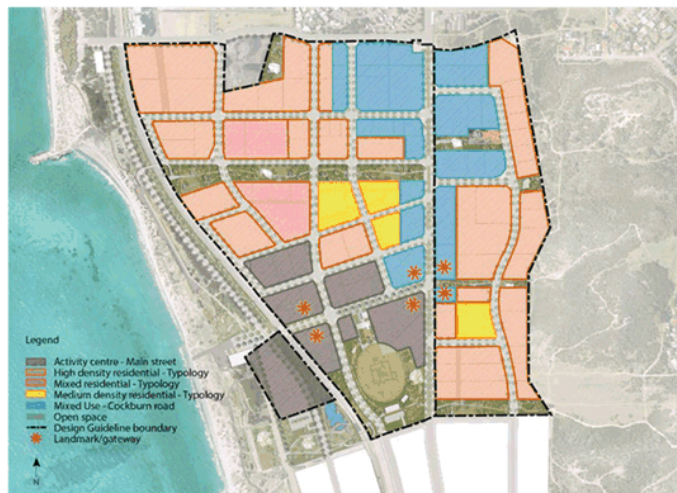
The most intensely developed residential typology to afford the greatest access to the proposed bus rapid transit system. High density residential development is to create a new skyline in Cockburn Coast.

Medium Density Residential Typology

Providing a mix of housing opportunities near the Activity Centre, this typology will feature soft landscape public realm and contemporary urban development ranging from terrace housing to medium scale apartment style buildings.

Mixed Residential Typology

A special urban precinct designed around exploring contemporary urban forms, featuring a mix of housing opportunities, with living choices ranging from high density apartments to compact terrace housing, punctuated by innovative shared access streets and open spaces.



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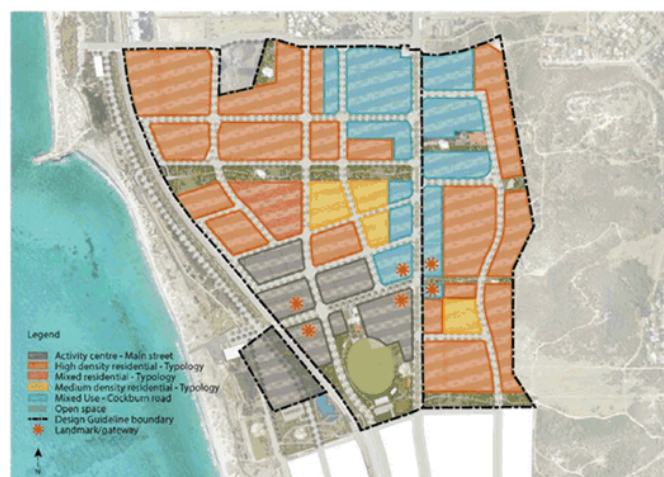


Figure 03_Built Form Typologies

2.1 Activity Centre – Main Street Typology

The activity centre typology is primarily a place for local residents and businesses, a walkable village that is intimate in scale and 'soft' in character. The beach comes to the main street and a variety of small but connected public spaces offer a range of experiences from the quiet to the communal. Buildings and land use will facilitate the creation of a central shopping and activity zone resulting in a walkable community hub.

The Main Street provides a convenient and inviting local shopping experience intended to be serviced by a rapid bus transit system. Street trading and active retail is concentrated in the western portion of the area creating a vibrant community hub. A diverse and contiguous streetscape will be developed with civic, business and retail services ensuring a suitable business mix. The oval and park within the activity centre typology represents the traditional village green and is therefore the focus of active recreation at Cockburn Coast. It is a place to be shared harmoniously by many for diverse purposes.

The built form is encouraged to take advantage of the abundant natural assets and create a comfortable outdoor environment that encourages social interactions in a relaxed and personal environment. Future built form should embody the feeling of seamless transition, from indoor to outdoor, from formal to informal, from exposed to protected. Respectful of nature, built form should reflect the natural characteristic of the vegetation and landscape.

Buildings generally of 5 to 8 storeys in height will promote a pedestrian friendly place through podium style built form and a focus on ground floor activation. Development embodies a warm architectural finish through the use of natural materials, whilst street

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awnings, wide footpaths and soft landscaped edges create a sense of intimacy and shelter pedestrians.

Opportunities for laneway development enhance and celebrate the distinctive environment by reflecting the neighbourhood character whilst allowing for it to be developed as a secondary small street. Laneways containing commercial uses will be characterised by small scale tenancies, evolving over time to provide an intimate and unique experience.



Figure U4 Activity Centre built form typology

Building Setbacks

Design Objective

- I. Building setbacks create tightly framed streetscapes and public open spaces
- II. Building setbacks help create highly urban streetscapes

Assessment Criteria

- i. Building setbacks are to be in accordance with the following table

Setback	Street (minimum and maximum)	Side/Rear(minimum)	Laneway (minimum)	Public Open Space (minimum)
Levels 1-5	Nil	Nil	Nil	4.0 metres to wall and 2.0 metres to balconies

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				(cantilevered/Light weight only)
Levels 6+	5.0-metres ^m to wall and 2.0-metres ^m to balconies (cantilevered/light weight only)	3.0-metres ^m	3.0-metres ^m	5.0-metres ^m to wall and 2.0-metres ^m to balconies (cantilevered/light weight only)

* Where there is a commercial laneway the minimum setback above 3 storeys should be a distance equivalent to the width of lane unless a variation to the assessment criteria outlined in clause 23.4.1(ii)c of the general provisions is granted

Table 01_ Building Setbacks for Activity Centre

- ii. The public open space setback area shall include space for landscaping and if necessary an outdoor living area. Where additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area)
- iii. Projections are permitted within the 4.0-metres^m setback to public parkland to maximum of 2m-metres^m into the setback area
- iv. Balconies will be supported within the nil setback on levels 1-5 where a substantial facade is provided to ensure a continuous built form
- v. Balconies for Levels 6+ proposed to be setback between 2-5 metres^m shall be lightweight/cantilevered only

Building Articulation

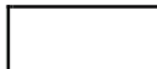
Design Objective

- I. To ensure that building facades add positively to the public realm and its interest. Building articulation will encourage interaction with the street and passive surveillance of adjacent spaces
- II. To promote a pedestrian scale of buildings at street level
- III. The building design shall demonstrate an appropriate level of articulation to avoid building bulk appearing excessive
- IV. Building articulation will express a vibrant and modern design aesthetic

Assessment Criteria

- i. Permanent blank walls are not permitted to any street frontage. Major openings are required to provide for surveillance and interaction with the public realm
- ii. For commercial street level frontages a minimum of 80% of the frontage shall be glazed. For the street frontage for all upper floors a minimum of 40% of the frontage shall be glazed
- iii. Mixed use buildings should provide separate entries for non-residential and residential uses for legibility of pedestrian access
- iv. The facade detail may be simplified on loading areas, parapet walls and walls to 'back of house' areas
- v. Corner buildings are to address both frontages through the provision of:
 - a) distinct roof form at corners;
 - b) variation in materials and colours; and
 - c) varied balcony treatments.

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**Building Levels****Design Objective**

- I. To ensure development maintains a positive relationship with the street such that pedestrian movement, sight lines and streetscape character are maximised
- II. To allow for the safe use of ceiling fans for cooling

Assessment Criteria

- i. Floor to floor heights on the ground floor should be 4.5 ~~metres~~ to allow for commercial use. Apartments shall achieve minimum floor to ceiling levels as outlined in Clause 4.3 of the Residential Design Codes Volume 2 - Apartments.
- ii. All other floors shall maintain a 3.1 ~~metre~~ floor to floor height for residential use and a 3.6 ~~metre~~ floor to floor height for commercial use
- iii. The ground floor should be flush with the adjacent footpath at the boundary
- iv. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above

Awnings**Design Objective**

- I. To encourage a pedestrian scale of development
- II. To provide shelter from environmental conditions
- III. To encourage a seamless flow of the use and function of a building from internal to external
- IV. To maintain a safe separation between passing traffic and awnings

Assessment Criteria

- i. Awnings over footpaths are to be provided for no less than 80% of the primary and secondary street frontage. This requirement does not apply to laneways
- ii. The vertical clearance of awnings shall be consistent and generally 3.2 ~~metres~~ m from pavement level
- iii. Awnings shall project 3.5 ~~metres~~ from the building line except where this results in a setback between to the awning and the outer edge of the road pavement of less than 0.6 ~~metres~~
- iv. Adjoining awnings are to form continuous coverage over the footpath
- v. Awnings are to be provided with non-structural veranda posts along the Robb Jetty Main street. In this respect awnings are to be suspended by cantilevered construction and not use load bearing posts

Building Height**Design Objective**

- I. Building heights help create a compact urban built environment
- II. Consistent building heights create a recognisable urban character
- III. Building heights mean the Activity Centre Typology area is highly visible from a distance
- IV. Building heights do not visually overwhelm the streetscape

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V. Building heights avoids continual overshadowing of the streetscape

Assessment Criteria

- i. Building heights shall be in accordance with the Building Height Plan (Figure 14)
- ii. Development shall be a minimum of three storeys and six storeys (depending on site)

Building Materials

Design Objective

- I. To encourage a style of development that is consistent with the coastal location
- II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast.
- III. To foster a sense of place through an identifiable character and style of development

Assessment Criteria

- i. Extensive use of concrete tilt panels is discouraged. Where concrete tilt panels are used, they shall be integrally coloured (colour tinted concrete)
- ii. Moulded textures imprinted in the external surfaces of any concrete panels are encouraged
- iii. Painted finishes and rendered textures over concrete panels are not permitted
- iv. The use of natural materials such as stone, timber and other such natural products is encouraged in both interior and exterior finishes

Open Space

Design Objective

- I. To ensure that development provides an attractive and engaging interface with the public open space
- II. To maximise the potential for passive surveillance

Assessment Criteria

- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable pedestrian environment

Landmark Sites

Design Objective

- I. To encourage a sense of place and identity
- II. To increase the legibility of place
- III. To demarcate the natural hierarchy of an area by identifying those places which are of significance

Assessment Criteria

- i. Sites in key locations have been nominated as landmark sites as shown in Figure 04 Built Form Typologies shall:

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- a) Promote prominent architectural form on corner elements to provide a reference point in the built form and landscape;
- b) Encourage additional height elements where appropriate to create a point of difference with the balance of the development area and demarcate points of entry and prominence; and
- c) Variations to setback requirements will be considered in order to create prominent feature elements.

Fencing

Design Objective

- i. To ensure that fencing does not detract from the function and appearance of the streetscape

Assessment Criteria

- i. Fencing is not permitted forward of the building line adjacent to the primary or secondary street frontage
- ii. The interface between private lots and the public open space may be fenced to a maximum height of 1.2-metres~~m~~ from natural ground level, but must be visually permeable above a height of 1.0-metres~~m~~ above natural ground level

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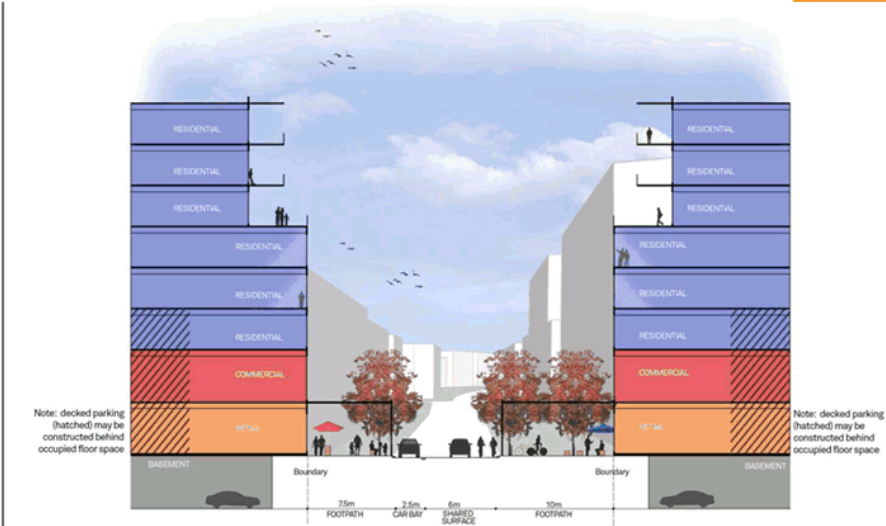
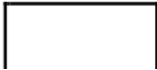


Figure 05_Typical cross section for activity centre development

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2.2 Mixed Use – Cockburn Road Typology

Cockburn Road is the main arterial road through Cockburn Coast and the policy area. Cockburn Road will be the focus of a mixed use form of development allowing for commercial, residential and retail uses. An active ground floor through retail and commercial uses will be encouraged with primarily residential development occupying the upper levels. The impact of the busy Cockburn Road will be softened by landscaping and an active footpath. Alfresco dining opportunities will be encouraged and facilitated by the built forms and land uses. The Mixed Use – Cockburn Road Typology as shown in Figure 06 below, applies to both Mixed Use and Mixed Business zones as shown on the approved Robb Jetty Local Structure Plan.

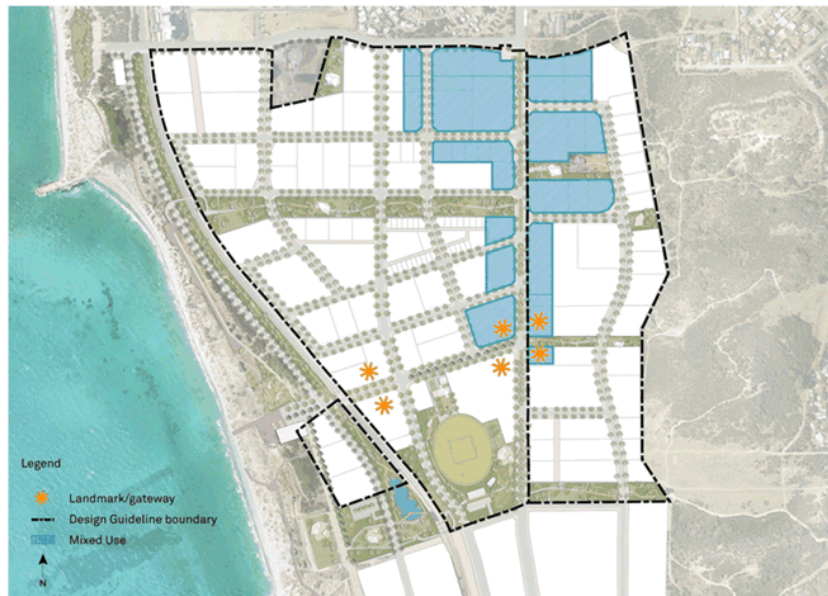


Figure 06_Mixed Use built form typology

Building Setbacks

Design Objective

- I. Building setbacks promote tightly framed streetscapes and public open spaces
- II. Building setbacks help create highly urban streetscapes

Assessment Criteria

- i. Building setbacks are to be in accordance with the following table

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Table 02_ Building Setbacks for Mixed Use development

Setback	Street (minimum and maximum)	Side/Rear (minimum)	Laneway (minimum)	Public Open Space (minimum)
Levels 1-3	Nil	Nil	Nil	4.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)
Levels 4+	5.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)	3.0-metres _m	3.0-metres _m	5.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)

* Where there is a commercial laneway the minimum setback above 3 storeys should be a distance equivalent to the width of lane unless a variation to the assessment criteria outlined in clause 23.4.1(ii)c of the general provisions is granted

- ii. Buildings shall be setback 4.0-metres_m from any boundary adjoining public parkland. This setback area shall include space for landscaping and if necessary an outdoor living area. Where additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area)
- iii. Projections are permitted within the 4.0-metres_m setback to public parkland to maximum of 2.0-metres_m into the setback area
- iv. Balconies will be supported within the nil setback on levels 1-5 where a substantial facade is provided to ensure a continuous built form

Building Articulation**Design Objective**

- I. To ensure that building facades add positively to the public realm and its interest. Building articulation will encourage interaction with the street and passive surveillance of adjacent spaces
- II. To promote a pedestrian scale of buildings at street level
- III. The building design shall demonstrate an appropriate level of articulation to avoid building bulk appearing excessive
- IV. Building articulation will express a vibrant and modern design aesthetic

Assessment Criteria

- i. Permanent blank walls are not permitted to any street frontage. Major openings are required to provide for surveillance and interaction with the public realm
- ii. For commercial street level frontages a minimum of 80% of the frontage shall be glazed. For the street frontage for all upper floors a minimum of 40% of the frontage shall be glazed
- iii. Mixed use buildings should provide separate entries for non-residential and residential uses for legibility of pedestrian access
- iv. The facade detail may be simplified on loading areas, parapet walls and walls to 'back of house' areas

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- v. Corner buildings are to address both frontages through the provision of:
 - a) distinct roof form at corners;
 - b) variation in materials and colours; and
 - c) varied balcony treatments.

Building Levels**Design Objective**

- I. To ensure development maintains a positive relationship with the street such that pedestrian movement, sight lines and streetscape character are maximised
- II. To allow for the safe use of ceiling fans for cooling

Assessment Criteria

- i. Floor to floor heights on the ground floor should be 4.5-metres to allow for commercial use of the ground floor
- ii. All other floors shall maintain a 3.1-metre floor to floor height for residential use and a 3.6m metre floor to floor height for commercial use. Apartments shall achieve minimum floor to ceiling levels as outlined in Clause 4.3 of the Residential Design Codes Volume 2 - Apartments.
- iii. The ground floor should be flush with the adjacent footpath at the boundary
- iv. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above

Awnings**Design Objective**

- I. To encourage a human scale of development
- II. To provide shelter from environmental conditions
- III. To encourage a seamless flow of the use and function of a building from internal to external
- IV. To maintain a safe separation between passing traffic and awnings

Assessment Criteria

- i. Awnings over footpaths are to be provided for no less than 80% of the primary and secondary street frontages. This requirement does not apply to laneways
- ii. The vertical clearance of awnings shall be consistent and generally 3.2-metres from pavement level
- iii. Awnings shall project 3.5-metres from the building line except where this resulting in a setback between to the awning and the outer edge of the road pavement of less than 0.6-metres
- iv. Adjoining awnings are to form continuous coverage over the footpath
- v. Any veranda post provided to an awning shall be non-structural. In this respect awnings are to be suspended by cantilevered construction and not use load bearing posts

Building Height

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**Design Objective**

- I. Building heights help create a compact urban built environment
- II. Consistent building heights create a recognisable urban character
- III. Building heights do not visually overwhelm the streetscape
- IV. Building heights avoids continual overshadowing of the streetscape

Assessment Criteria

- i. Building shall be in accordance with the Building Height Plan (Figure 14)
- ii. Development shall be a minimum of three storeys

Building Materials**Design Objective**

- I. To encourage a style of development that is consistent with the coastal location
- II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast
- III. To foster a sense of place through an identifiable character and style of development

Assessment Criteria

- i. Extensive use of concrete tilt panels is discouraged. Where concrete tilt panels are used, they shall be integrally coloured (colour tinted concrete)
- ii. Moulded textures imprinted in the external surfaces of any concrete panels are encouraged
- iii. Painted finishes and rendered textures over concrete panels are not permitted
- iv. The use of natural materials such as stone, timber and other such natural products is encouraged in both interior and exterior finishes

Open Space**Design Objective**

- I. To ensure that development provides an attractive and engaging interface with the public open space
- II. To maximise the potential for passive surveillance

Assessment Criteria

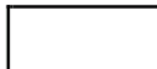
- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable pedestrian environment

Landmark Sites**Design Objective**

- I. To encourage a sense of place and identity
- II. To increase the legibility of place
- III. To demarcate the natural hierarchy of an area by identifying those places which are of significance

Assessment Criteria

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- i. Sites in key locations have been nominated as landmark sites as shown in Figure 06 Built Form Typologies. Development on Landmark Sites shall:
 - a) Promote prominent architectural form on corner elements to provide a reference point in the built form and landscape;
 - b) Encourage additional height elements where appropriate to create a point of difference with the balance of the development area and demarcate points of entry and prominence; and
 - c) Variations to setback requirements will be considered in order to create prominent feature elements.

Fencing

Design Objective

- i. To ensure that fencing does not detract from the function and appearance of the streetscape

Assessment Criteria

- i. Fencing is not permitted forward of the building line to the primary and secondary street frontages
- ii. The interface between residential development and the public open space may be fenced to a maximum height of 1.2-metres~~m~~ from natural ground level, but must be visually permeable above a height of 1.0-metres~~m~~ above natural ground level



Figure 07/_ Typical cross section for mixed use development

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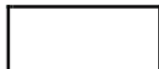
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Mixed use development will encompass active street edges that create a comfortable pedestrian environment

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2.3 High Density Residential Typology

High density housing opportunities along the Emplacement escarpment and within the Robb Jetty LSP area will create a new skyline for the Cockburn Coast. A manufactured horizon line of apartment buildings six to eight storeys in height will offer the opportunity for a new architectural topography and an integrated landscape of nature and built form. Residents will enjoy the expansive views but also the sense of containment and grounding in the environment. Facades and balconies shade and veil occupants whilst the ground level public realm is internalised and places focus on the residential communities' common interest.

Landscaped front setbacks and tree lined verges will combine to create a soft and comfortable urban setting for apartment buildings. Pocket parks and integrated greenery with built form create a calming natural feel throughout the area despite the intensity of development, acting as a backyard space and providing a link to the coast.

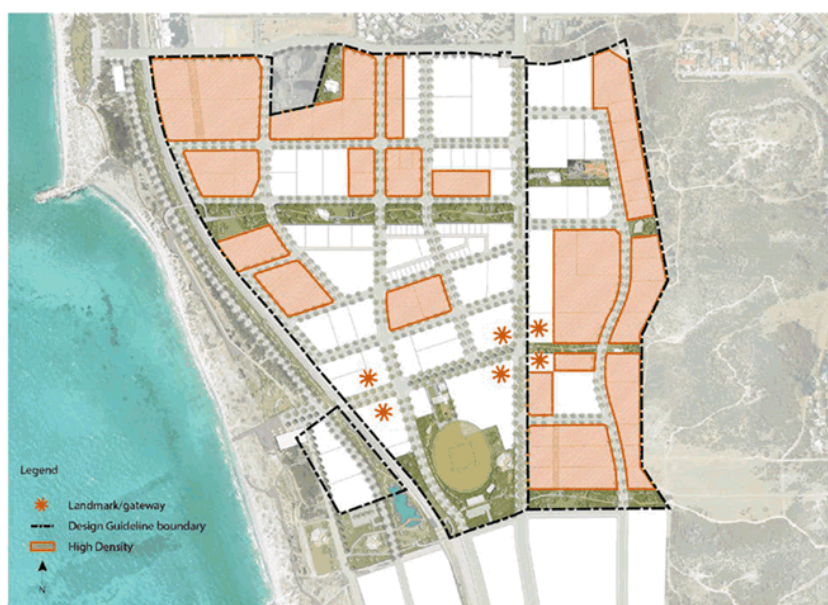


Figure 8_High Density built form typology

Building Setbacks

Design Objective

- I. Building setbacks frame streetscapes and public open spaces
- II. Building setbacks accommodate landscaping which slightly widen and softens the streetscape

Assessment Criteria

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- i. Building setbacks are to be in accordance with the following table

Setback	Street (minimum)	Side/Rear (minimum)	Laneway (minimum)	Public Open Space (minimum)
Levels 1-3	3.0-metres _m	Nil	Nil	4.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)
Levels 4+	5.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)	3.0-metres _m	3.0-metres _m	5.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)

Table 03_ Building Setbacks for high density residential development

- ii. Buildings shall be setback 4.0-metres_m from any boundary adjoining public parkland. This setback area shall include space for landscaping and if necessary an outdoor living area. Where additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area)
- iii. Projections are permitted within the 4.0-metres_m setback to public parkland to maximum of 2.0-metres_m into the setback area

Building Articulation

Design Objective

- I. To ensure that building facades add positively to the public realm and its interest. Building articulation will encourage interaction with the street and passive surveillance of adjacent spaces
- II. To promote a pedestrian scale of buildings at street level
- III. The building design shall demonstrate an appropriate level of articulation to avoid building bulk appearing excessive
- IV. Building articulation will express a vibrant and modern design aesthetic

Assessment Criteria

- i. Permanent blank walls are not permitted to any street frontage. Major openings are required to provide for surveillance and interaction with the public realm
- ii. The facade detail may be simplified on loading areas, parapet walls and walls to 'back of house' areas
- iii. Built form is to address parks, pedestrian access ways and in particular laneways by providing windows, balconies and suitable facade articulation facing these areas. These elevations are to match the design quality of the dwellings primary street elevation
- iv. Corner buildings are to address both frontages through the provision of:
 - a. distinct roof form at corners;
 - b. variation in materials and colours; and
 - c. varied balcony treatments

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Building Levels

Design Objective

- I. To ensure development maintains a positive relationship with the street such that pedestrian movement, sight lines and streetscape character are maximised
- II. To allow for the safe use of ceiling fans for cooling

Assessment Criteria

- i. All development shall maintain a minimum floor to floor height of 3.1-metresm. Apartments shall achieve minimum floor to ceiling levels as outlined in Clause 4.3 of the Residential Design Codes Volume 2 - Apartments.
- ii. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above
- iii. Where residential dwellings are proposed on the ground floor adjacent to a street or public open space, a grade separation from 0.5-metresm to 1.2-metresm between the finished floor level of the ground floor and the adjacent street or public open space is encouraged in order to create a visual distinction between the public and private space

Building Height

Design Objective

- I. Building heights will respond to the pedestrian scale, urban character, intended dwelling density, land use mix as well as the natural topography of the area
- II. The built form of an area shall provide a pedestrian scaled street interface with taller upper floors setback from the street alignment
- III. The built form shall minimise overshadowing to adjacent streets and public spaces

Assessment Criteria

- i. Development shall be in accordance with the Building Height Plan (Figure 14)
- ii. Development shall be a minimum of three storeys

Building Materials

Design Objective

- I. To encourage a style of development that is consistent with the coastal location
- II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast
- III. To foster a sense of place through an identifiable character and style of development

Assessment Criteria

- i. Extensive use of concrete tilt panels is discouraged. Where concrete tilt panels are used, they shall be integrally coloured (colour tinted concrete)
- ii. Moulded textures imprinted in the external surfaces of any concrete panels are encouraged
- iii. Painted finishes and rendered textures over concrete panels are not permitted

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- iv. The use of natural materials such as stone, timber and other such natural products is encouraged in both interior and exterior finishes

Open Space

Design Objective

- I. To ensure that development provides an appropriate interface with the public open space
- II. To maximise the potential for passive surveillance

Assessment Criteria

- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable pedestrian environment

Fencing

Design Objective

- I. To ensure that the provision of fencing does not detract from the function and appearance of the streetscape

Assessment Criteria

- i. The interface between private lots and the public open space may be fenced to a maximum height of 1.2 metres from natural ground level, but must be visually permeable above a height of 1.0 metre above natural ground level
- ii. Fencing shall generally not be permitted in the primary or secondary street setback areas

Landscaping

Design Objective

- I. To ensure an attractive streetscape environment
- II. To aid the sustainability of a building through the provision of permeable surface

Assessment Criteria

- i. The front setback area shall include provision for elements of soft landscaping
- ii. In ground landscaping is preferred over shallow landscaping above basements
- iii. Paving that is contiguous with foot paths and other paving in the public realm shall be of the same style and materials, matching exactly wherever possible

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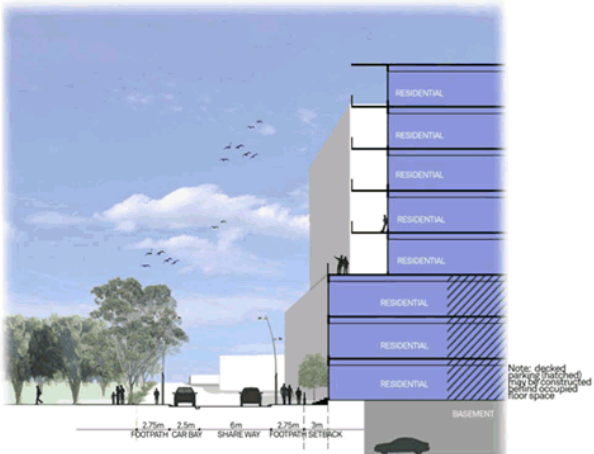


Figure 9_Typical cross section of high density residential adjoining road

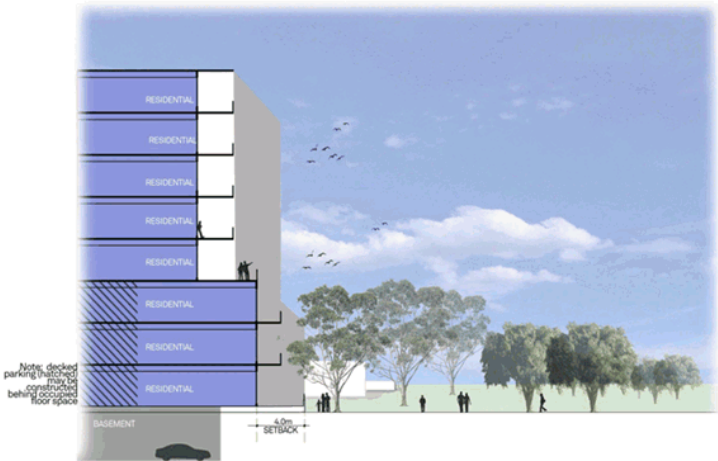


Figure 10_Typical cross section of high density residential directly adjoining public open space

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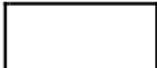


Figure 11_Typical cross section for high density residential development



High density Residential Development showing the use of natural materials in the facade and a provision of high quality building articulation in keeping with the objectives of these design guidelines

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2.4 Medium Density Residential Typology

The Robb Jetty area provides an important medium density housing area. Leafy streets and small softly landscaped front setbacks will combine to create a comfortable urban setting for contemporary apartment buildings. Future built form will embody a seamless transition from indoor to outdoor, from formal to informal, from exposed to protected. Built form will be respectful of nature and reflect the natural characteristics of the vegetation and landscape within Cockburn Coast.

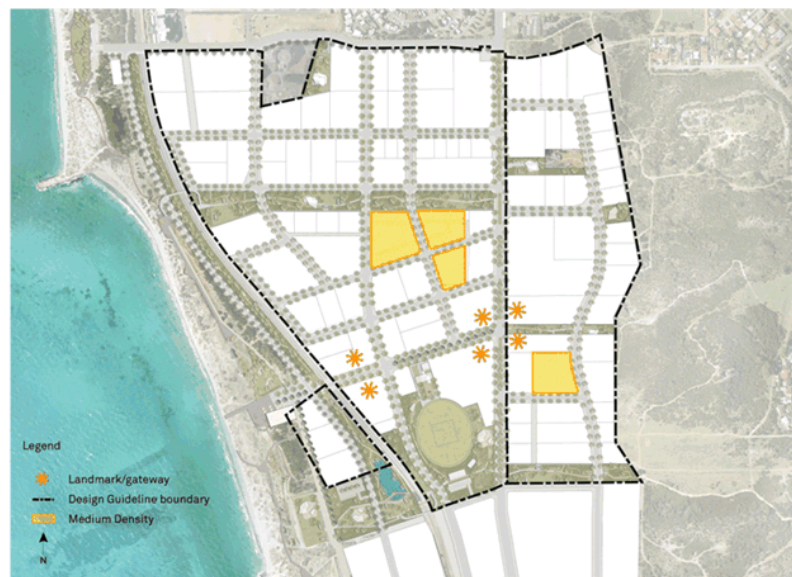


Figure 12_Medium Density built form typology

Building Setbacks

Design Objective

- I. Building setbacks create intimate streetscapes
- II. Building setbacks accommodate landscaping which slightly widen and softens the streetscape

Assessment Criteria

- i. Building setbacks are to be in accordance with the following table

Setback	Street (minimum)	Side (minimum)	Laneway (minimum)	Public Open Space (minimum)
Levels 1-3	2.0 metres (primary) 1.0 metres (secondary)	Nil	Nil	3.0 metres to wall and 2.0 metres to balconies (cantilevered/light

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				weight only)
Levels 4+	5.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)	3.0-metres _m	3.0-metres _m	5.0-metres _m to wall and 2.0-metres _m to balconies (cantilevered/light weight only)

Table 04_ Building Setbacks for medium density residential development

- ii. Buildings shall be setback 3.0-metres_m from any boundary adjoining public parkland. This setback area shall include space for landscaping and if necessary an outdoor living area. Where additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area)
- iii. Projections are permitted within the 3.0-metres_m setback to public parkland to maximum of 2.0-metres_m into the setback area

Building Articulation**Design Objective**

- I. To ensure that building facades add positively to the public realm and its interest. Building articulation will encourage interaction with the street and passive surveillance of adjacent spaces
- II. To promote a pedestrian scale of buildings at street level
- III. The building design shall demonstrate an appropriate level of articulation to avoid building bulk appearing excessive
- IV. Building articulation will express a vibrant and modern design aesthetic

Assessment Criteria

- i. The facade detail may be simplified on loading areas, parapet walls and walls to 'back of house' areas
- ii. Built form is to address parks, pedestrian access ways and in particular laneways by providing windows, balconies and suitable facade articulation facing these areas. These elevations are to match the design quality of the dwellings primary street elevation
- iii. Balconies are encouraged but shall not run continuously along the facade. Separate individual balconies are appropriate
- iv. The primary frontage shall provide pedestrian access to the major entry (front door) of the building(s)
- v. Corner buildings are to address both frontages through the provision of:
 - a. distinct roof form at corners;
 - b. variation in materials and colours; and
 - c. varied balcony treatments.

Roof Form**Design Objective**

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- I. The roof form should be designed as a contemporary and integrated architectural structure as befits this unique metropolitan coastal location

Assessment Criteria

- i. Use of skillion roofs and modern materials is actively promoted
- ii. Use of pitched roofs and dark tiles is discouraged
- iii. Lighting or similar features may be used to accentuate the roofscape and provide a positive architectural feature at night
- iv. Flat roofs are acceptable where concealed behind a building parapet.

Building Levels**Design Objective**

- I. To ensure development maintains a positive relationship with the street such that pedestrian movement, sight lines and streetscape character are maximised
- II. To allow for the safe use of ceiling fans for cooling

Assessment Criteria

- i. All development shall maintain a minimum floor to floor height of 3.1-metresm. Apartments shall achieve minimum floor to ceiling levels as outlined in Clause 4.3 of the Residential Design Codes Volume 2 - Apartments.
- ii. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above
- iii. Where residential dwellings are proposed on the ground floor adjacent to a street or public open space, a grade separation from 0.5-metresm to 1.2-metresm between the finished floor level of the ground floor and the adjacent street or public open space is encouraged in order to create a visual distinction between the public and private space

Building Height**Design Objective**

- I. Building heights will respond to the pedestrian scale, urban character, intended dwelling density, land use mix as well as the natural topography of the area
- II. The built form of an area shall provide a pedestrian scaled street interface with taller upper floors setback from the street alignment
- III. The built form shall minimise overshadowing to adjacent streets and public spaces

Assessment Criteria

- i. Building shall be in accordance with the Building Height Plan (Figure 14)
- ii. Development shall be a minimum of three storeys, with the exception of Lots 235-239 and 247-259 where the minimum height is two storeys as shown in a relevant Local Development Plan. For the purposes of assessing the number of storeys, a loft can be considered as a third storey, provided the building design gives the appearance of three storeys from the primary street frontage
- iii. Single storey development shall not be supported

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**Building Materials****Design Objective**

- I. To encourage a style of development that is consistent with the coastal location
- II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast
- III. To foster a sense of place through an identifiable character and style of development

Assessment Criteria

- i. Extensive use of concrete tilt panels is discouraged. Where concrete tilt panels are used, they shall be integrally coloured (colour tinted concrete)
- ii. Moulded textures imprinted in the external surfaces of any concrete panels should also be applied
- iii. Painted finishes and rendered textures over concrete panels are not permitted
- iv. Warm exterior finishes are encouraged through the use of natural materials such as stone, timber, and other such natural products

Open Space**Design Objective**

- I. To ensure that development provides an appropriate interface with the public open space
- II. To maximise the potential for passive surveillance

Assessment Criteria

- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable relationship to the public open space

Fencing**Design Objective**

- I. To ensure that fencing does not detract from the function and appearance of the streetscape

Assessment Criteria

- i. The interface between private lots and the public open space may be fenced to a maximum height of 1.2-metres from natural ground level, but must be visually permeable above a height of 1-metre above natural ground level

Landscaping**Design Objective**

- I. To ensure an attractive streetscape environment
- II. To aid the sustainability of a building through the provision of permeable surface

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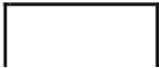


- Assessment Criteria
- i. The front setback area shall include provision for elements of soft landscaping
 - ii. In ground landscaping is preferred over shallow landscaping above basements, particularly in front setback areas which provides the opportunity for tree planting



Figure 13_Typical cross section for medium density built form typology

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2.5 Mixed Residential Typology

The Robb Jetty Precinct encourages the exploration of innovative approaches to higher density living, emphasising the need to reflect the Cockburn Coast vision of offering choice and variety of living and working opportunities in a form and density that supports the planned Bus Rapid Transit (BRT) system. The Mixed Residential Typology area addresses the 'missing middle' by offering a range of medium density housing typologies. This Typology area evolved from an intensive, design-led, exploration of ground-breaking urban forms. It is intended that the urban form will be unique in the overall precinct and present a point of difference to development elsewhere in the Cockburn Coast district.

In addition to mid-rise apartment living around the western and southern edges, the area will feature a diverse mix of high quality compact single housing options, around a public realm design that blurs the lines between streets and open space. Streets will be designed with visual amenity, landscape and pedestrian movement assuming equal importance to the private vehicle. As a compact, high-density area the built form will be close, special setbacks will apply, and the relationship between private living space and public open space (POS) will be strong.

As a special precinct, the City is prepared to vary some requirements of the Robb Jetty Local Structure Plan (LSP), to facilitate the exploration of creative ideas, on the basis that planning for the area will undergo a rigorous process of consultative, design-led enquiry, including but not limited to, the following steps:

1. Vision definition, explaining how the precinct will differ from other precincts in the Robb Jetty LSP area;
2. An integrated design process, involving qualified architects, landscape architects, urban designers, and civil engineers;
3. Independent design input or peer review from an independent expert in urban design or architecture, such input to be formally documented;
4. Regular engagement with technical staff from the City of Cockburn and Department of Lands, Planning and Heritage, in the form of workshops and briefings, from the initial formation of a design vision to completion of a masterplan concept;
5. Preparation of a masterplan which illustrates a cohesive design that blends the built form, movement systems, open space and servicing, including, but not limited to, the following key elements:
 - a) An overall urban form - in terms of dwelling styles, streets and open space – that displays a unique innovation precinct to address the 'missing middle' and provide a range of living choices that will present a new living choice to the precinct;
 - b) Illustration of proposed dwelling forms, building height and massing;
 - c) Demonstration that the dwelling yield identified in the Robb Jetty LSP is maintained;
 - d) Demonstration that the plan will offer a community benefit outcome equal to, or better than, the urban pattern envisaged under the Robb Jetty LSP;
 - e) Demonstration that the plan will not compromise the planned function or amenity of adjoining typology areas; and

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- f) An implementation strategy that ensures the public realm design will be developed in accordance with the plan and that the built form will be delivered in an orderly and progressive manner.

It is also required that any development application in the Mixed Residential Typology area is to be considered by the Design Review Panel (DRP) and written endorsement provided prior to formal consideration by the City of Cockburn.



Figure 14. Mixed Residential built form typology

Building Setbacks

Design Objective

- I. Building setbacks frame streetscapes and public open spaces
- II. Building setbacks accommodate landscaping which slightly widens and softens the streetscape

Assessment Criteria

- i. Building setbacks are to be in accordance with the following table

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Setback	Primary Street (minimum)	Secondary (minimum)	Laneway (minimum)	Public Open Space – Northern Drainage Swale (minimum)	Public Open Space – Central Spine (minimum)
Levels 1-3	3m	Nil	Nil	3m to wall and 2m to balconies (cantilevered/light weight only)	2m to wall and nil to balconies (cantilevered/light weight only)
Levels 4+	5m to wall and 2m to balconies (cantilevered/light weight only)	3m to wall and 2m to balconies (cantilevered/light weight only)	3m	5m to wall and 2m to balconies (cantilevered/light weight only)	4m to wall and 2m to balconies (cantilevered/light weight only)

Table 05 Building Setbacks for mixed residential development

- ii. Buildings shall be setback from any boundary adjoining public parkland as specified in the above table. This setback area shall include space for landscaping, and if necessary, an outdoor living area. Where an additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area)

Building Articulation**Design Objective**

- I. To ensure that building facades add positively to the public realm and its interest. Building articulation will encourage interaction with the street and passive surveillance of adjacent spaces
- II. To promote a pedestrian scale of buildings at street level
- III. The building design shall demonstrate an appropriate level of articulation to avoid building bulk appearing excessive
- IV. Building articulation will express a vibrant and modern design aesthetic

Assessment Criteria

- i. Permanent blank walls are not permitted to any street frontage. Major openings are required to provide for surveillance and interaction with the public realm
- ii. The facade detail may be simplified on loading areas, parapet walls and walls to 'back of house' areas
- iii. Built form is to address parks, pedestrian access ways and in particular laneways by providing windows, balconies or suitable facade articulation facing these areas. These elevations are to match the design quality of the dwellings primary street elevation

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- iv. Corner buildings are to address both frontages through the provision of:
 - a. distinct building form at corners;
 - b. variation in materials and colours; and
 - c. varied balcony treatments

Roof Form

Design Objective

- I. The roof form should be designed as a contemporary and integrated architectural structure as befits this unique metropolitan coastal location

Assessment Criteria

- i. Use of skillion roofs and modern materials is actively promoted
- ii. Use of dark tiles is discouraged
- iii. Lighting or similar features may be used to accentuate the roofscape and provide a positive architectural feature at night
- iv. Flat roofs are acceptable where concealed behind a building parapet

Building Levels

Design Objective

- I. To ensure development maintains a positive relationship with the street such that pedestrian movement, sight lines and streetscape character are maximised
- II. To allow for the safe use of ceiling fans for cooling

Assessment Criteria

- i. All development shall maintain a minimum floor to floor height of 3.1m. Apartments shall achieve minimum floor to ceiling levels as outlined in Clause 4.3 of the Residential Design Codes Volume 2 – Apartments.
- ii. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above
- iii. Where residential apartments are proposed on the ground floor adjacent to a street or public open space, a grade separation from 0.5m to 1.2m between the finished floor level of the ground floor and the adjacent street or public open space is encouraged in order to create a visual distinction between the public and private space
- iv. Where single dwellings are proposed on the ground floor adjacent to a street or public open space, a transition between the public and private realm is encouraged to create a visual distinction.

Building Height

Design Objective

- I. Building heights will respond to the pedestrian scale, urban character, intended dwelling density, land use mix as well as the natural topography of the area
- II. The built form of an area shall provide a pedestrian scaled street interface with taller upper floors setback from the street alignment
- III. The built form shall minimise overshadowing to adjacent streets and public spaces

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Assessment Criteria

- i. Development shall be in accordance with the Building Height Plan (Figure 14)
- ii. A Local Development Plan shall be prepared to stipulate more specific height limits for designated sites within the area

Building MaterialsDesign Objective

- I. To encourage a style of development that is consistent with the coastal location
- II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast
- III. To foster a sense of place through an identifiable character and style of development

Assessment Criteria

- i. Extensive use of concrete tilt panels is discouraged. Where concrete tilt panels are used, they shall be integrally coloured (colour tinted concrete)
- ii. Moulded textures imprinted in the external surfaces of any concrete panels are encouraged
- iii. Painted finishes and rendered textures over concrete panels are not permitted
- iv. The use of natural materials such as stone, timber and other such natural products is encouraged in both interior and exterior finishes

Open SpaceDesign Objective

- I. To ensure that development provides an appropriate interface with the public open space
- II. To maximise the potential for passive surveillance

Assessment Criteria

- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable pedestrian environment

FencingDesign Objective

- I. To ensure that the provision of fencing does not detract from the function and appearance of the public realm

Assessment Criteria

- i. The interface between private lots and the public open space may be fenced to a maximum height of 1.2m from natural ground level, but must be visually permeable above a height of 1m above natural ground level
- ii. For apartment development, fencing shall generally not be permitted in the primary or secondary street setback areas

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Access and Parking

Design Objective

- I. The design and location of vehicle crossovers should minimise the impact on the pedestrian amenity of the street environment
- II. Provide sufficient visitor parking for the proposed development precinct
- III. Promote street design that creates a shared environment for pedestrian, cyclists and vehicle movement

Assessment Criteria

- i. Open carports are permitted for terrace style or single dwellings where it is considered to improve streetscape character and surveillance, provided that storage and drying areas are suitably screened from public view
- ii. Tandem parking will be permitted where two or more parking bays are provided for the exclusive use of the same dwelling
- iii. Car park entries, driveway crossovers, service areas and bin refuse collection points should be constructed from materials consistent with the road pavement and landscape design treatments of the of the adjacent street
- iv. Where terrace style or single residential lots are proposed the required visitor parking provision shall be located in streets that are immediately adjacent, or in close proximity, to the development

Waste Management

Design Objective

- I. Services required for the function of all proposed development shall be appropriately considered

Assessment Criteria

- iv. Building design shall demonstrate compliance with an approved integrated Waste Management Strategy or as otherwise approved by the City
- v. Rubbish bin storage areas shall be integrated into the development and located to minimise the impact on adjoining residences and the public realm

Landscaping

Design Objective

- I. To ensure an attractive streetscape environment
- II. To aid the sustainability of a building through the provision of permeable surface

Assessment Criteria

- i. The front setback area shall include provision for elements of soft landscaping
- ii. In ground landscaping is preferred over shallow landscaping above basements
- iii. Paving that is contiguous with foot paths and other paving in the public realm shall be of the same style and materials, matching exactly wherever possible

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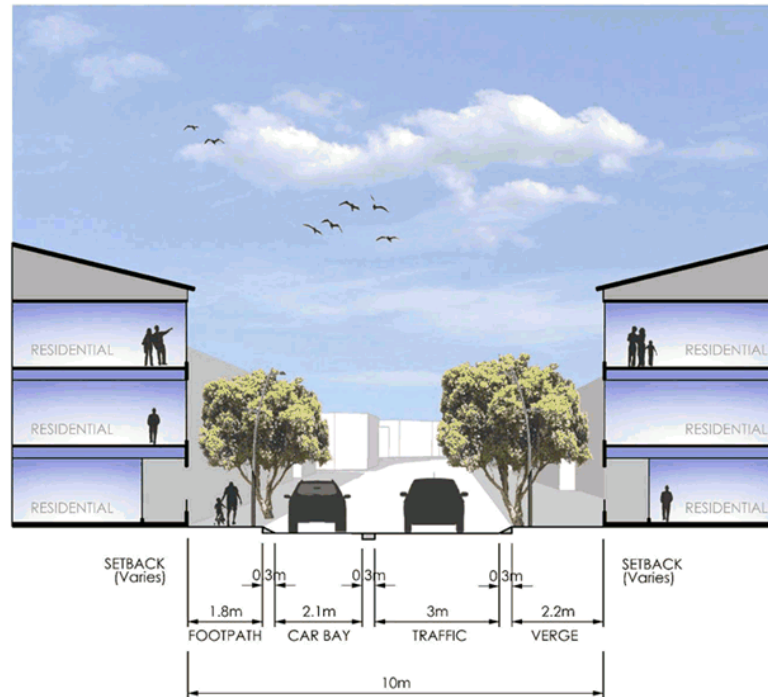
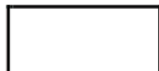


Figure 16 Typical cross section of Mixed Residential adjoining road



Mixed Residential Development showing the use of natural materials in the facade and a provision of high quality building articulation in keeping with the objectives of these design guidelines

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3.2 General Provisions

3.1 2.1 Built Form Requirements

Built form should provide a pedestrian scale and define streets and public spaces whilst contributing towards creating an urban presence. The built form will contribute towards the intended streetscape character and typology. Taking cues from the natural assets of the site building height responds to site topography, maximising views to the ocean particularly for residential development.

For private open space, visual privacy, storage for grouped and multiple dwellings requirements refers to the relevant section of the R-Codes. For private open space for single houses refer to the relevant Local Development Plan (LDP) or if not specified in the LDP refer to the City of Cockburn's Local Planning Policy LPP 1.16 Single House Standards for Medium Density Housing in the Development Zone. Other elements not listed in the relevant LDP or LPP 1.16 shall be assessed as per the Residential Design Codes.

2.1.1 3.1.1 Building Height

Design Objective

- I. Building heights will respond to the pedestrian scale and urban character of Cockburn Coast, intended dwelling density and land use mix as well as the natural topography
- II. The built form of an area shall provide a pedestrian scaled street interface with taller upper floors setback from the street alignment
- III. The built form shall minimise overshadowing to adjacent streets and public spaces

Assessment Criteria

- i. Heights to be in accordance with the typology specific built form requirements and the Building Height Plan below in Figure 14
- ii. The proposed Primary School may be approved with a minimum of two storeys

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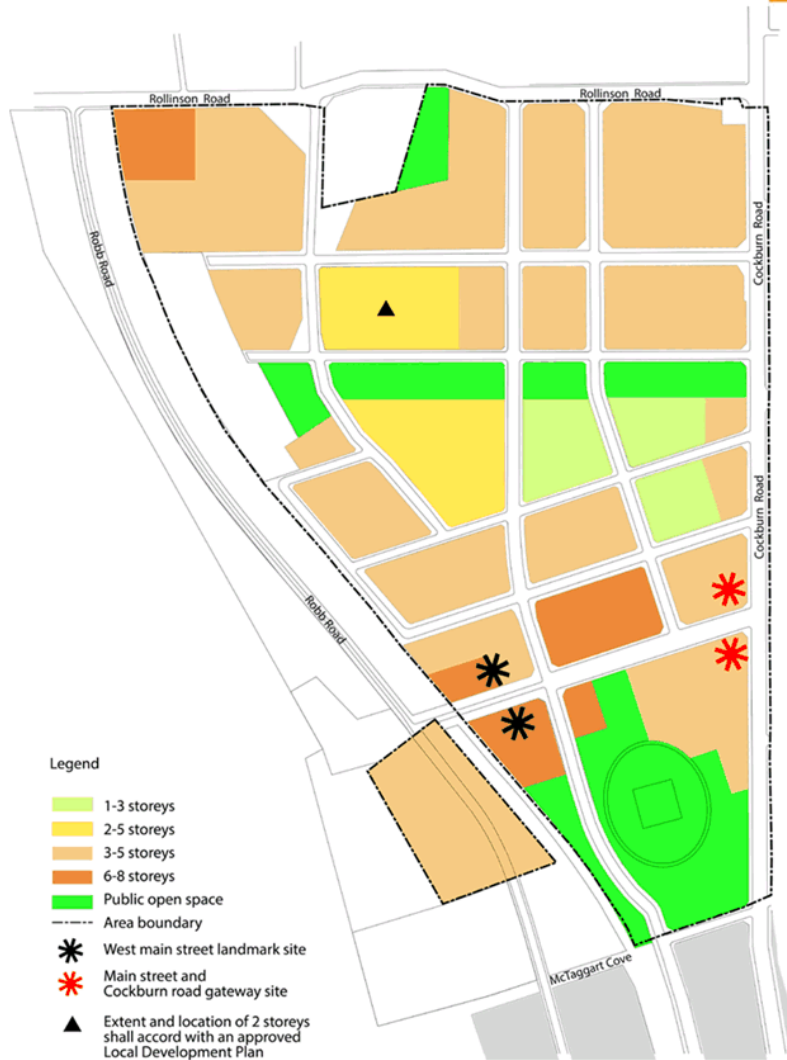


Figure 1415 Building Height Plan
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2.1.2 3.1.2 Facades

Design Objective

- I. Building facades add significantly to the public realm and its interest. A vibrant and modern design aesthetic for Cockburn Coast will require the provision of visually engaging building exteriors which encourage interaction with the street and passive surveillance of adjacent spaces

Assessment Criteria

- i. Fenestration, entrances, balconies and awnings shall be provided in a manner that creates visual cohesiveness, interest and interaction with the public realm
- ii. An exposed parapet or boundary wall must have the same standard of finish as the primary facade. Detailing for permanently exposed blank walls shall include texture, patterns or suitable alternatives to the finish of the wall to address the objective
- iii. External ducting, air conditioners, plants, pipes, lift over-runs, service doors and similar building services must be screened from public view or adjacent property and incorporated into the building at the initial design stage
- iv. Ground floor lobbies shall be clearly delineated, well lit and safe to access
- v. Facade design shall address crime prevention through environmental design (CPTED) principles



Buildings shall provide a break up of bulk and scale through ar

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Building facades are to be finished with fine grain architectural elements

2.1.3 3.1.3 Roof Form

Design Objective

- I. The roof form as seen from the street or adjoining sites should be designed to make a contemporary and positive architectural contribution to the streetscape and skyline. Where appropriate the roof form can be designed to enhance the architecture and contribute to creating local landmarks through the use of integrated architectural form and detailing

Assessment Criteria

- i. Roof designs must conceal roof plant and equipment including lift over run structures from view from the public realm and street level
- ii. Lighting or similar features may be used to accentuate the roofscape to provide a feature at night
- iii. Flat roofs are acceptable where concealed behind a building parapet
- iv. Flat roof areas that are **accessible, accessible** concealed behind a building parapet and provide a minimum dimension of 2.4m may be used as an outdoor living area or communal open space, however shall not count towards the private open space area requirement.

2.1.4 3.1.4 Lighting

Design Objective

- I. To ensure perceived and actual safety for all users of the area is achieved by providing lighting around public spaces that allows for a high degree of visibility of pedestrians at all times

Assessment Criteria

- i. Lighting to be integrated into built form to highlight architectural features
- ii. Ensure inset spaces, access, egress and signage is well lit
- iii. Lighting is to be incorporated into building awnings over the footpath and building entrances

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Innovative lighting built into the facade of a building can contribute to an activated and interesting façade

2.4.5 3.1.5 *Acoustics and Vibration*

Design Objective

- I. To facilitate a sustainable mixed use environment where a variety of land uses can co-exist
- II. To ensure appropriate noise intrusion and noise emission mitigation measures are incorporated into building design and construction and where necessary, building refurbishment

Assessment Criteria

- i. Design of Noise sensitive premises must be give consideration to the following:
 - a) the identification of existing/potential environmental noise sources;
 - b) development orientation and layout taking into account the location of existing/potential environmental noise sources;
 - c) the location of bedrooms away from noise sources;
 - d) the location of balconies and windows away from noise sources;
 - e) the use of built form (blade walls, etc) to screen noise sources; and
 - f) the use of building design elements (balcony balustrades, decorative screens, etc) to provide some reduction in noise impact on windows.
- ii. Notifications are required to be applied to the created land title and any subsequent strata titles of any noise sensitive premises pursuant to section 70A of the *Transfer of Land Act 1893*, together with section 165 of the *Planning and Development Act 2005* to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner city environment

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- iii. An acoustic and vibration (as deemed required in the local structure plan) report and associated plans are required detailing compliance with the above design objectives and assessment criteria for noise sensitive and commercial developments. The report is to be prepared by a qualified and experienced acoustic consultant and submitted as part of a DA and should address the requirements of State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (and associated guidelines), the City of Cockburn's Local Planning Policy LPP 1.12 Noise Attenuation and Quiet House Design Principles

2.1.6 3.1.6 Active Edges and Street Relationship

Design Objective

- I. The activation of streets and other publicly accessible spaces are fundamental to providing an attractive and safe pedestrian environment throughout Cockburn Coast
- II. All development must be designed to activate streets and laneways. This can be achieved by utilising major openings to residential and commercial land uses, alfresco dining areas, pedestrian shelters and legible building entries to create a vibrant, diverse and safe environment

Assessment Criteria

- i. Passive surveillance of communal areas and public spaces shall be integrated into building design, providing for overlooking of the street, public space and communal open space
- ii. Pedestrian entrances are to be highly visible
- iii. Ground floor non-residential frontages should be designed as shop fronts with no less than 80% of the shop front glazed with clear glass
- iv. Car park entries are to be located appropriately to avoid disruption of the pedestrian experience
- v. Inactive ground floor uses are to be avoided within the Activity Centre and Mixed Use areas particularly on the Robb Jetty Main Street and surrounding the identified landmark development sites

2.1.7 3.1.7 Heritage Considerations

Design Objective

- I. Development of site adjacent to a heritage place shall be respectful of the recognised cultural heritage significance; and should not adversely affect the heritage significance

Assessment Criteria

- i. New buildings adjacent to a Heritage Place should conform with the provisions of the City's Heritage Conservation Guidelines policy to ensure that they respect the heritage significance of the place
- ii. Any new work adjacent to a significant tree should not affect the appearance or health of the tree

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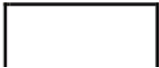
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Ground floor commercial land uses will provide active street edges



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23.2 .2 — Service Infrastructure and Access

Service infrastructure and access arrangements are an important part of allowing development to function effectively. However, these elements can often create unsightly urban environments and therefore appropriate treatment and coordination of these elements is required to make them an integral part of new development

2.2.1 3.2.1 Internal Access

Design Objective

- I. Internal access within street blocks to perform as one coordinated and efficient movement network

Assessment Criteria

- i. Internal access ways servicing development to be designed to facilitate adjoining development and where logical allow for reciprocal access arrangements

2.2.2 3.2.2 Parking

Design Objective

- I. Development will encourage and support alternative modes of transport to the car by limiting and screening the provision of car parking on site

Assessment Criteria

- i. Vehicle crossovers for non-residential development are required to be built underneath the building or provide design elements above the crossover to reduce the street impact and pedestrian environment
- ii. Reciprocal use of commercial car parking bays for uses within a comprehensive development with different peak usage requirements (such as restaurants and offices) may be considered
- iii. Residential parking is to be provided in accordance with the City of Cockburn Town Planning Scheme No.3 and the Residential Design Codes of Western Australia.

2.2.3 3.2.3 Parking Location and Access

Design Objective

- I. The number of vehicle crossovers into a development is to be minimised to create a pedestrian friendly environment
- II. Parking is to be located so as to minimise the visual impact on the public realm

Assessment Criteria

- i. All on site car parking facilities are to be concealed from public view to ensure car parking does not dominate streetscapes or create conflict with pedestrian and vehicle movement
- ii. Car parking entry is to be subservient to pedestrian entries and shall address street spaces, building returns and recesses
- iii. Where terrace style or single residential lots are proposed vehicle access must be provided at the rear of the dwellings
- iv. Car parking is to be concealed from public view by habitable frontages, or high quality landscaping along minor/secondary streets

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- v. Parking facilities should not be visible from public open space
- vi. Where garage doors service only one dwelling they should be no wider than 6 metres m

2.2.4 3.2.4 Sleeved Parking

Design Objective

- i. To screen multi storey car parks from the public realm and to provide active frontages to the street

Assessment Criteria

- i. All multi storey car parking structures should be sleeved by development to ensure car parking is screened from view of the public realm
- ii. Sleeve above ground car parking structures with other uses, such as offices, residential and retail
- iii. Where it is not possible for car parking structure to be screened any car parking structures that contain three or more levels must be appropriately designed and screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation

2.2.5 3.2.5 End of Trip Facilities

Design Objective

- i. To encourage the use of bicycles, walking and other alternative means of transport to reduce the use of private motor vehicles and contribute to public health

Assessment Criteria

- i. Provision of adequate bicycle and change room facilities. Secure lockers, bicycle storage and showers shall be provided within buildings
- ii. Developments are to be provided with end of trip facilities in accordance with the following table

Commercial	1 Secure bicycle storage per 150m ² of Net Lettable Area (NLA); and
Accessible showers	There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities to be provided at a rate of one male and one female shower for every 10 bicycle parking bays or part thereof.
Changing facilities	Including secure lockers at 1.5 for each bicycle parking bay.
Visitor Bicycle Storage	A minimum of 1 space per 750m ² of NLA. Located and signed near the main public entrance to the building.
Residential	Bicycle parking facilities for multiple dwellings, short stay accommodation and serviced apartments shall be provided at a minimum of 1 bay per unit.

Table 05_ End of trip facility provision rates

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End of trip facilities



Use of screening can minimise the impact of parking structures

2.2.6 3.2.6 Site Services

Design Objective

- I. Services and related elements required for the function of the building shall be appropriately screened or integrated into the building design

Assessment Criteria

- i. Air-conditioning units must not be visible from the streets and laneways
- ii. Service pipes and wired services are to be concealed from public view
- iii. All meters to be contained within development lots to the requirements of the appropriate authorities
- iv. Provide secure and accessible facilities for mail delivery
- v. Commercial utility and waste storage areas are to be screened or located behind buildings and not visible from public view and residential apartments
- vi. Fire booster cabinets and associated infrastructure are to be discretely designed into development and must not dominate any frontage

3.3 Sustainability Requirements

2.2.7

Integral to the sustainability of the development will be the provision of affordable housing and facilities to encourage alternative modes of transport to the private car. This will

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promote a healthy lifestyle that encourages people to actively engage with the urban environment and create a robust and diverse community

2.3.4 3.3.1 *Sustainable Travel*

Design Objective

- I. To reduce greenhouse gases through the reduction of motorised transport to and from Cockburn Coast and encourage residents and site visitors to improve their physical health through walking, cycling or other physically active forms of transport either solely or in combination with public transport

Assessment Criteria

- i. Demonstrate that pedestrians and cyclists have been prioritised within the development
- ii. Surface finishes of all driveways and pathways to be safe and comfortable for pedestrians and cyclists
- iii. Grade changes between private and public spaces to be complementary and accessible

3.4 2.4 *Laneways*

2.4.1 3.4.1 *Residential and Commercial Laneways*

Design Objective

- I. To create unique and attractive built form and character along laneways through sensitive and innovative design
- II. To encourage activity and interaction between public laneways and adjacent private uses at the ground level
- III. To reinforce the primary function of laneways as key service and vehicle access spaces within the development
- IV. Encourage development to provide highly articulated and well detailed facades that create visual interest, particularly at the lower levels
- V. Encourage development to orientate windows and balconies to overlook lane ways

Assessment Criteria

- i. Residential Laneways
 - a) For lots with a laneway frontage of 8-metresm or greater, pedestrian access to the laneway from the lot should be provided
 - b) Buildings are to provide an elevation to the laneway that is articulated and similarly detailed to the front facade
- ii. Commercial Laneways

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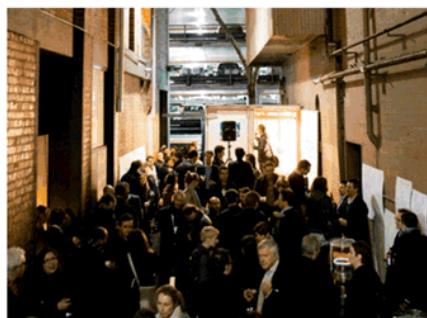
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- a) Laneways within the activity centre and mixed used zones are encouraged to be activated at ground floor level, but shall not be done so to the detriment to the activation of the primary or streetscape facade of the building
- b) Buildings shall maintain a nil setback to the laneway for the first three storeys
- c) The minimum setback above 3 storeys should be a distance equivalent to the width of the lane, unless it can be demonstrated that a lesser setback protects the quality of the pedestrian space at ground level including:
 - a. by maintaining or providing greater access to sunlight;
 - b. by maintaining or providing greater wind protection; and
 - c. by avoiding a sense of enclosed space.
- d) Buildings are to provide an elevation to the laneway that is articulated and similarly detailed to the front facade
- e) Development should contain a door which addresses the laneway or is accessed via its own pedestrian access gate



Activated laneways encourage vitality and interaction between public laneways and adjacent private uses

a- 3.5 Communal Open Space

Design Objective

- I. To provide an adequate area of quality communal open space for multiple dwelling developments which will enhance residential amenity and provide opportunities for soft landscape areas.

Assessment Criteria

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- i. Communal open space is provided for multiple dwellings in accordance with Clause 3.4 of the Residential Design Codes Volume 2 – Apartments, at the following rates:
 - a) Up to 10 dwellings – no requirement
 - b) 11 to 20 dwellings – 10% of site area
 - c) 21-30 dwellings – 15% of site area
 - d)i. 31+ dwellings – 20% of site area
- ii. Developments achieve a minimum of 50% direct sunlight to the principal usable part of the primary communal open space for a minimum of two hours between 9am and 3pm on 21 June (mid-winter)

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2.5 Stage 3 Addendum

Mixed Residential Typology

The Robb Jetty Precinct encourages the exploration of innovative approaches to higher density living, emphasising the need to reflect the Cockburn Coast vision of offering choice and variety of living and working opportunities in a form and density that supports the planned Bus Rapid Transit (BRT) system. The Mixed Residential Typology area addresses the 'missing middle' by offering a range of medium density housing typologies. This Typology area evolved from an intensive, design-led, exploration of ground-breaking urban forms. It is intended that the urban form will be unique in the overall precinct and present a point of difference to development elsewhere in the Cockburn Coast district.

In addition to mid-rise apartment living around the western and southern edges, the area will feature a diverse mix of high quality compact single housing options, around a public realm design that blurs the lines between streets and open space. Streets will be designed with visual amenity, landscape and pedestrian movement assuming equal importance to the private vehicle. As a compact, high-density area the built form will be close, special setbacks will apply, and the relationship between private living space and public open space (POS) will be strong.

As a special precinct, the City is prepared to vary some requirements of the Robb Jetty Local Structure Plan (LSP), to facilitate the exploration of creative ideas, on the basis that planning for the area will undergo a rigorous process of consultative, design-led enquiry, including but not limited to, the following steps:

1. Vision definition, explaining how the precinct will differ from other precincts in the Robb Jetty LSP area;
2. An integrated design process, involving qualified architects, landscape architects, urban designers, and civil engineers;
3. Independent design input or peer review from an independent expert in urban design or architecture, such input to be formally documented;
4. Regular engagement with technical staff from the City of Cockburn and Department of Lands, Planning and Heritage, in the form of workshops and briefings, from the initial formation of a design vision to completion of a masterplan concept;
5. Preparation of a masterplan which illustrates a cohesive design that blends the built form, movement systems, open space and servicing, including, but not limited to, the following key elements:
 - a) An overall urban form – in terms of dwelling styles, streets and open space – that displays a unique innovation precinct to address the 'missing middle' and provide a range of living choices that will present a new living choice to the precinct;
 - b) Illustration of proposed dwelling forms, building height and massing;
 - c) Demonstration that the dwelling yield identified in the Robb Jetty LSP is maintained;
 - d) Demonstration that the plan will offer a community benefit outcome equal to, or better than, the urban pattern envisaged under the Robb Jetty LSP;
 - e) Demonstration that the plan will not compromise the planned function or amenity of adjoining typology areas; and

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- f) An implementation strategy that ensures the public realm design will be developed in accordance with the plan and that the built form will be delivered in an orderly and progressive manner.

It is also required that any development application in the Mixed Residential Typology area is to be considered by the Design Review Panel (DRP) and written endorsement provided prior to formal consideration by the City of Cockburn.

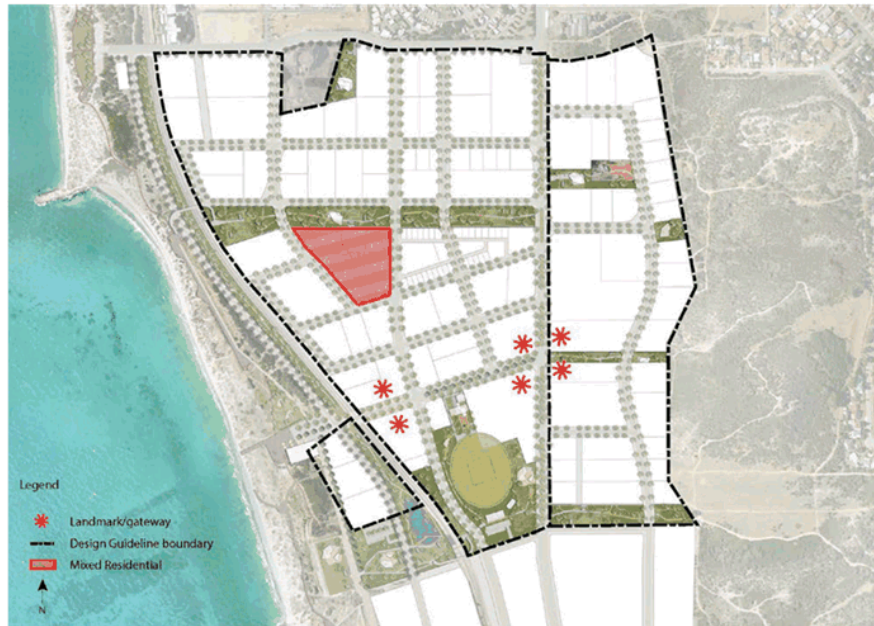


Figure 15_Mixed Residential built form typology

Building Setbacks

Design Objective

- I. Building setbacks frame streetscapes and public open spaces
- II. Building setbacks accommodate landscaping which slightly widens and softens the streetscape

Assessment Criteria

- i. Building setbacks are to be in accordance with the following table

Setback	Primary Street (minimum)	Secondary (minimum)	Laneway (minimum)	Public Open Space — Northern Drainage Swale (minimum)	Public Open Space — Central Spine (minimum)
Levels 1-3	3.0 metres	Nil	Nil	3.0 metres to wall and 2.0 metres to	2.0 metres to wall and nil to balconies

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				balconies (cantilevered/light weight-only)	(cantilevered/light weight-only)
Levels 4+	5.0-metres-to wall-and 2.0-metres-to balconies (cantilevered/ light-weight only)	3.0-metres-to wall-and 2.0 metres-to balconies (cantilevered/ light-weight only)	3.0-metres	5.0-metres-to wall and 2.0-metres-to balconies (cantilevered/light weight-only)	4.0-metres-to wall and 2.0-metres-to balconies (cantilevered/light weight-only)

Table 05_ Building Setbacks for mixed residential development

- ii. Buildings shall be setback from any boundary adjoining public parkland as specified in the above table. This setback area shall include space for landscaping, and if necessary, an outdoor living area. Where an additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area)

Building Articulation**Design Objective**

- I. To ensure that building facades add positively to the public realm and its interest. Building articulation will encourage interaction with the street and passive surveillance of adjacent spaces
- II. To promote a pedestrian scale of buildings at street level
- III. The building design shall demonstrate an appropriate level of articulation to avoid building bulk appearing excessive
- IV. Building articulation will express a vibrant and modern design aesthetic

Assessment Criteria

- i. Permanent blank walls are not permitted to any street frontage. Major openings are required to provide for surveillance and interaction with the public realm
- ii. The facade detail may be simplified on loading areas, parapet walls and walls to 'back of house' areas
- iii. Built form is to address parks, pedestrian access ways and in particular laneways by providing windows, balconies or suitable facade articulation facing these areas. These elevations are to match the design quality of the dwellings primary street elevation

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- iv. Corner buildings are to address both frontages through the provision of:
 - a. distinct building form at corners;
 - b. variation in materials and colours; and
 - c. varied balcony treatments

Roof Form

Design Objective

- i. The roof form should be designed as a contemporary and integrated architectural structure as befits this unique metropolitan coastal location

Assessment Criteria

- i. Use of skillion roofs and modern materials is actively promoted
- ii. Use of dark tiles is discouraged
- iii. Lighting or similar features may be used to accentuate the roofscape and provide a positive architectural feature at night
- iv. Flat roofs are acceptable where concealed behind a building parapet

Building Levels

Design Objective

- i. To ensure development maintains a positive relationship with the street such that pedestrian movement, sight lines and streetscape character are maximised
- ii. To allow for the safe use of ceiling fans for cooling

Assessment Criteria

- i. All development shall maintain a minimum floor to floor height of 3.1 metres
- ii. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above
- iii. Where residential apartments are proposed on the ground floor adjacent to a street or public open space, a grade separation from 0.5 metres to 1.2 metres between the finished floor level of the ground floor and the adjacent street or public open space is encouraged in order to create a visual distinction between the public and private space
- iv. Where single dwellings are proposed on the ground floor adjacent to a street or public open space, a transition between the public and private realm is encouraged to create a visual distinction.

Building Height

Design Objective

- i. Building heights will respond to the pedestrian scale, urban character, intended dwelling density, land use mix as well as the natural topography of the area
- ii. The built form of an area shall provide a pedestrian scaled street interface with taller upper floors setback from the street alignment
- iii. The built form shall minimise overshadowing to adjacent streets and public spaces

Assessment Criteria

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- i. Development shall be in accordance with the Building Height Plan (Figure 14)
- ii. A Local Development Plan shall be prepared to stipulate more specific height limits for designated sites within the area

Building Materials

Design Objective

- I. To encourage a style of development that is consistent with the coastal location
- II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast
- III. To foster a sense of place through an identifiable character and style of development

Assessment Criteria

- i. Extensive use of concrete tilt panels is discouraged. Where concrete tilt panels are used, they shall be integrally coloured (colour tinted concrete)
- ii. Moulded textures imprinted in the external surfaces of any concrete panels are encouraged
- iii. Painted finishes and rendered textures over concrete panels are not permitted
- iv. The use of natural materials such as stone, timber and other such natural products is encouraged in both interior and exterior finishes

Open Space

Design Objective

- I. To ensure that development provides an appropriate interface with the public open space
- II. To maximise the potential for passive surveillance

Assessment Criteria

- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable pedestrian environment

Fencing

Design Objective

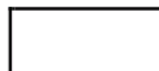
- I. To ensure that the provision of fencing does not detract from the function and appearance of the public realm

Assessment Criteria

- i. The interface between private lots and the public open space may be fenced to a maximum height of 1.2 metres from natural ground level, but must be visually permeable above a height of 1.0 metre above natural ground level
- ii. For apartment development, fencing shall generally not be permitted in the primary or secondary street setback areas

Access and Parking

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**Design Objective**

- I. The design and location of vehicle crossovers should minimise the impact on the pedestrian amenity of the street environment
- II. Provide sufficient visitor parking for the proposed development precinct
- III. Promote street design that creates a shared environment for pedestrian, cyclists and vehicle movement

Assessment Criteria

- i. Open carports are permitted for terrace style or single dwellings where it is considered to improve streetscape character and surveillance, provided that storage and drying areas are suitably screened from public view
- ii. Tandem parking will be permitted where two or more parking bays are provided for the exclusive use of the same dwelling
- iii. Car park entries, driveway crossovers, service areas and bin refuse collection points should be constructed from materials consistent with the road pavement and landscape design treatments of the of the adjacent street
- iv. Where terrace style or single residential lots are proposed the required visitor parking provision shall be located in streets that are immediately adjacent, or in close proximity, to the development

Waste Management**Design Objective**

- I. Services required for the function of all proposed development shall be appropriately considered

Assessment Criteria

- iv. Building design shall demonstrate compliance with an approved integrated Waste Management Strategy or as otherwise approved by the City
- v. Rubbish bin storage areas shall be integrated into the development and located to minimise the impact on adjoining residences and the public realm

Landscaping**Design Objective**

- I. To ensure an attractive streetscape environment
- II. To aid the sustainability of a building through the provision of permeable surface

Assessment Criteria

- i. The front setback area shall include provision for elements of soft landscaping
- ii. In ground landscaping is preferred over shallow landscaping above basements
- iii. Paving that is contiguous with foot paths and other paving in the public realm shall be of the same style and materials, matching exactly wherever possible

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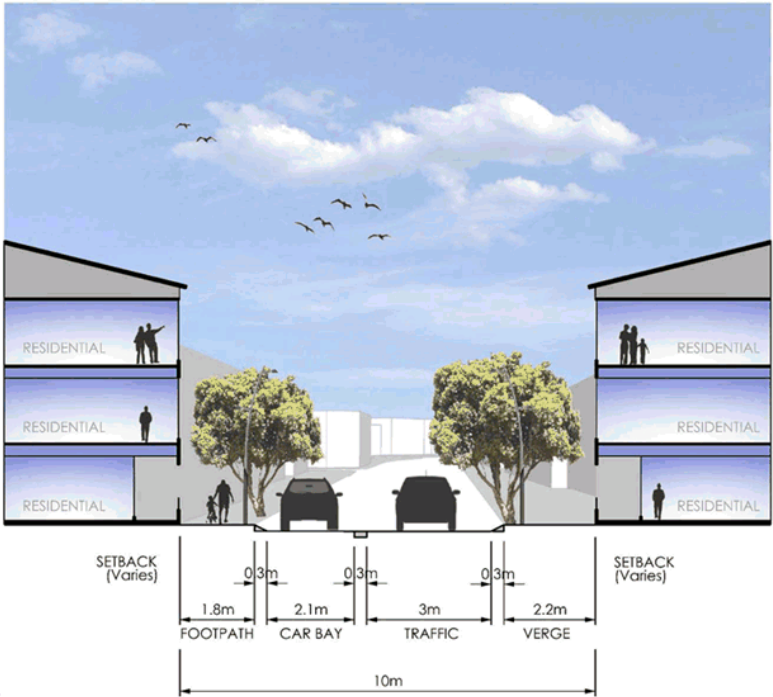


Figure 16_Typical cross section of Mixed Residential adjoining road



Mixed Residential Development showing the use of natural materials in the facade and a provision of high quality building articulation in keeping with the objectives of these design guidelines



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Strategic Link:	Town Planning Scheme No. 3
Category	Planning - Town Planning & Development
Lead Business Unit:	Statutory Planning
Public Consultation: (Yes or No)	Yes
Adoption Date: (Governance Purpose Only)	10 May 2018
Next Review Due: (Governance Purpose Only)	May 2020
ECM Doc Set ID: (Governance Purpose Only)	4518689

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10. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

Nil

11. ENGINEERING AND WORKS DIVISION ISSUES

Nil

12. COMMUNITY SERVICES DIVISION ISSUES

Nil

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13. EXECUTIVE DIVISION ISSUES**13.1 (2020/MINUTE NO 0004) PROPOSED AMENDMENT TO POLICY "ATTENDANCE AT CONFERENCES, SEMINARS, EVENTS AND TRAINING"****Author(s)** D Green**Attachments** 1. Proposed Amended Policy "Attendance at Conferences, Seminars, Events and Training" [↓](#)**RECOMMENDATION**

That Council amends its Policy "Attendance at Conferences, Seminars, Events and Training" as shown in the attachment to the Agenda.

COMMITTEE RECOMMENDATION

MOVED Cr M Separovich SECONDED Mayor L Howlett

That the recommendation be adopted.

CARRIED 3/0

Background

At the Council Meeting of December 2019, Cr Stone submitted a Notice of Motion, as follows:

"That Council includes a provision in the Ordinary Council Meeting agenda for a new item called "Delegates Reports" and in response Council resolved to:

"Refer the matter to the Delegated Authorities and Policies (DAP) Committee for consideration of including the process in the "Attendance at Conferences, Seminars, Events and Training" Policy.

Submission

N/A

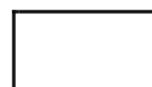
Report

The reason provided by Cr Stone was

"the Council often has Elected Members and executive staff attending various conferences. It would be beneficial to Council if there was time allocated in the Ordinary Council Meetings to hear a brief summary report from those whom have attended these conferences.

The City of Bayswater includes a similar item on their agenda.

It is considered this would ensure transparency and accountability for those attending conferences on behalf of Council and help keep everyone in the loop"



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While it was not considered necessary to amend the Council Meeting process to accommodate this initiative, it is considered plausible for delegates who attend conferences to submit a written report to the CEO containing an appraisal of the conference presentations, prior to providing the information to the elected members, via the Hub portal.

Strategic Plans/Policy ImplicationsLeading and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

Any recommended actions would require a consideration of the financial implications and the practicality of them being funded within the City's strategic planning and budget framework.

Legal Implications

Section 5.56 of the *Local Government Act 1995* and Part 5 Division 3 of the *Local Government (Administration) Regulations 1996* refer

Community Consultation

N/A

Risk Management Implications

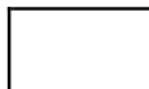
There is a "Moderate" level of "Financial Impact" and "Operations/Service Disruption" risks associated with this item.

Advice to Proponent(s)/Submitters

N/A

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

Nil



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Item 13.1 Attachment 1

Title	Attendance at Conferences, Seminars, Events & Training
Policy Number (Governance Purpose)	



Policy Type

Council

Policy Purpose

This policy provides the guiding principles for attendance of Elected Members and staff at conferences, seminars and training.

Attendance by Elected Members and staff at conferences, seminars and training is supported provided the activity is relevant to Council business and within budget.

Specified training for newly Elected Members is mandatory, following amendments to the Local Government Act, 1995 (The Act) in October 2019.

A Policy related to the attendance at specified events by Elected Members and the Chief Executive Officer is also required, as a result of a new provision related to this matter being included in the Act.

Policy Statement

(1) Elected Members

Elected Members will receive an annual allocation for the purpose of attending conferences, seminars and training relevant to their role as an Elected Member. This will be administratively equally allocated to each Elected Member as part of the overall budget allocation except for the Mayor's allocation which will allow for attendance at two interstate conferences.

The allocation will operate from November to October, in line with local government elections. Residual funds for individual Elected Members from year one will carry over each year to a maximum of two years allowance, after which all unspent funds will be returned to the Municipal Fund when a fresh allocation will be made to Elected Members following the elections.

Multiple Elected Members may attend conferences at the same time, provided that such attendance does not unduly interfere with the business of Council (i.e. conflicts with a Council or Committee Meeting which may affect a quorum).

Where an Elected Member has insufficient funds in their allocation, another Elected Member may agree to meet the costs from their own allocation. Both Elected Members are to advise the CEO in writing if this is to occur.

Where an Elected Member is no longer able to attend the booked conference, seminar or training, the CEO in consultation with the Mayor, may substitute another Elected Member if appropriate.

All registrations are to be done through Executive Support.

[1]

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Title	Attendance at Conferences, Seminars, Events & Training
Policy Number (Governance Purpose)	



The cost of training that is specifically arranged for attendance by all Elected Members, (eg governance) shall be paid from a separate allocation not considered part of any individual allocation.

A Report on the activities and presentations made at the Conference shall be forwarded by the delegate to the CEO within one month after the event. Following review, the Report shall be located on the Elected Members Hub for information.

(2) Training

All new Elected Members are required to undertake the following mandatory training within 12 months of their election to Council:

The course titled 'Council Member Essentials' that:

- (a) consists of the following modules—
 - (i) Understanding Local Government
 - (ii) Serving on Council
 - (iii) Meeting Procedures
 - (iv) Conflicts of Interest
 - (v) Understanding Financial Reports and Budgets; and
- (b) is provided by any of the following bodies—
 - (i) North Metropolitan TAFE
 - (ii) South Metropolitan TAFE; or
 - (iii) WA Local Government Association (WALGA)

At the conclusion of each financial year, a report on the training completed by Elected Members is to be compiled and displayed on the City's website.

(3) Events

The City of Cockburn will allow Elected Members to accept invitations, including tickets, from third parties to attend events falling into the following categories:

- (a) Concerts;
- (b) Conferences;
- (c) Functions; and
- (d) Sporting Events

Where an invitation, including tickets, is extended to a specified elected member or members, the relevant individual elected member is able to accept or decline, the invitation in their own right.

If an elected member is unable, or does not wish, to attend the event to which the invitation relates, the member is to advise the event organiser of their unavailability, or may distribute it to another elected member of their choosing, if the event organiser agrees. Otherwise, it is at the sole discretion of the event organiser, whether the invitation, or tickets, can be redistributed to another elected member of the City of Cockburn.

[2]



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Item 13.1 Attachment 1

Title	Attendance at Conferences, Seminars, Events & Training
Policy Number (Governance Purpose)	



Where an invitation to attend an event, including tickets, is extended to the City of Cockburn and is addressed to the Mayor, the Mayor will have the right to accept the invitation, or to offer the invitation to the Deputy Mayor in the first instance. If the Deputy Mayor declines the invitation, the Mayor may offer the invitation to another Councillor of their choosing.

Where an invitation to attend an event, including tickets, is received by the Mayor and is extended to multiple unspecified elected members, the Mayor will have the right to distribute the invitation, including tickets, to Councillors of their choosing.

Where an Elected Member attends any ticketed function in accordance with this Policy, the value of the ticket is to be declared and entered in the City's Gift Register.

This Policy does not apply to events organised by the City of Cockburn which involve any form of refreshment or entertainment provided by the City and to which there is an expectation that elected members (including spouse) will be invited to attend.

(4) Staff

1. Conferences and Seminars

The Chief Executive Officer (CEO) may endorse the recommendation of Directors and Executive Manager, Strategy and Civic Support in respect of staff attendance at conferences and seminars, subject to expenditure being contained within the budget.

Registrations for interstate or overseas conferences, seminars and training are to be done through Executive Support.

A Report on the activities and presentations made at the Conference shall be forwarded by the delegate to the CEO within one month after the event. Following review, the Report shall be located on the Elected Members Hub for information.

2. Events

The City of Cockburn will allow the CEO to accept invitations, including tickets, addressed to either the CEO specifically, or the City of Cockburn, from third parties to attend events falling into the following categories –

- (a) Concerts;
- (b) Conferences;
- (c) Functions; and
- (d) Sporting Events

If the CEO is unable, or does not wish, to attend the event to which the invitation relates, the CEO is to advise the event organiser of their unavailability, or may distribute it to another staff member of their choosing, if the event organiser agrees. Otherwise, it is at the sole discretion of the event organiser, whether the invitation, or tickets, can be redistributed to another staff member of the City of Cockburn.

[3]

Item 13.1 Attachment 1

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Title	Attendance at Conferences, Seminars, Events & Training
Policy Number (Governance Purpose)	



Where multiple invitations, including tickets, are received by the CEO to attend an event, the CEO will have the right to distribute the invitation, including tickets, to staff members of their choosing.

(5) Expenses

Expenses to be met by Council for Elected Members and staff are:

1. Interstate and Overseas

- (a) Registration Fees (including conference dinner and official delegate tours).
- (b) Accommodation costs.
- (c) All reasonable expenses for example, meals and refreshments, laundry and dry cleaning and fares relevant to the conference, seminar or training.
- (d) Economy return air fare (allowing flexibility for preferred travel arrangements).
- (e) Business Class travel for flights longer than six hours duration leaving Australia.

2. State

- (a) Registration Fees (including conference dinner and official delegate tours).
- (b) Accommodation costs.
- (c) All reasonable expenses for example meals and refreshments, laundry and dry cleaning and fares relevant to the conference, seminar or training.
- (d) If applicable, economy return airfare (allowing flexibility for preferred travel arrangements).

3. Conference expenses for accompanying Partner

- (a) Conference or main function meal only.

Reimbursements for relevant expenditure not initially paid by the City may be made on the basis of receipts provided.

(6) Insurance

Those attending conferences, seminars and training are insured for travel to and from the activity (from home or office). All airline tickets purchased are also insured.

[4]



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Item 13.1 Attachment 1

Title	Attendance at Conferences, Seminars, Events & Training
Policy Number (Governance Purpose)	



Strategic Link:	Governance Framework
Category	Elected Members
Lead Business Unit:	Executive Support
Public Consultation: (Yes or No)	No
Adoption Date: (Governance Purpose Only)	12 December 2019
Next Review Due: (Governance Purpose Only)	December 2020
ECM Doc Set ID: (Governance Purpose Only)	4132631

[5]

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14. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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

15.1 SUPPORT REQUEST USING GOODS AND SERVICES IN RELATION TO MODERN SLAVERY

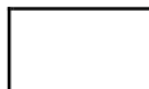
That Council introduces the following clauses into the City's current Procurement Policy to ensure it takes all steps possible to reduce the risk of using goods or services that support modern slavery:

- (1) including clauses in supplier contracts obliging them to be familiar with and to comply with the requirements of the *Modern Slavery Act 2018*;
- (2) request suppliers to complete periodical questionnaires relating to the sources of their products, materials and business practices and compliance with the requirements of the new legislation;
- (3) periodically audit suppliers to ensure compliance and address remediation steps to be taken where non-compliance is found to exist; and
- (4) providing training to employees.

Reason

Last year, the *Modern Slavery Act 2018* came into effect outlining a new modern slavery reporting requirement for larger companies operating in Australia. Reporting obligations relate to the steps taken to respond to the risk of modern slavery in the operations and supply chains.

Whilst not covered under this Act, it would certainly be prudent of Local Government to review its procurement policy to include some of these measures, ensuring we are not contributing to any forms of Modern Slavery through our own procurement practices. That the recommendation be adopted.



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16. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY MEMBERS OR OFFICERS

Nil

17. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Nil

18. CONFIDENTIAL BUSINESS

Nil

19. CLOSURE OF MEETING

The meeting closed at 6.04pm.

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14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 SCHEME AMENDMENT NO.144 - AUSTRALIAN MARINE COMPLEX - FINAL ADOPTION

Author(s)	L Dunstan
Attachments	<ol style="list-style-type: none"> 1. Proposed Scheme Map ↓ 2. Current Scheme Map ↓ 3. DA Areas to be Deleted ↓ 4. Schedule of Submissions ↓ 5. Civmec Submission ↓ 6. 61 Quill Way Submission ↓
Location	Henderson; Australian Marine Complex
Owner	Multiple Landowners
Applicant	City of Cockburn
Application	109/144, TPS/2492
Reference	

RECOMMENDATION

That Council:

- (1) in pursuance of Clause 75(a) of the *Planning and Development Act 2005* (the Act) and Part 5 Division 2 Regulation 41(3)(b) of the *Planning and Development (Local Planning Schemes) Regulations 2015*; resolve to adopt the proposed Scheme Amendment, to the City of Cockburn Town Planning Scheme No. 3 (the Scheme), with proposed modifications to address issues raised in the submission period as shown below:
 1. modify Fuel Depot from a 'P' use to a 'D' use.
 2. modify 'All Other Uses' to 'All Other Uses Listed'.
 3. clearly depict the 'Local Centre' zone on the scheme amendment map;
- (2) in pursuance of Clause 75 of the Planning and Development Act 2005 ('the Act') adopt the amendment, to the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
 1. Insert 'Strategic Industry' zone into Part 3 of the scheme with the following zone objective: '*To designate Strategic Industrial areas of State or Regional significance.*'
 2. Update Part 3 Table 1 – *Zoning Table* to include the 'Strategic Industry' zone and outline the use class permissibility as follows:
 - Civic Use – P
 - Office – D
 - Trade Display – D
 - Industry (General) – P
 - Industry (General – licensed) – D
 - Industry (Light) – P

- | | |
|-----|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| | Industry (Service) – P
Fuel Depot – D
Storage Yard – D
Warehouse – P
Transport Depot – P
Marine Engineering – P
Motor Vehicle Repair – D
Motor Vehicle, Boat or Caravan Sales – A
Motor Vehicle Wash – D
Service Station – D
All other uses listed – X
Uses Not Listed – in accordance with Cl. 3.4.2; |
| (3) | endorse the Schedule of Submissions prepared in respect of Amendment 144 to City of Cockburn Town Planning Scheme No. 3 (Scheme); |
| (4) | note the amendment referred to in resolution (2) above is a 'complex amendment' as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

<i>an amendment that is not addressed by any local planning strategy;</i>

<i>an amendment relating to development that is of a scale, or will have an impact, that is significant relative to development in the locality;</i> |
| (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; and |
| (6) | advise those parties that made a submission of Council's decision accordingly. |

Background

The Australian Marine Complex (AMC) is a leading marine industrial estate located in Henderson. The estate was planned for development by the State Government's land development agency, LandCorp (now DevelopmentWA), and since its inception, land use has been restricted to development of marine industry activities and land uses which can support the marine industry.

In addition to a number of requests from businesses that are currently experiencing difficulty finding tenants, the original development vision for the AMC is now sixteen years old and it is considered prudent to review the existing planning framework for the area.

Council resolved to initiate the proposal for advertising at its meeting held on the 13 June 2019.

Report

The purpose of this report is to make a recommendation by considering the submissions received during the advertising period and forward the amendment to the Department of Planning, Lands and Heritage (DPLH) so that it can ultimately be determined by the Minister for Planning.

Current Scheme Provisions

The below sections describe the current zoning of the land pursuant to the City's Town Planning Scheme 3 (Scheme) and the planning methodology which guides the subdivision and development of the AMC. Table 1 summarises the location of land use provisions relating to the AMC in TPS.

Table 1

Area of AMC	Table 9	Table 8	Land Uses (what is allowed)	Landscaping Requirements	Building setbacks	Building Design	Car parking rates
Technology Park	DA6	SU9	See Table 8	See Table 8 (SU9)			See Tables 3 and 4
Jervoise Bay (Southern Harbour)	DA15	SU2		Local Planning Policy LPP 3.9 Industrial Development			
Henderson (Northern Harbour)	DA17	SU2					
Henderson Industrial Area, Support Industry Precinct	DA29	SU22		See Table 9 (DA29)			

Special Use Zones

Pursuant to the Scheme, the AMC is zoned 'Special Use 2' and 'Special Use 22', each relating to a different area within the AMC. The purpose of a Special Use zone is to ensure that sites with special planning purposes are afforded protection within the scheme. The Scheme requires that land zoned Special Use can only undertake development in accordance with Table 8, which sets out the permitted land uses within the zone. To this end, the AMC is a specialised area for the purposes of supporting the Marine Industry and the Special Use zones reflect this primary objective.

Development Areas

Pursuant to the Scheme, the AMC is located within three special control areas, namely, 'Development Area 15', 'Development Area 17' and 'Development Area 29'. The purpose of Development Areas within the Scheme is to allocate specific controls, to ensure that no subdivision or development of land can occur outside of what is stipulated in Table 9. Development Areas require the preparation of a structure plan to orderly guide development in a coordinated way. Development Areas are rationalised once development has occurred, and when structure planning is essentially no longer considered necessary.

Structure Plans

The AMC is currently guided by two structure plans; '15 Quill Way, Henderson' (SP15) and 'Henderson Support Industry' (SP29). The structure plans formed the basis for subdivision and development of the land in a coordinated way. They are now considered to have fulfilled their purpose, given the AMC is largely subdivided and developed. Further, the structure plans do not appear to add value to the assessment of development proposals for the area, and generate an unnecessary layer to the process of seeking planning approvals. It is considered that the Scheme can provide sufficient planning controls for the AMC in a less convoluted way. Should the Scheme Amendment proceed to approval, the structure plans will need to be revoked pursuant to Regulation 28 of the *Planning and Development (Local Planning Schemes) Regulations 2015* (the Regulations).

Proposed Scheme Provisions

As depicted above, the multiple layers of planning within the AMC form a convoluted planning framework. It is for this reason that the City considers the area can be more appropriately guided by one specialised zone. The Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 1 Part 3 Clause 16 provides for model provisions for local planning schemes. The following zone is recommended for the AMC and is detailed within the Regulations as:

'Strategic Industry – To designate industrial sites of State or Regional Significance.'

The scheme amendment proposed by the City is consistent with the above objective within the Regulations, as it is the intent of the City to maintain the AMC within a specialised site of State or Regional Significance.

Objections to the proposal

The City received a total of eleven (11) objections to the proposal, all of which highlighted similar concerns. The nature of these objections relates to concerns that the amendment erodes the original intent of the AMC as a leading marine and defence precinct. Further, the objections included concerns relating to the possibility of dilution of investment in the AMC, traffic, congestion issues and the perceived risks should broader land uses be activated in close proximity to defence operations. A response to these objections is provided within the Schedule of Submissions (Attachment 3). Significantly, objections from two State Agencies; DevelopmentWA and the Department of Jobs, Tourism, Science and Innovation (JTSI) were received. The key summary points include:

Department of Jobs, Tourism, Science and Innovation (JTSI)

- The amendment is inconsistent with the need to maintain the specialised nature of the AMC to meet the requirements of the defence, resources and marine industries;
- The first draft of the (JTSI) *Strategic Infrastructure and Land Use Plan* will be complete by the end of 2019. The Department requests the City of Cockburn delay the finalisation of the Amendment until this time, and;
- Stakeholders, including the Department of Defence, value the specialised nature of the AMC and are concerned with the City's proposed Amendment and its timing.

Following receipt of the above advice, the City officers met with representatives of JTSI to discuss the Department's concerns. JTSI provided subsequent email advice on the proposal, summarised as follows:

- The local planning framework should support the long term development of the AMC as an efficient shipbuilding and sustainment hub;
- JTSI supports a Strategic Industry zone over the entirety of the AMC in recognition of its State and national significance as one of only two shipbuilding hubs in Australia;
- The land use permissibility of the Strategic Industry zone should be consistent with the zone's objectives, and;
- Industrial land uses should remain associated with the core industries at the waterfront.

It is evident from the above advice, notwithstanding that JTSI have yet to complete their *Strategic Infrastructure and Land Use Plan*, that a broadening of land uses would unlikely be supported by the Department.

DevelopmentWA

DevelopmentWA proposes that the following modifications to the draft amendment are made:

- Amend the Purpose 1 to change the zone name to 'AMC Strategic Industry' and the objective: *'To provide for the Australian Marine Complex strategic industry area which is of State significance and supports the Defence, off shore petroleum and marine engineering sectors.'*
- Amend the Purpose 2 to only allow the following proposed use class permissibility in the AMC Strategic Industry zone;

Civic Use - P
 Office - D
 Industry (General) - P
 Industry (General — licensed) - D
 Industry (Light) - P
 Industry (Service) - P
 Fuel Depot - A
 Storage Yard - D
 Warehouse - D
 Transport Depot - D
 Marine engineering - P
 Service Station - D
 All other uses – X

Uses not Listed - in accordance with Cl. 3.4.2 having due regard to the AMC Strategic Industry zone objective.

- Introduce a new purpose "8. Introduce a Restricted Use 16 boundary over those lots shown on the scheme amendment map"; and
- Introduce a new purpose "9. Insert into Table 7 an additional site being 'Restricted Use 16' with appropriate clauses to limit the acceptable land uses within those lots shown on the scheme amendment map".

DevelopmentWA have attempted to provide a compromise on the scheme amendment to address their concerns, however this is not supported by officers for the following reasons:

1. The City is not in a position to modify the set objectives of the Zone, as this is defined within the Regulations.
2. The intent of the *Strategic Industry* zone should be clearly articulated within the Scheme, and land uses which are appropriate within this zone should be resolved as part of the amendment to introduce the new zone. Applying a 'Restricted Use' calls into question the appropriateness of the underlying zone, which should be robust enough to dictate which land uses are permissible and which are not.
3. It is considered that the proposed land uses within the *Strategic Industry* zone would not compromise the marine and defence industries and that natural market forces would dictate an increase in marine industry operations due to economic demand. However it is acknowledged that further input from State Agencies may be required prior to the final determination of the amendment by the Minister for Planning.
4. Requiring a 'Restricted Use' on coastal lots within the AMC does not resolve JTSI's concerns. JTSI maintains the position that supporting

industrial uses should remain related to the core industries at the waterfront.

5. The approach is inconsistent with the advertised scheme amendment proposal and would therefore be subject to further consultation with landowners and operators. City officers are not confident that the approach would be supported by objectors to the proposal, as it still presents a broadening of land use within the AMC.

In summary, the Strategic Industry Zone is supported by DevelopmentWA and JTSI. The main point of contention is the land use permissibility, specifically, which land uses could be supported within the zone.

On balance, the City received significant support for the proposal and considers that the amendment can be forwarded to the DPLH for assessment. Officers consider the proposal:

- Maintains a strategic link to the marine and defence industries, of which the proposal is consistent, as it does not prevent these industries from operating;
- Enforces the purpose of the zone as an area of State or Regional significance as evidenced by the narrow list of acceptable land (there are many land uses which are not permitted within the new *Strategic Industry* zone);
- The AMC operates in compliance with the Town Planning Scheme No. 3, noting that currently non-compliant land uses exist in the area due to the absence of a commercially viable marine industry. The scheme amendment may bring into conformity existing non-compliant uses, subject to planning approvals.
- In the absence of a viable marine industry, landowners and operators express frequent concerns to the City, who is ultimately responsible for representing and attempting to resolve local level concerns wherever reasonably possible.

Provided below is a list of Zoning Table land uses considered compatible and incompatible within the proposed Strategic Industry Zone, and a list of land uses permitted within the City's standard 'Industry' zone:

Compatible (Acceptable) Land Uses	Non-compatible (Unacceptable) Land Uses	Land Uses permitted subject to planning approval within 'Industry' zone
Civic Use	Ancillary Dwelling	Child Care Premises
Office	Bed and Breakfast	Civic Use
Trade Display	Child Care Premises	Caretaker's Dwelling
Industry (General)	Dwelling	Educational Establishment
Industry (General – Licensed)	Educational Establishment	Institutional Building
Industry (Light)	Home Business or Home Occupation or Home Office	Place of Worship
Industry (Service)	Institutional Building	Bank
Fuel Depot	Place of Worship	Garden Centre
Storage Yard	Residential Building (multiple unrelated residents)	Nursery
Warehouse	Tourist Accommodation	Office
Transport Depot	Holiday Home	Showroom
Marine Engineering	Bank	Amusement Parlour
Motor Vehicle Repair	Garden Centre	Betting Agency
Motor Vehicle, Boat or Caravan Sales	Market	Club Premises
Motor Vehicle Wash	Nursery	Public Amusement
Service Station	Rural Industry or Rural Pursuit	Recreation - Private
Uses Not Listed in the Zoning Table (subject to advertising provisions under Clause 3.4.2)	Showroom	Consulting Rooms
	Veterinary Hospital	Health Studio
	Amusement Parlour	Medical Centre
	Betting Agency	Hospital
	Club Premises	Lunch Bar
	Fast Food Outlet	Commercial Vehicle Parking
	Hotel/Tavern	Motor Vehicle, Boat or Caravan Sales
	Motel	Motor Vehicle Hire Premises
	Public Amusement	Motor Vehicle Wash
	Reception Centre	Service Station
	Recreation - Private	Animal Establishment
	Restaurant	Funeral Parlour
	Small Bar	Hardware Store

	Consulting Rooms	Night Club
	Health Studio	Trade Display
	Medical Centre	Veterinary Centre
	Hospital	Vehicle – Disused
	Convenience Store	Industry (Cottage)
	Lunch Bar	Industry (Extractive)
	Shop	Industry (General)
	Home Store	Industry (General – Licensed)
	Commercial Vehicle Parking	Industry – Light
	Animal Establishment	Industry – Service
	Cinema/Theatre	Fuel Depot
	Funeral Parlour	Storage Yard
	Hardware Store	Warehouse
	Night Club	Motor Vehicle Wrecking
	Restricted Premises	Transport Depot
	Veterinary Centre	Marine Engineering
	Vehicle – Disused	Motor Vehicle Repair
	Industry (Cottage)	Farm Supply Centre
	Industry (Extractive)	Hobby Farm
	Industry (Noxious)	Rural Industry
	Motor Vehicle Wrecking	
	Agriculture Extensive	
	Agriculture Intensive	
	Agroforestry	
	Animal Husbandry - Intensive	
	Farm Supply Centre	
	Hobby Farm	

As can be seen in the table above, City officers have been conservative in determining appropriate land uses for the new Strategic Industry zone. In making a recommendation on permissible uses, officers have taken into account land uses which currently exist within the standard 'Industry' zone (such as Bibra Lake Industrial Area) and removed those land uses which could alternatively operate the existing Industry zone. Further, land uses which (on balance) would have minimal impact on marine industries on the waterfront were included within the permissible uses in the new zone. It is not considered that the narrow proposed land uses would adversely impact the AMC.

Modifications

Modifications to the scheme amendment proposal are recommended to address matters raised within the advertising period. The first relates to Environmental Protection Authority comments, recommending that 'Fuel Depot' be assigned as a 'D' (discretionary) use as opposed to a 'P'

(permitted) given proximity to nearby Beeliar Wetlands and the risk of contaminants impacting the wetland environment.

Secondly from a statutory perspective clarity is required around the statement 'All Other Uses' in the Scheme, preferring the terminology 'All Other Uses Listed'. This will avoid confusion with 'Uses Not Listed'.

Thirdly, the requirement to clearly depict the 'Local Centre' on the scheme amendment for clarification purposes.

The modifications are considered reasonable and are therefore supported.

Conclusion

It is recommended the Council support the scheme amendment in recognition that the current planning framework is outdated and that a singular zone (*Strategic Industry*) can reasonably guide land use planning within the area.

It is further recommended that Council acknowledge the objections raised by DevelopmentWA and JTSl, however reaffirm the City's view that the land uses proposed will not prejudice the orderly and proper planning of the AMC nor will they compromise the Marine and Defence Industries.

Following resolution of Council the amendment shall ultimately be determined by the State Government and these matters will be given further consideration.

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive.

Budget/Financial Implications

Nil

Legal Implications

Should the Scheme Amendment not be supported by Council, the City will continue to use the current scheme provisions with respect to assessing planning proposals within the AMC. Those who are operating outside of planning approvals may be subject to compliance action.

Community Consultation

Scheme Amendment 144 was advertised for public comment from 8 August to 7 October 2019. 79 Submissions were received, of which eleven objected to the proposal. The submissions are detailed within the Submissions Table and report attachments. Submissions that were considered lengthy are included as separate attachments. DepartmentWA and JTSI submissions are detailed within the body of this report.

Risk Management Implications

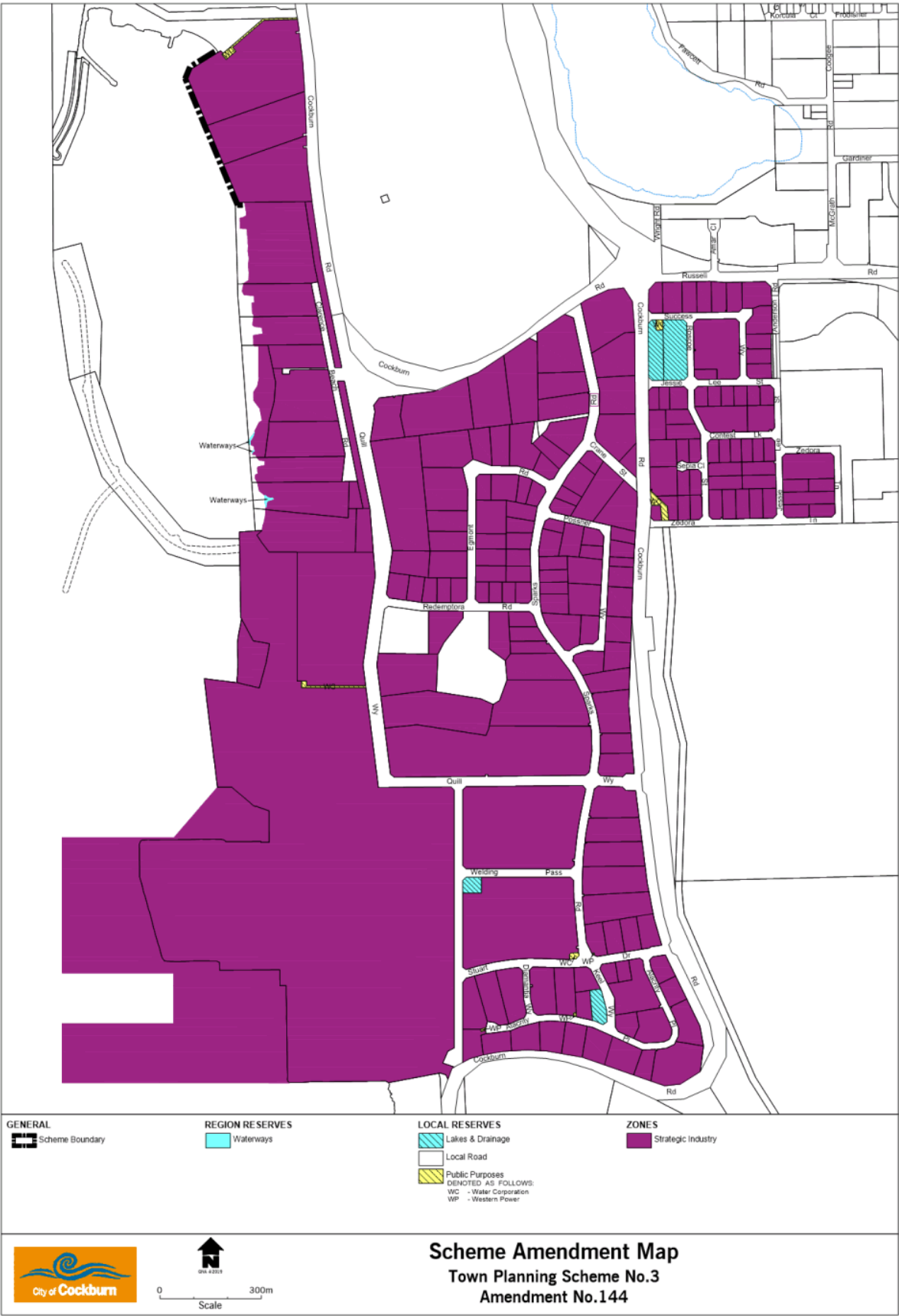
If the Council proceeds to adopt the scheme amendment the proposal will be forwarded to the State Government for final determination. This process poses little to no risk to Council, as the documentation is in line with the daily operational activities undertaken by staff, in processing strategic planning proposals in an open and transparent manner.

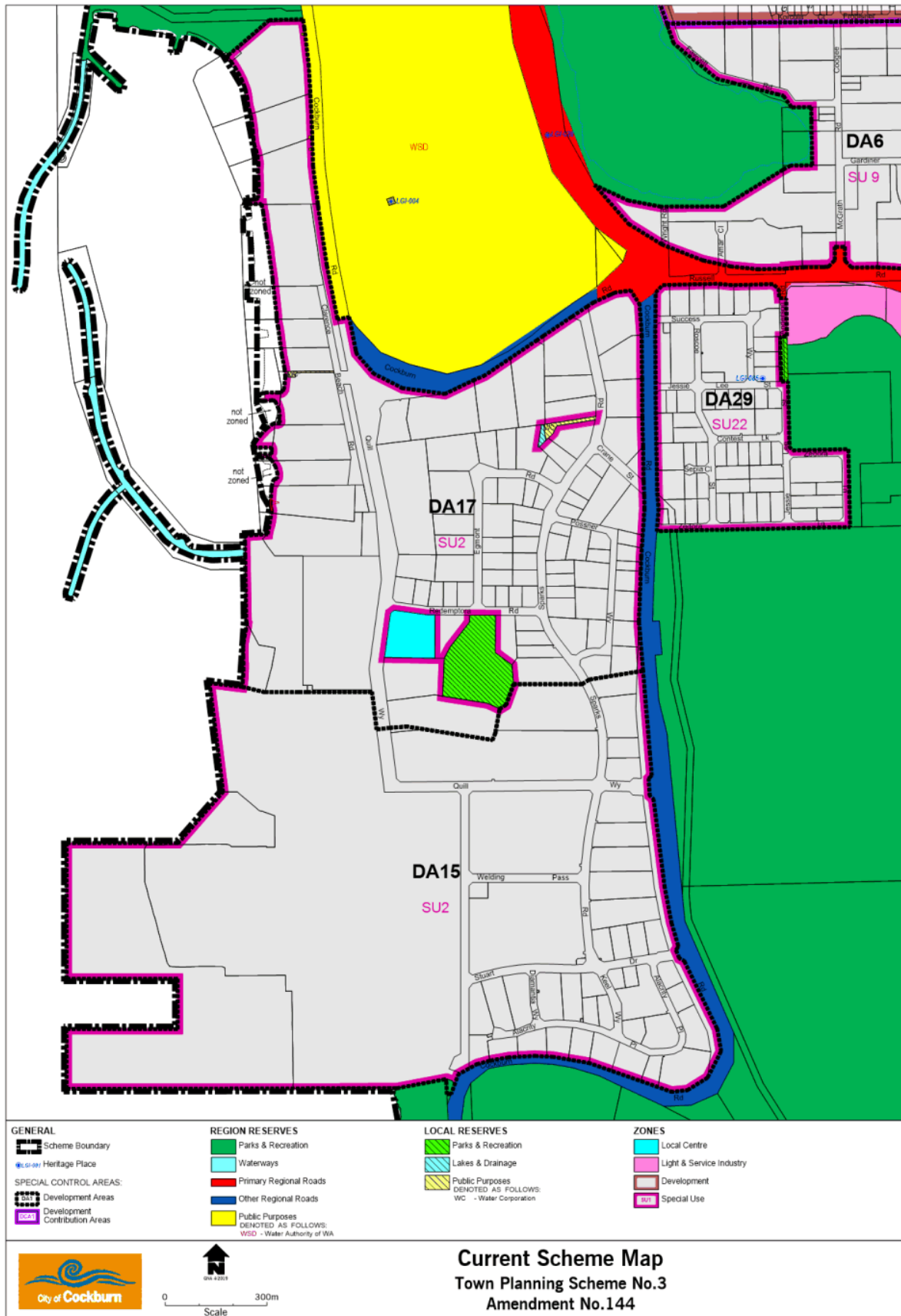
Advice to Proponent(s)/Submitters

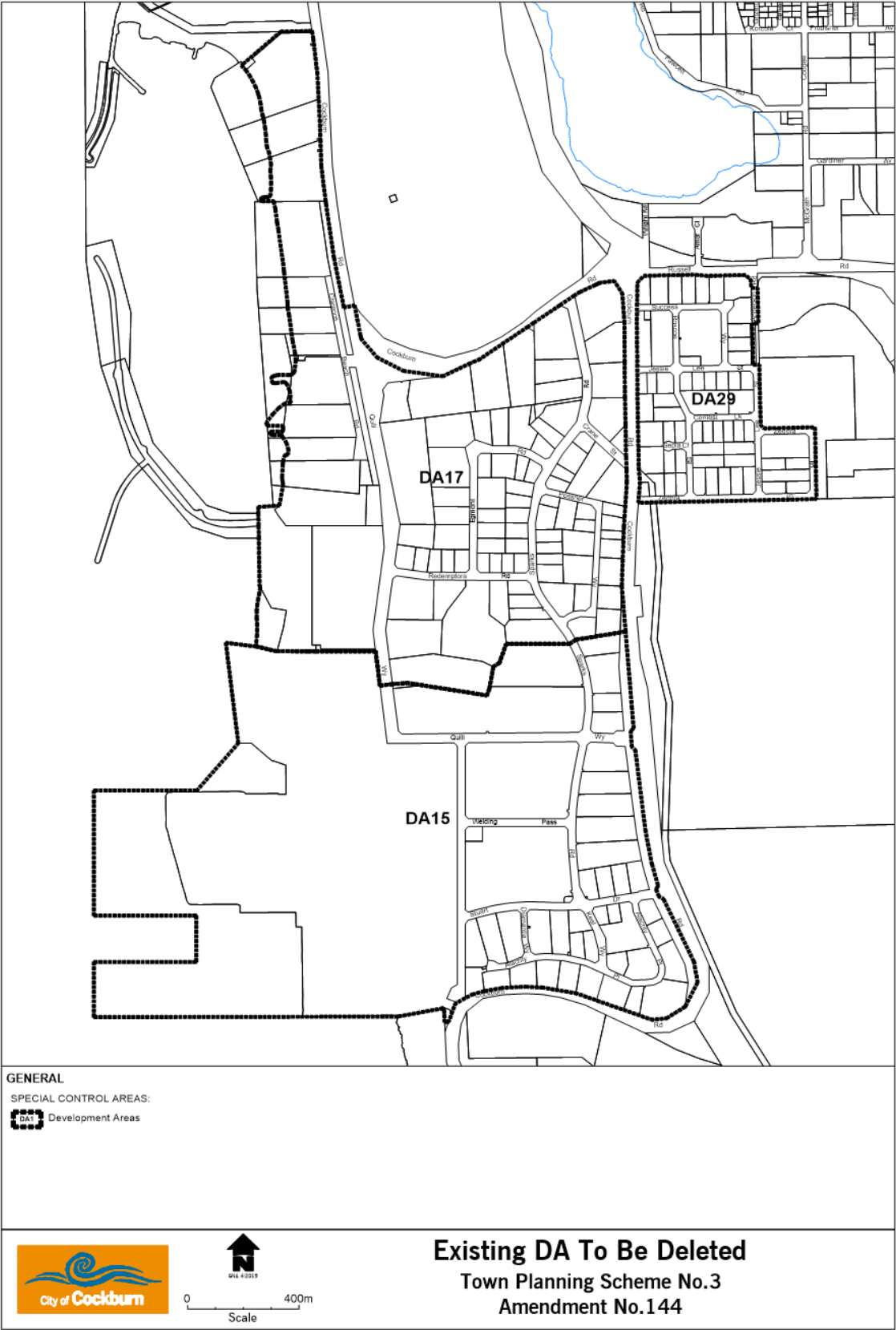
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 March 2020 Ordinary Council Meeting.

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

Nil







File No. 109/144

SCHEDULE OF SUBMISSIONS
PROPOSED SCHEME AMENDMENT TO TPS3 – Amendment No. 144 Australian Marine Complex

NO.	SUBMITTER	SUBMISSION	COMMENTS
1	Capstan Holdings Pty Ltd & Cape Holdings Pty Ltd	SUPPORT	Noted.
2	Future Engineering & Communication Pty Ltd	SUPPORT	Noted.
3	Vele Bond Pty Ltd	SUPPORT	Noted.
4	Confidential	SUPPORT	Noted.
5	Noble Assets	SUPPORT The present situation is too narrow. The more services available in an area the more vibrant it becomes. It will also make the properties easier to sell.	Noted.
6	Confidential	SUPPORT This proposal is 100% the right move for the precinct and will allow for business to evolve and grow without being restricted if the path leads away from marine	Noted.
7	Confidential	SUPPORT	Noted.
8	Halsted Properties	OBJECT The Australian Marine Complex was created, with public money, as a hub for the marine industry. This was done so that like-minded and similar marine industries could prosper, grow and create jobs for West Australians by conducting their business in close proximity to each other. The AMC is slated as the hub for a naval defence industry, which is being promoted at high levels in both State and Commonwealth	The purpose of the amendment is to modernise the zoning of the Australian Marine Complex by removing several layers of planning framework which are no longer serving a purpose in the day to day assessment and consideration of planning proposals. The layers include: Structure plans, Development Zones and Special Use zones. Firstly, in recognition of the importance of the area, a

NO.	SUBMITTER	SUBMISSION	COMMENTS
		Government. It is simply not acceptable that the uses of the land be extended to those detailed in the CoC's letter of 8/8/19. Any company or individual who has bought land in the AMC has done so fully cognisant of the covenants relating to its use and they cannot seek to have it rezoned for their own private interests, whatever these may be. This matter has been brought to the attention of the Minister of Defence Issues and the Member for Cockburn, as it is simply not acceptable.	'Strategic Industry' zone has been proposed. This is different to a more traditional 'Industry' zone (such as that which currently provides a framework for the Bibra Lake Industrial area, for example). Secondly, the inclusion of additional land uses has been carefully considered and chosen on the basis that their operations would not compromise the Marine or Defence Industry. For example, a company fabricating steel would, prior to the zoning change, solely use that steel for ship-building or similar marine related uses. Should the amendment be approved, the company fabricating steel can provide that to either the marine industry, or, in the absence of a sufficient market, to the construction industry. Further, land uses permitted within 'Industry' zones are not proposed for inclusion within the 'Strategic Industry' zone as part of this amendment, including but not limited to; restaurant, educational establishment, showroom, nursery, lunch bar.
9	Phil Applegate 8 Lygon Court North Lake	SUPPORT It seems logical to me, therefore I support the proposal.	Noted.
10	Confidential	SUPPORT	Noted.
11	Marco Serrangeli 9 Possner Way Henderson	SUPPORT This amendment should have happened 10 years ago. We have been in Henderson for more than 20 years and never had anything to do with the AMC. The City of Cockburn has rejected many applications in this area including ours. It has stopped small business from trying to create other opportunities, not allowing owners to use a small section of their building for a change of use. In our case it has cost us a	Noted, however it should be clearly understood that some land uses would still not be supported in the new zone, in order to continue to differentiate between an 'Industry' zone and a 'Strategic Industry' zone.

NO.	SUBMITTER	SUBMISSION	COMMENTS
		lot money and lost opportunity, the current usage of not allowing food and many other activities is not wanting small business to have a go at other things. The City of Cockburn is aware of our particular circumstances and many others and although its many years late its off course very good to see this amendment finally has commenced.	
12	Primal Gonapinuwala 7 Redemptora Road Henderson	SUPPORT The current zoning is limiting a lot of businesses in the area.	Noted.
13	Confidential	SUPPORT The current zoning is restricting a lot of businesses in the area.	Noted.
14	Department of Biodiversity, Conservation & Attractions	NO COMMENT	Noted.
15	Confidential	SUPPORT	Noted.
16	Proto Holdings Pty Ltd	OBJECT I am the sole director of Proto Holdings Pty Ltd and 50% owner of Lots 305 and 306 Clarence Beach Rd Henderson. Please find below my comments on the proposed scheme amendment. I am strongly opposed to the proposed changes. The AMC should be supported as a dedicated industry zone that accommodates and attracts synergistic enterprises that provide goods and services to the Marine Industry. The proposed zoning changes devalue the importance of this industrial zone and will dilute the State's and other private stakeholder's ability to attract investment into the AMC, and further grow and develop the Australian Marine Complex as a world class hub for the Marine Industry.	As noted previously, the scheme amendment does not propose an open slather approach to land uses within the AMC. By rezoning the area to 'Strategic Industry' and carefully selecting the land uses which can be considered within the zone, the City hopes to provide some flexibility whilst continuing to recognise the AMC for its primary purpose of supporting the marine industry. It should be noted that the AMC's location adjacent to the coast and its existing reputation as a State and Federally supported marine industry park would be difficult to undermine given the nature of the zoning change proposed. A 'Strategic Industry' zone is

NO.	SUBMITTER	SUBMISSION	COMMENTS
			defined pursuant to the Regulations as ' <i>To provide for Strategic Industrial Areas of State and Regional Significance.</i> '
17	Costas Miller Pty Ltd	<p>OBJECT</p> <p>I am the sole director of Costas Miller Pty Ltd and 50% owner of Lots 305 and 306 Clarence Beach Rd Henderson. Please find below my comments on the proposed scheme amendment.</p> <p>I am strongly opposed to the proposed changes.</p> <p>The AMC should be supported as a dedicated industry zone that accommodates and attracts synergistic enterprises that provide goods and services to the Marine Industry.</p> <p>The proposed zoning changes devalue the importance of this industrial zone and will dilute the State's and other private stakeholder's ability to attract investment into the AMC, and further grow and develop the Australian Marine Complex as a world class hub for the Marine Industry.</p>	<p>As noted previously, the scheme amendment does not propose an open slather approach to land uses within the AMC.</p> <p>By rezoning the area to 'Strategic Industry' and carefully selecting the land uses which can be considered within the zone, the City hopes to provide some flexibility whilst continuing to recognise the AMC for its primary purpose of supporting the marine industry.</p> <p>It should be noted that the AMC's location adjacent to the coast and its existing reputation as a State and Federally supported marine industry park would be difficult to undermine given the nature of the zoning change proposed. A 'Strategic Industry' zone is defined pursuant to the Regulations as '<i>To provide for Strategic Industrial Areas of State and Regional Significance.</i>'</p>
18	Confidential	<p>SUPPORT</p> <p>The diversity and services are required in Henderson</p>	Noted.
19	Confidential	SUPPORT	Noted.
20	Maria Marrollo 9 Possner Way Henderson	<p>SUPPORT</p> <p>I support this amendment as I could not believe when my husband and brother in law told me the council would not support working with meat for what was a marine activity anyway. Such restricted land usage is no longer desirable its well overdue the changes. The council has been rejecting good businesses from coming to Henderson but also not</p>	Noted, however the purpose of the scheme amendment still restricts many land uses in recognition of the AMC's marine industry purpose and objectives. Processing of meat or food and beverage production is not a land use activity supported by this amendment.

NO.	SUBMITTER	SUBMISSION	COMMENTS
		allowing current owners to not use a small section of their premises for alternatives really shows the council not supporting small business and not supporting the future of our kids. Many owners are getting closer to retirement soon the council has failed in the vision of this areas land usage. It needed to be done yesterday	
21	Michael Clarke	SUPPORT Very good proposal	Noted.
22	Julie Clarke	SUPPORT A very good proposal	Noted.
23	Confidential	SUPPORT The current zoning leaves many grey areas when deciding what is acceptable use. The proposed scheme amendment makes a lot more sense, and land use a lot more practical.	Noted.
24	Confidential	SUPPORT	Noted.
25	Confidential	SUPPORT	Noted.
26	Confidential	SUPPORT	Noted.
27	Confidential	SUPPORT	Noted.
28	Confidential	SUPPORT (Confidential) strongly supports the modernisation of the planning framework and the introduction of a new 'Strategic Industry' zone to the Australian Marine Complex. The Australian Marine Complex has served its purpose of developing a leading marine industrial estate; with current land uses in, and supporting, the marine industry. Despite the amendment, we believe this location will continue to be of strategic importance to the marine industry due to its proximity to marine infrastructure and the cluster of related	Noted.

NO.	SUBMITTER	SUBMISSION	COMMENTS
		businesses already established in the area. The introduction of a 'strategic industry' zone will benefit the area as it allows for a greater permissibility of land uses in the area. Ultimately, we believe this amendment will encourage increased investment in the Australian Marine Complex.	
29	Anthony Serrangeli 9 Possner Way Henderson Alucraft Boats	After 25 years in Henderson the rezoning should have taken place 10 years ago. The Council has had no vision to the reality of Henderson where big gas or very large shipbuilding like Austals and the rest of Henderson are 2 different zones. Not everyone has to be in Henderson, eg: Capral Aluminium is a big supplier to Austals yet they are now based in Welshpool. Small businesses like us have had nothing to do with the AMC in fact our boats never used the AMC. The restriction of land usage has not achieved anything, in fact it has had a negative impact in the area. Small business has not grown there has been many For Sale and to Let Signs. One example is our own case where we wanted to do something with meat and because it was not metal was rejected. Henderson needs an urgent change of land usage.	The AMC vision was established by State Government agencies and is recognised at the Federal level as an area of importance to the marine and defence sectors. The purpose of the scheme amendment still restricts many land uses in recognition of the AMC's marine industry purpose and objectives. Processing of meat or food and beverage production is not a land use activity supported by this amendment.
30	Marco Serrangeli 9 Possner Way Henderson Alucraft Boats	SUPPORT I fully support the rezoning, this should have happened 10 years ago. The Council has not supported small business in Henderson that's why there has been so many empty signs To Let. In our particular case we wanted to have a small change of use to develop R & D and try and have dry meat into life rafts etc, because it was meat and not metal the Council aggressively rejected our application and was prepared to fight us at a hearing at SAT. There are many other cases like ours, we have provided a report to Council that explained our proposal but the Council took no interest. Equipment we purchased is now used to do some pet food. We hope that the new rezoning will open up to small	The purpose of the scheme amendment still restricts many land uses in recognition of the AMC's marine industry purpose and objectives. Processing of meat or food and beverage production is not a land use activity supported by this amendment.

NO.	SUBMITTER	SUBMISSION	COMMENTS
		business where small change of use, doing meat, etc will open to a mix of land usage.	
31	Confidential	SUPPORT	Noted.
32	Confidential	SUPPORT Increases likely hood of both leasing or selling our property when the time comes.	Noted.
33	Confidential	SUPPORT	Noted.
34	Ian Brown	SUPPORT	Noted.
35	Global Hire Barry Saunier 28/32 Roscoe Street Henderson	SUPPORT this is an overdue variation. it is needed to help expand the commercial use of the area and create more jobs.	Noted.
36	Gordon McCormack	SUPPORT I would request these proposed changes are updated to include Maritime Safety Training. This is a vital component of the maritime industry.	Maritime Safety Training falls within the land use category of 'Educational Establishment.' As such, there is no mechanism to permit this land use without potentially allowing gyms, training centres for other purposes or school related businesses. The City must differentiate between a 'Strategic Industry' zone and a standard 'Industry' zone in order to continue to recognise the area for its primary objective; to support marine industry land uses only.
37	Noel & Natalie Kirby Kirby Marine 24 – 26 Sparks Road Henderson	SUPPORT Even at present it seems to be one rule for some and one rule for others. We could name businesses operating in our street that have nothing to do with the marine industry. The marine industry is a very small sector of the area - and it defies belief that such a restriction would be in place. When we first purchased our land we were only given the right to	Noted.

NO.	SUBMITTER	SUBMISSION	COMMENTS
		buy if we could prove that we were capable of building boats of at least 10M in length. We did this - and couldn't get the boat out of the premises due to the power lines over the driveway. We had to pay \$17000.00 to facilitate this by getting underground power lines across the driveway!!!!	
38	Confidential	SUPPORT	Noted.
39	Confidential	SUPPORT I agree to the proposed Scheme Amendment 144 Australian Marine Complex proposed by Cockburn Council	Noted.
40	Confidential	SUPPORT I agree to the new zoning. Will bring new life to the area.	Noted.
41	Hannes Gebauer 55 Quill Way Henderson	SUPPORT I wish to strongly support the proposed AMC zoning to a new (Strategic Industry Zone)	Noted.
42	Kurt Cozburn	SUPPORT Fantastic initiative, Cockburn is moving again	Noted.
43	Confidential	SUPPORT	Noted.
44	Julie Stewart-Dawkins	SUPPORT I support the initiative to rezone the Australian Marine Complex	Noted.
45	Confidential	SUPPORT	Noted.
46	Confidential	SUPPORT Great Initiative	Noted.
47	Lightview Nominees P/L & Others	SUPPORT	Noted.

NO.	SUBMITTER	SUBMISSION	COMMENTS
48	Confidential	SUPPORT	Noted.
49	Dept of Water & Environmental Regulation		Noted.
50	Confidential	OBJECT There is an undefined variable. All proposals need transparency.	Noted.
51	Confidential	SUPPORT As a landowner in the area (Confidential) strongly support the proposal to broaden the permitted use of the AMC. This will revitalize the area bring new users and industry.	Noted.
52	Gary Louis	SUPPORT	Noted.
53	Tony Canci	SUPPORT	Noted.
54	Rosa Cummins	SUPPORT	Noted.
55	Deborah Burrows	SUPPORT	Noted.
56	Confidential	SUPPORT	
57	Gabrielle Di Latte Bluekey Holdings Pty Ltd	SUPPORT As the owner of an industrial property in Henderson, I support the proposal to change the current zoning to allow for a greater range of land usage. The new zoning will allow properties to be open to a whole new market of businesses that are currently unable to lease in this area. This will then see the vacancy rate of leasing properties in this area drop significantly and will help support property owners financially. In summary, I fully support this amendment and strongly	Noted.

NO.	SUBMITTER	SUBMISSION	COMMENTS
58	Jason Vukusich 95 Quill Way Henderson WA	<p>encourage all property owners in this area to do the same.</p> <p>OBJECT Henderson Commercial shipbuilding is a standalone sector that generates hundreds of millions of dollars for our local economy. Directly and indirectly employing thousands of locals. Please UNDERSTAND that this industry is non reliant on the mineral mining sector and generally experiences prosperous times when the USD is low, making our locally manufactured products competitive on a world scale. Injecting real money into our economy. As a business owner I fully understand the necessity to not put all my eggs in the one basket and it seems that there is a current disregard or disrespect for the marine manufacturing industry by those who appear to think that perhaps mining is Western Australia's only source of income. If you attempt to re-purpose this marine zone you will make it harder for shipbuilders to locate themselves close to launching / load out facilities. Putting further financial pressure on an industry struggling to compete with North West wages. We are currently transporting 21 Austal PPBR steel hull vessels from Hope Valley into Henderson at great difficulty because there are no suitable facilities left in the Henderson area to manufacture them. Cut and paste YouTube link to watch video... https://youtu.be/5Dq32rr2Rw This proposed rezoning will most likely create further logistical nightmares and congestion for the transportation of large modules / ship components and complete vessels that are required to be transported down local Henderson roads. I genuinely hope those considering this proposal have taken all of this into consideration. Feel free to call me to discuss further, Our Family Business has been established in the Henderson area since the early 80's. We pride ourselves in servicing every facet of the local marine service and manufacturing industry. Jason Vukusich 0408905632 Manager Vulcan Engineering.</p>	The City is not attempting to re-purpose the AMC, as the proposed new zone recognises the area as a State recognised industrial precinct.

NO.	SUBMITTER	SUBMISSION	COMMENTS
59	Confidential	SUPPORT On behalf of (Confidential) the owners of (Confidential), we write to offer support for the proposed new zone to the AMC. The current zoning has significantly restricted leasing opportunities over the past 3 years and we now with the support of other likeminded owners look forward to these proposed zoning changes being implemented to help stimulate new leasing opportunities for our building and others in the area in what is a challenging economic climate.	Noted.
60	Mortons Seed & Grain Merchants Pty Ltd Jennie Morton	SUPPORT We overwhelmingly support the proposal for the following reasons: <ol style="list-style-type: none"> 1. The restrictive zoning is preventing land owners obtaining tenants. 2. The restrictive zoning (along with the general downturn in industry) has caused a large number of big properties to stand empty for a long time. 3. If a tenant is found, the vacancies in the area prevent the land owner obtaining a commercial rental. 4. While the restrictive zoning makes it very very difficult to obtain tenants, the State Government and the Local Authority still demand full value land tax and council rates. 5. No consideration is given to the zoning causing the vacancies, and the cost to land owners. 6. It is very doubtful that there is enough "marine" industry to occupy the very large area of the AMC. 	Noted.
61	Michael Bailey Amberbest Pty Ltd	SUPPORT Amberbest Pty Ltd is owner of the property at 81 Quill Way, Henderson. The businesses operating on the property include a tavern, accommodation units, retail units, offices and a fuel service station.	Noted. The 'Local Centre' zone has not been depicted on the scheme amendment map, as it already exists as a zone within TPS3. However, for clarity it is agreed that it should be depicted as a 'Local Centre' on the scheme amendment documentation to avoid

NO.	SUBMITTER	SUBMISSION	COMMENTS
		<p>Amberbest has reviewed Amendment 144 to Town Planning Scheme No.3 and is pleased to offer the following comments.</p> <ol style="list-style-type: none"> 1. In general we fully support expansion of the existing industrial, marine and transportation sectors such that this enables growth of business within the strategic Australian Marine Complex. The ability of the fabrication industry to access work other than directly for the marine sector will be vital in securing continuity of work and maximising employment opportunities. 2. We are keen to see the Permitted Uses of the Amberbest property aligned to this goal and, to the greatest possible extent the expansion features should complement rather than compete with existing businesses. 3. The Current Scheme Map identifies the Amberbest property as "Local Centre" whereas the Scheme Amendment Map simply shows the area as a "Local Road". We queried this with your staff who advised that the existing zoning would continue. I request this is shown on the final Amendment map. 4. In addition, we recommend the following additions to Permitted Use which we feel support the overall expansion intentions. Henderson and the AMC would seem to be a unique area demanding some extra services of a local centre compared to other locations. Other existing Permitted Uses of the Henderson Local Centre remain applicable. Consulting Rooms – P Health Studio – P 	<p>confusion.</p> <p>The 'Local Centre' property located at 81 Quill Way is not subject to a proposed zoning change as part of Scheme Amendment 144, as the purpose of the amendment is to zone land within the Development Area 17 and Development Area 15 boundaries (of which this property is not within).</p>

NO.	SUBMITTER	SUBMISSION	COMMENTS
		Medical Centre – P Industry Cottage – P Industry Light – P Industry Service – P	
62	Confidential	SUPPORT I support it for the future as it will help the whole area to grow. At the moment there are too many sheds up for lease or sale so that affects everybody for work.	Noted.
63	Darlene Marsh 55 Anemone Way Mullaloo Wa	SUPPORT With the rules as they stand at the moment, our property is unrentable, due to the restrictions, regarding marine industry. The marine industry is not the thriving industry it once was.	Noted.
64	Civmec Construction & Engineering Pty Ltd 16 Nautical Drive Henderson	OBJECT Note: Refer to Report Attachments	<p>The AMC vision was established by State Government agencies and is recognised at the Federal level as an area of importance to the marine and defence sectors.</p> <p>The proposed rezoning is unlikely to impact traffic management and congestion within the AMC, as the uses proposed correlate to land uses typically found within industrial environments. As such, it is expected that the existing road and movement network within the AMC is sufficient in its capacity to handle these activities. Further, an operation undertaking 'marine industry' land uses will likely experience similar traffic impacts to an 'industry' land use (similar number of employees, service vehicles etc).</p> <p>It is noted that currently the AMC experiences traffic congestion during peak periods, however it is not considered that the amendment would necessarily increase traffic congestion.</p>

NO.	SUBMITTER	SUBMISSION	COMMENTS
			<p>It is noted that the Federal Government has committed to increased spend in the area, however the City is not proposing to remove the AMC as a vital strategic precinct for the marine and defence industries, on the contrary, the proposed zone is specifically designed for highly specialised industrial areas of State or Regional Significance. It is further considered that these matters will be given further consideration at the State level prior to the Minister for Planning determining the proposal.</p> <p>The purpose of the scheme amendment still restricts many land uses in recognition of the AMC's marine industry purpose and objectives.</p>
65	Eastcourt Properties Sparks Road	SUPPORT	Noted.
66	Pengana Pty Ltd	SUPPORT I strongly support the changes proposed to the AMC zoning. I believe it will open up opportunities for increased investment in the AMC precinct.	Noted.
67	Coxon Group/Carrooda Pty Ltd	SUPPORT I strongly support the proposal as I believe the changes will be of significant benefit to both the AMC precinct and the City of Cockburn. If the amendments are passed our business will certainly look at the property development and further opportunities presented, particularly in the areas of building warehouses and offices.	Noted.
68	Peter Milner Yachts	SUPPORT	Noted.
69	Confidential	SUPPORT	Noted.

NO.	SUBMITTER	SUBMISSION	COMMENTS
		<p>Rezoning of the majority of the AMC to Strategic Industry appears to recognize the current status quo of the area, in that a large percentage of existing businesses operating within the area are no longer, or only partially, associated with the marine industry (and consequently are non compliant under the current zoning). Obviously this rezoning will satisfy both local government needs as well as businesses and land owners associated with the AMC, and I fully support this amendment.</p> <p>I believe this rezoning is desperately needed, as it will allow for a broader, more practical permitted land use for the area, which is currently unavailable to struggling businesses and landowners of the AMC area.</p> <p>Should the marine industry once again become of major significance for Western Australia, this rezoning still allows marine businesses and industries to return to the area, and by default again establishing a marine hub.</p> <p>Should this amendment be approved: It is noted that the City proposes to draft a Local Planning Policy to guide discretionary decision making with respect to "D" uses within the zoning table. This needs to be of an urgent nature, as currently discretion can only be applied to provisions and not land use. As this amendment proposes licensed industry to be designated "D", I would especially like to see this policy include a list of <u>all</u> licensed Industry (General – licensed) as per DWER. Each listed specific licensed industry can be designated as permitted or not permitted as determined by the Local Council. This list can be reviewed and updated <u>annually</u> with new licensed industry (provided by DWER), with the new additions being designated similarly at the time. Thus providing for more consistent and just decisions for</p>	<p>Land Use Permissibility is proposed to be controlled by the Scheme, not a local planning policy. The Local Planning Policy is designed to help guide decision making with respect to 'D' uses, which are only permitted where the local government exercises the discretion.</p> <p>The Local Planning Policy will set parameters to exercise this discretion, so that it is consistently and transparently applied.</p> <p>DWER raised no objection to the proposed amendment.</p>

NO.	SUBMITTER	SUBMISSION	COMMENTS
		licensed industry businesses. In addition 3.3.3 will need rewording.	
70	West Coast Plan on behalf of 61 Quill Way Henderson	OBJECT Note: Refer to Report Attachments	The nature of this objection relates specifically to the inclusion of an 'Educational Establishment' as a permissible land use. As detailed within the Council report, officers were conservative in what constituted a land use which could be entertained within the new Strategic Industry Zone. In considering 'Educational Establishment' it is noted that this use class can be accommodated within existing zones elsewhere within Cockburn. Further, the location of a specialised marine education precinct (Munster TAFE site) north of the AMC makes provision for these services in close proximity to the area.
71	Dept of Jobs, Tourism, Science and Innovation	OBJECT	Noted. Discussed in greater detail within the Council report.
72	Jeffrey Winter (Seaway Construct) 16 King Street Coogee	SUPPORT I most strongly support the City with it proposed TPS amendment No. 144. I believe that the amendment encompasses Land Use Definitions that will : <ul style="list-style-type: none"> • More efficiently and accurately address the State Government's original (and current) AMC ' Vision Statement ' That being, "A world class centre of excellence for manufacturing, fabrication, assembly, technology, repair and maintenance servicing activities in the defence, marine, oil and gas, and resource industries" I believe the current allowable Land Uses have been	Noted.

NO.	SUBMITTER	SUBMISSION	COMMENTS
		<p>woefully inadequate in this regard since the AMC's inception.</p> <ul style="list-style-type: none"> • Permit more businesses to move into the AMC with more jobs for local people. • Reduce long term property vacancies (many measured in a number of years) and as a consequence promote confidence in property sales and leasing. • Address the perception of contradiction and discrimination regarding AMC land use as administered by the City over many years gone by. • Greatly revitalize the AMC in general. 	
73	Confidential	SUPPORT	Noted.
74	Development WA	OBJECT	Noted. Discussed in greater detail within the Council report.
75	Confidential	<p>OBJECT</p> <p>The submitter has requested to remain confidential. The nature of the objection details the operations of an existing business within the AMC. Concerns relate to potential impacts in relation to safety, security, operations (and subsequent financial loss), employment opportunity and the award of future contracts, not only for our business, but all businesses currently operating within the AMC, are significant and should not be ignored. We therefore ask that this proposal is seriously considered, with the requirement that it is withdrawn.</p>	City officers have been conservative in their assessment of permissible land uses within the proposed new zone and consider that these limited uses will not compromise existing operations within the AMC. Notwithstanding, the final decision in relation to broader State and Federal impacts will be determined at the State level by the Minister for Planning and is indeed a matter to be given due consideration prior to a final decision being made.
76	Confidential	<p>OBJECT</p> <p>The submitter has requested to remain confidential. The nature of the submission relates to an existing business</p>	City officers have been conservative in their assessment of permissible land uses within the proposed new zone and consider that these limited

NO.	SUBMITTER	SUBMISSION	COMMENTS
		<p>within the AMC, and concerns raised relate to (summarised):</p> <ol style="list-style-type: none"> 1. There is little to no evidence of an economic downturn; 2. The current restrictions still allow for a broad range of land uses to operate in the area; 3. The consequence to an increased number of non-marine related activities may impact the overall ability to access needed sites and compromise supplier support; 4. Negatively impact the ongoing success of the business and its ability to grow. 	<p>uses will not compromise existing operations within the AMC. Notwithstanding, the final decision in relation to broader State and Federal impacts will be determined at the State level by the Minister for Planning and is indeed a matter to be given due consideration prior to a final decision being made.</p>
77	Main Roads WA	No Objection	Noted.
78	Milan Bevk	We would like to see the proposed amendment include: Maritime Safety Training. Unfortunately the proposed land uses does not seem to accommodate such usage.	As detailed within the Council report, officers were conservative in what constituted a land use which could be entertained within the new Strategic Industry Zone. In considering 'Educational Establishment' it is noted that this use class can be accommodated within existing zones elsewhere within Cockburn. Further, the location of a specialised marine education precinct (Munster TAFE site) north of the AMC makes provision for these services in close proximity to the area.
79	Environmental Protection Authority	The EPA concludes that implementation of the scheme amendment can be managed to meeting the EPA's environmental objectives through the preparation of local planning scheme provisions to manage and protect the identified environmental factors of Inland Waters, Flora and Vegetation, and Terrestrial Fauna. The EPA recommends Fuel Depot and other proposed land uses that have the potential to export fuel and chemicals to the wetland is a discretionary land use.	Noted. Modification made to 'Fuel Depot' permissibility from a 'P' land use to a 'D' land use.



Ref: (if required)

3 October 2019

Mr Stephen Cain
Chief Executive Office
City of Cockburn
PO Box 1215
BIBRA LAKE WA WA 6965

Dear Sir

Scheme Amendment No. 144 - Introducing a new zone to the Australian Marine Complex

Thank you for the opportunity to provide feedback on the proposed rezoning of the Australian Marine Complex (AMC) to a 'Strategic Industry' zone. The following response provides a detailed overview of the reasons Civmec strongly opposes the proposed rezoning amendment, focusing on the impact of the below points as a result of the proposed land permit changes reflected in table 1.0.

1. Traffic management and congestion
2. Defence and security requirements of the precinct
3. Future Awards and AMC appeal

Table 1.0

Civic Use	Storage Yard
Office	Warehouse •
Trade Display	Transport Depot
Industry (General)	Motor Vehicle Repair
Industry (Light)	Motor Vehicle, Boat or Caravan Sales
Industry (General - Licensed)	Motor Vehicle Wash
Industry (Service)	Service Station
Fuel Depot	

Civmec commenced operations in the AMC in 2009 and over the ensuing years has continued to invest heavily in building infrastructure, with over \$200 million spent to-date in developing our 200,000m2 landholding (please see Image 1.0 showcasing Civmec's current



facilities). We have built what is considered today a world-class heavy engineering facility, allowing us to be both nationally and internationally competitive. We have delivered significant scope on some of Western Australia's most prestigious projects, including the Optus Stadium and the major LNG and mining plants in the north-west, supporting clients such as Rio Tinto, Chevron and Shell. As a result, we have directly and indirectly created work for more than 10,000 people locally, with around 3,600 people directly employed across our projects and facilities at peak, whilst also creating significant opportunities for local contractors and suppliers across the country.

Image 1.0



With renewed confidence and investment in the resources sector and recent government commitments across defence (as referenced in the Defence White Paper), Civmec is confident opportunities will continue for our business and those within the AMC complex. However, in light of the proposed changes, we see the proposed rezoning of the AMC having a negative impact on the prosperity of our business (and all other specialised businesses like ours operating within the AMC), due to a number of factors which are detailed below.

1. Traffic management and congestion

The proposed rezoning is likely to have a substantial impact on the volume of traffic entering and traversing the AMC, causing increased safety risks and operational impacts. Large structures are frequently transported from the AMC via road by many companies located within the AMC and with current traffic flow already posing issues, we see significant further risk with the proposed rezoning.

There are already significant challenges in commuting to and from premises located within the AMC, with the Cockburn and Russell West Roads being placed under significant pressure due to the large number of employees and contractors entering and leaving the



AMC. Increased traffic will place further burden on these connecting roads, thereby exacerbating potential safety issues, with these critical intersections already viewed as dangerous with the potential to be fatal. Delays are regularly experienced across these intersections, resulting in dangerous road behaviors. Our view is that the proposed changes will only heighten this issue, with the increased traffic flow leading to increased rash decision-making. At present, people entering and leaving the AMC at peak periods around 7am and 3.30pm have to wait 15-30 minutes due to current congestion. This in itself is unacceptable, with the proposed changes likely to severely compound the situation. In addition to the increased safety hazard, it is also important to note the frustration of employees coming to and from work, with the proposed plan having the potential to drive further frustrations and impact employee retention and appetite to work within the area.

As referenced earlier, Civmec plays a pivotal role in supporting major project construction and creating jobs for thousands of West Australians. We are Australia's largest fabrication company and therefore consistently transport large structures to sites via road from our Henderson facilities, with the AMC complex and major intersections referenced above being integral to the ongoing success of our operations. Transport delays can therefore have a major impact on our business, and indeed all businesses within the AMC. Given the unpredictability of traffic flow associated with the proposed businesses referenced in Table 1.0 (i.e. petrol stations, car sales, car washes etc.) we would not be able to accurately plan and mitigate for transport delays as a result of increased traffic congestion, leading to significant commercial and reputational risk with our clients, thereby posing risk for future project awards and employment opportunities.

2. Defence and security requirements of the precinct

The second point of concern supporting our position is in relation to the impact on the defence industry, with security impacts and long-term spend (current and future) being key considerations. As you may be aware, the Federal Government has committed to increased spend within the defence sector. As such, the timing of this proposal is particularly alarming, considering the Government's \$90 billion investment in continuous naval shipbuilding which is a long-term plan only now in its infancy. Under this plan, defence works, including the construction, sustainment, maintenance and repair of naval vessels, will be undertaken primarily in just two locations in Australia – the AMC in Henderson, Western Australia and Osborne in South Australia.

On this basis the requirement for specialist industry to service the Government's program will only increase over the coming years, therefore growing the industry, security regulations and expertise of the workforce within the AMC and surrounding area. Further reinforcing this, to support the continuous build program, the Naval Shipbuilding College has this year opened a new campus at Naval Base in Western Australia. This commitment will bring significant opportunities to the AMC and surrounding areas and security control is imperative, given the nature of the defence industry and the presence of naval fleets from Australia and overseas nations.

In addition to the Federal Government's commitment, the State Government has also just announced plans to create a security zone within the AMC to support Western Australia's



push to secure full-cycle docking works, with security buffers required to ensure maintenance work on submarines is undertaken "away from prying eyes" (please refer to the West Australian article Secret zone for sub work, attached for your reference). If successful, these works could be worth \$8 billion to the State, creating thousands of jobs. To support these plans, an increase in associated marine industry would be required within the AMC, with vacant land being needed to facilitate this. The availability of such land would be at risk if the proposed rezoning plans were to be adopted.

Clearly, changing the permitted use of the land to include businesses such as warehousing, car/boat/ caravan sales, vehicle repairs, car washes and storage yards as referenced within your proposed scheme amendment, would be an illogical decision, putting at risk ongoing defence spend within the AMC precinct and the overall state, impacting current and future jobs given increased security risks which may be seen as a deterrent for future investment. These risks would not just be associated with the overall defence sector but also individual businesses. The services associated with those outlined in Table 1.0 will drive increased people into the AMC, many of which would not be aware of the criticality of business operations within the area and the associated security clearances needed to enter properties. This poses business risk in that individuals visiting the proposed new businesses (i.e. car/boat/caravan sales) may wander into neighboring businesses for the purpose of general interest or parking needs, putting unrequired strain on current business operations and certainly heightening security risks.

Furthering our concerns relating to defence, Civmec has committed to support the Federal Government's initiative to develop Australia's sovereign shipbuilding capability and their commitment to undertake the continuous build and sustainment of minor war vessels at Henderson. Our commitment is underpinned by our new Assembly and Sustainment Hall (currently under construction) which will be one of the most efficient and innovative in the world. It is a significant piece of industrial infrastructure, adding a world-class resource to the Australian maritime landscape

The 53,000m² (usable floor area), 18-storey high, purpose-built ship and module construction, ship repair and sustainment facility will be the largest undercover facility of its kind in Australia, large enough to house complete Air Warfare Destroyers, Frigates and Offshore Patrol Vessels, for construction or sustainment. When completed in early 2020, it will play a significant role in the delivery of the 10-year Royal Australian Navy's Offshore Patrol Vessel program which Civmec was successful in securing, providing opportunities for up to 1,000 people and 100 apprentices. The decision to build this new facility was made without the understanding and knowledge of the intent to introduce the new 'Strategic Industry' zone proposal.

This poses significant risk to Civmec's business and surrounding companies whom we engage via subcontracts, particularly in the event the defence industry has concerns about the rezoning of the AMC from an operational perspective which in turn may lead to reduced future investment and reallocation of funds to locations perceived as more secure. This therefore places in jeopardy Civmec's operations and thousands of future jobs which have been foreseen as part of the future defence contracts within the AMC precinct. The potential



financial impact to Civmec and surrounding businesses can therefore not be ignored, with potential losses of revenue and jobs as a result of the proposed scheme.

3. Future Awards and AMC appeal

Finally, our other major concern is in relation to future contract awards within Australia and the potential reputational impact for the Australian Marine Complex. The AMC at present is marketed as "a world-class centre for excellence for manufacturing, fabrication, assembly, maintenance and technology servicing the defence, marine, oil and gas, and resource industries". The AMC was developed specifically to enhance the opportunities created by the clustering of industries and is home to the largest marine industry in Australia. It is internationally recognised as a hub for the repair, maintenance and construction of naval and commercial vessels, as well as the fabrication and assembly of infrastructure for the energy and resources sectors and to-date has been instrumental in ensuring Australian content is maximised on major projects and contracts are delivered locally (within Australia) and not sent overseas where possible.

It is Civmec's belief that any change of use to the land in this precinct to include businesses such as car/boat/caravan sales and motor vehicle repairs or washes would surely diminish the credentials that have been built up over many years in establishing the AMC as a specialised, world-renowned hub, putting in jeopardy future contracts and jobs given major clients would no longer perceive the area as 'specialised' leading to potential exploring of overseas alternatives. Furthermore, these changes would make it increasingly difficult to encourage new clients to utilise the facilities and business expertise within the AMC. It would also be extremely challenging to secure works from overseas naval fleets based on the rezoning plans, given the reduction in strategic marine zoning of the area, reducing the overall attractiveness of the AMC.

In summary, Civmec is vehemently opposed to any change in permitted use within the AMC, for the reasons outlined in this letter. The potential impacts in relation to safety, security, operations (and subsequent financial loss), employment opportunity and the award of future contracts, not only for our business, but all businesses currently operating within the AMC, are significant and should not be ignored. We therefore ask that this proposal is seriously considered, with the requirement that it is withdrawn.

I welcome the opportunity to discuss Civmec's strong position opposing this proposed rezoning in further detail.

Yours faithfully

A handwritten signature in black ink, appearing to read "Pat Tallon", is written over a light blue horizontal line.

Pat Tallon
Chief Executive Officer
Civmec Construction and Engineering

SUBMISSION ON AMENDMENT 144 – NEW ZONING TO AUSTRALIAN MARINE COMPLEX

Property Affected: 61 Quill Way, Henderson

Objection: Failure to include “Educational Establishment - Particular to the Marine and Oil and Gas Industry” as a Permitted or Discretionary Land Use or as an “Additional Use” specific to 61 Quill Way

Lodged by: West Coast Plan on behalf of Murphy Williams Partnership

This submission is lodged on behalf of Murphy Williams Partnership, being owners of 61 Quill Way, Henderson objecting, in part, to Amendment 144. The objection is to the failure of the inclusion of the land use “Educational Establishment - Particular to the Marine and Oil and Gas Industry” as a “P” or “D” use into ‘Table 1 – Zoning Table’ or alternatively to include an “Additional Use” over 61 Quill Way for the use of “Educational Establishment - Particular to the Marine and Oil and Gas Industry”.

The reason for the ‘land use’ inclusion is to legitimise a vital and integral component of the marine industry which is the training of personnel to achieve the appropriate qualifications and/or certifications required to operate and maintain marine vessels. Such training use has been operating from 61 Quill Way since 2001 with appropriate accreditations and audits from the necessary Federal and State Government Maritime Departments and without issue to neighbouring land uses.

Justification for inclusion of “Educational Establishment - Particular to the Marine and Oil and Gas Industry” as a “P” or “D” Use

The following provides brief arguments which demonstrates the appropriateness of the inclusion of Educational Establishment - Particular to the Marine and Oil and Gas Industry as a “P” or “D” use within the Amendment 144 area or as an ‘Additional Use’ (Table 6 of Town Planning Scheme 3) solely applicable to 61 Quill Way:

- A key purpose of the review of Amendment 144 is to introduce additional land uses which ‘support the marine industry’. The existing on-site training facility provides direct support to the marine industry as it trains people to achieve the qualifications/certifications necessary to operate and maintain marine vessels.
- Marine training commenced onsite in 2001 when there were no options provided for such a ‘support industry’ based land use in the immediate area at that time. The City subsequently reacted to this situation by introducing the Support Precinct SU22 in 2008 which included Educational Establishment (but excludes Primary and Secondary Schools). The existing bona fide ‘marine training facility’ should not be penalised for what really is a situation of the City not adequately providing for such use in its original planning controls.
- 61 Quill Way has been operating as a Registered Training Organisation accredited by the Western Australian Training Accreditation Council (Government of Western Australia) to conduct various maritime and oil and gas industry-based training courses since 2001. The operation and the facilities provided on-site have been audited by the Australian Maritime Safety Authority (Australian Government) for compliance with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers which sets the minimum qualification standards for masters, officers and watch personnel on seagoing merchant ships and large yachts. The operations have also been audited by the WA Government Department of Transport Marine Safety – Commercial Vessel Safety Branch.
- The infrastructure required to facilitate the courses are industrial in nature. Items include a life boat on crane with tank; smoke escape simulator; fire related simulated training; mechanical repairs; helicopter and submarine underwater escape training with 4m deep pool.

- The nature of the maritime courses offered requires the facility to be located close to a port and associated marine based industry as access is needed to; jetties for 'on the water' training; to dockyards to observe from the outside and inside a variety of vessels in dry dock situations; to dockyards to observe the operation of various boat lifts in operation.
- It is commonplace for other similar maritime (oil and gas) based training centres to be located within ports and/or marine industry zoned locations (examples below).
- Two marine based training companies, one a global leader in submarine rescue training, have inspected the site, advised it is most suitable for their operations and have interest in leasing the property and are awaiting the outcome of Amendment 144.

The arguments above are discussed in further detail below.

Further Detailed Argument and Justification

Proposed Land Use Supports Marine Industry

In the Background section of the Agenda report for Amendment 144 tabled at OCM 13.06.2019 the following statements were made:

"General consensus during the workshop was for greater flexibility of land use permissibility and the recognition of the current problems faced by several landowners."

"It is considered that the use classes outlined within Scheme Amendment 144 are those able to be entertained within the AMC, based upon two factors:

1. *The ability to support the marine industry, or if not directly, provide some acceptable industrial uses which give landowners additional options for developing or renting their land.*
2. *An acknowledgement to maintain the strategic importance of the marine industry as supported by the State Planning Framework."*

An educational establishment dedicated to offering courses specific to maritime and the oil and gas industries we consider is a valid land use offering 'greater flexibility of land use permissibility' and is a vital component of and a use which directly 'supports the marine industry'. Any marine vessel can only be operated and maintained by personnel who have achieved the appropriate qualifications and/or certifications issued by an accredited trainer. An accredited marine and oil and gas-based training facility we consider meets the City's 'test' as described above for an acceptable land use which 'supports the marine industry' and which will help 'maintain the strategic importance of the marine industry' within the AMC.

It must be noted that the operation of marine training commenced on-site in 2001, before the option for such was provided by Support Industry Precinct SU22 which did not come into operation until 2008, as discussed below.

History of Marine Training on 61 Quill Way and Town Planning Context

Marine based training operations by Australasian Maritime Institute commenced at 61 Quill Way in 2001. Cockburn's Town Planning Scheme No. 1 was in operation at that time. There was no precinct at that time dedicated to support industries which allowed 'marine training'. There was no other local option for a marine training facility to operate.

It is understood that when Town Planning Scheme No. 3 came into effect on 20 December 2002 it introduced the Special Use 2 (SU2) zone over what was to become the major precinct of the Australian Marine Complex which limited land use to "Marine Engineering, shipbuilding and the manufacture, fabrication and assembly of components for use by the off shore petroleum industry and marine engineering". Again, the marine training facility at 61 Quill Way was in operation before

SU2 was introduced and prior to the Australian Marine Complex which as stated in the A144 Agenda report *"the AMC is now sixteen years old"* giving it an establishment date of around 2003.

Looking at the history of planning controls introduced since the inception of SU2 in 2002 it is clear that the initial planning controls were deficient in providing allowance for essential support industries, such as 'marine based training' facilities. This is demonstrated by two subsequent additions to Council's TPS3. Firstly, Council through Amendment 6, which came into effect in June 2006, introduced the allowance for *"general industries which are directly related to, or in support of marine engineering"* into the DA15 precinct. Of a more specific relevance to our matter, is the introduction into TPS3 of the Henderson Industrial Area Support Industry Precinct (SU22) in June 2008 by Amendment 50 which provided a new precinct nearby allowing support uses including *"educational establishment (but excludes Primary and Secondary Schools)."* The inclusion of this use clearly demonstrates that marine dedicated training facilities are indeed a "support industry".

In 2001 when the marine training 'support facility' was established on 61 Quill Way there was no other localised option for their location. It was not the fault of the then operator (AMI) to set up a marine training facility, it was a case of the planning controls being inadequate to allow for such an essential support industry at the time. This option was only provided later in 2008. 61 Quill Way has significant marine and oil and gas specific training infrastructure on site (as discussed below and shown in attached photographs) it would be absurd to suggest that it be picked up and relocated to the SU22 precinct. It has been a bona fide operation for over 17 years and remains ready to continue to provide the same into the future. It would be perverse for Council not to accept its existence, acknowledge the extent of the specific training facilities on-site and its history as providing support to the marine industry. Accordingly, Council should incorporate an appropriate land use of Educational Establishment (Specific to marine and Oil and Gas Industry)" (or similar) or as a specific "Additional Use" to 61 Quill Way in A144 to allow the facility to operate legitimately.

Legitimacy of Marine Training Use – History of Occupation and Industry Accreditation

Australasian Maritime Institute Pty Ltd had tenanted the property from 2001 until 2018. Their educational operations expanded to include a variety of marine based courses necessary for personnel to operate marine vessels including:

- Basin Fire Prevention and Control
- Personal Survival Techniques
- Security Awareness Training
- Ship Security Officer
- Further Offshore Emergency Training

The Australasian Maritime Institute Pty Ltd operations and courses were accredited and audited by:

- Australian Maritime Safety Authority (Maritime Operations Division) – Australian Government convention for the approval and audit of maritime training institutions (Copy attached);
- Western Australia Department of Transport Marine Safety – Commercial Vessel Safety Branch (Copy attached); and the
- Western Australian Training Accreditation Council.

Copies of the other accreditation and full audits can be provided to the City, if required.

Note: The AMSA(MOD) letter refers to address 'Lot' 106 which is 61 Quill Way.

Current Status of Property

The Australasian Maritime Institute Pty Ltd vacated the property in 2018 leaving the training facilities and equipment in situ.

Total Marine Solutions had since late 2018 attempted to seek planning approval from the City to establish their training facility on the site but terminated their lease over the site in May 2019 following their unsuccessful attempt.

No operations are currently occurring at 61 Quill Way.

The owners in the past three months have fielded interest from two other parties, each interested in setting up a marine based training facility. The latest interested party is a global submarine and helicopter underwater specialist training provider and they have indicated that the premises are “suitable to support training currently conducted by” them. Both parties are sitting on the sidelines awaiting the outcome of Amendment 144.

Nature of Operations – Industrial in Nature and Need for Location Within the AMC

The CEO (Mr Bernie Unwin) of Australasian Maritime Institute Pty Ltd when in operation at 61 Quill Way has confirmed that the courses provided under their operation require the facility to be located within close proximity to a port/jetty and dockyards.

Each Certificated course required ‘on the water’ experience on a variety of vessel types. Therefore, close access to a port/jetty is essential.

Each course required access to a variety of drydocked vessels for viewing of vessels out of water. Therefore, proximity to dockyards with a variety of vessels for observation is required.

Particular courses required the observation of the three types of vessel lifters; submarine floating dock, BAE synchro lift and SBS travel lift. Each of these lifts are provided within the AMC area for observing by trainees.

Particular courses require access to barges.

The training operations include the following facilities or operations that would best have them located within the AMC Strategic Industry zone:

- Firefighting facilities;
- HUET – Helicopter Underwater Escape Training;
- Marine Engine maintenance.
- Practical Lifeboat Training

Photo’s are attached which show the industrial nature and scale of the facilities required. All infrastructure remains on-site allowing all of these courses, and others, to be undertaken by any new operator.

Other Accredited Marine Training Facilities – Locations and Zonings

A look at other marine based educational operations in Australia sees that a number of them are located within port and industrial locations:

TAFE Maritime Centre: Located at 1 Fleet Street, Fremantle within the port area. Zoned ‘Public Purpose Special Use’. *Facility closed June 2019.*

Australian Marine College – Maritime Industry Short Courses: Located at 2 Murray Street Darling Harbour within the City of Sydney’s Darling Harbour Development Plan No. 1. Located adjacent to the water with close proximity to the harbour.

Australian Maritime College: Located within Port and Marine Zone at 1 Wharf Road, Beauty Point, West Tamar Council (Interim Planning Scheme 2013). The use of “Educational” is listed as a ‘Discretionary’ use.

Australian Maritime College: 100 Newnham Drive, Launceston. Located within 'Particular Purpose' zone adjoining Tamar River.

Use and Development _ Approvals Status

The owners are aware that the land use of 'educational establishment' and some development(s)/structures on the land have not received planning and/or building approvals. The owners were of the understanding that the previous long-term tenant (Australasian Maritime Institute Pty Ltd) had sought the appropriate approvals. Subject to 'Educational Establishment' being accepted as an acceptable land use modification into Amendment 144, the owners will meet with appropriate officers from planning and building to discuss the necessary Council approvals to be sought and will pursue those approvals. The owners are committed to bring the use and developments on 61 Quill Way into full compliance with Council's planning and building requirements.

[West Coast Plan](#) (Andrew Pawluk)
for owners Murphy Williams Partnership
7 October 2019



4m Deep Helicopter Underwater Escape Training Pool



Simulated Helicopter



From right to left: grey building - classrooms and admin; blue building – underwater escape training pool and mechanical repair; orange life raft launching facility; helipad area for fire-fighting training



Helipad area for helicopter fire and other outdoor fire simulation training with viewing area to right
Sea containers contain various fire fighting simulated situations and storage



MARITIME OPERATIONS DIVISION

19 June 2014

Mr Michael Rideout
General Manager
Australasian Maritime Institute (AMI)
106 Quill Way
Henderson WA 6166

Dear Mr Rideout,

Please find attached the report of the recent AMSA audit of the Australasian Maritime Institute (AMI).

I am pleased to advise that AMI meets the requirements to allow continued approval to deliver Personal Survival Techniques (PST), Personal Safety and Social Responsibilities (PSSR), Elementary First Aid (EFA), Basic Fire Prevention and Fire Fighting (FPFF) and Security Awareness Training (SAT).

I am advised that AMI are currently making significant enhancement to the pool used for survival training and have procured new BA sets, which will no doubt lead to significantly improved training outcomes and enhanced learning experience for trainees.

There is no corrective action required, and this audit is closed out.

It is anticipated that the next scheduled audit will be in the second quarter of 2015, at a date to be agreed.

Yours sincerely

Mark Eldon-Roberts
MANAGER
SHIP OPERATIONS AND QUALIFICATIONS
SHIP SAFETY DIVISION

Level 3, 82 Northbourne Avenue, Brisbane ACT 2612
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Government of Western Australia
Department of Transport

Marine Safety - Commercial Vessel Safety Branch

Your ref

Our ref: DB

Enquires: Denis Brookes
92 168245

Bernie Unwin
Executive Chairman
Australasian Maritime Institute
PO Box 260
Palmyra
WA 6957

31 March 2011

Dear Bernie

Surveillance Audit of Australasian Maritime Institute 2011

On behalf of the Audit Team from the Department of Transport, please accept my thanks to you and your staff, for a very successful audit.
I am pleased to report that no non conformities were found.
Thanks particularly to Tracie Milligan for putting together all documentation and course materials in such a methodical and easy to find way.
We were particularly impressed with the standard of course material you have produced, which will provide the student with a excellent reference document, even after leaving the college.
Thanks again for a very successful day.

Yours sincerely

Denis Brookes
Senior Marine Surveyor (Technical)

1 Essex Street, PO Box 402, Fremantle, Western Australia 6159
Telephone: (08) 9216 xxxx Facsimile: (08) 9216 8878 Email: xxxxxx@transport.wa.gov.au
www.transport.wa.gov.au/marine
ABN 27 285 64 3255

14.2 FINAL ADOPTION - SCHEME AMENDMENT NO.146 - REZONING PORTION OF LOT 705 AND LOT 707 ARMADALE ROAD, TREEBY FROM 'RESOURCE' TO 'DEVELOPMENT'

Author(s)	L Dunstan
Attachments	1. Scheme Amendment Documentation ↓ 2. Submissions Table ↓
Location	Lot 705 and 707 Armadale Road, Treeby
Owner	Perron Treeby Pty Ltd
Applicant	CLE Town Planning + Design
Application Reference	109/146

RECOMMENDATION

That Council:

- (1) endorse the Schedule of Submissions prepared in respect of Amendment 146 to City of Cockburn Town Planning Scheme No.3;
- (2) adopt Scheme Amendment No. 146 for final approval subject to modifying 'Provision 3 in Table 9: Development Areas' to change the referral body from the Office of Environmental Protection to the Department of Biodiversity, Conservation and Attractions;
- (3) adopt Scheme Amendment No. 146 for final approval for the purposes of:
 1. Zoning a portion of Lot 705 (No. 255) and Lot 707 Armadale Road, Treeby 'Development' on the Scheme Map inclusive of 'Development Area 42' ('DA 42');
 2. Amending 'Table 9: Development Areas' to include DA 42 as follows;

REF. NO	AREA	PROVISIONS
DA 42	Lots 705 and 707 Armadale Road, Treeby	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all the approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with Clause 27(1) of the Deemed Provisions. 2. The Structure Plan is to provide for an appropriate mix of residential and compatible land uses. 3. The Structure Plan is to be provided to the Department of Biodiversity, Conservation and Attractions for consultation and comment as part of the advertising period.

- (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:
- any other amendment that is not a complex or basic 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; and
- (6) advise those parties that made a submission of Council's decision accordingly.

Background

At the 14 March 2019 Ordinary Council Meeting (OCM), Council resolved to initiate Scheme Amendment No. 146 at Lots 705 and 707 Armadale Road, Treeby (subject land). The matter was referred to the Environmental Protection Authority (EPA) in accordance with Section 82 of the *Planning and Development Act 2005*. The EPA advised that the overall environmental impact of the amendment would not be severe enough to warrant formal assessment under the *Environmental Protection Act 1986*.

The amendment was subsequently advertised seeking public comment from 2 December 2019 to 3 February 2020, an extended period of 52 days over the holiday period in accordance with requirements of clause 47(4) of the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).

A total of eight (8) submissions were received. These submissions are set out within the Schedule of Submissions (Attachment 3). As per clause 50(3) of the Regulations, this matter is now presented for Council's consideration of submissions.

Submission

CLE Town Planning + Design, on behalf of the landowner Perron Group, have submitted a request that Town Planning Scheme No. 3 (TPS3) be amended to reflect the recent Metropolitan Region Scheme Amendment which zoned the subject lots 'Urban'.

The proposed amendment to the TPS3 is to:

- Include Lots 705 and 707 Armadale Road, Treeby within the Development Zone;
- Amend Table 9: Development Areas to include Lots 705 and 707 within a special control area and apply provisions accordingly.

Report

The purpose of this scheme amendment is to assist in the proper and orderly planning of the site through the implementation of a 'Development' zone', to reflect the change to the MRS and to apply provisions within a 'Development Area 42' which will be required to be undertaken at later stages of the planning process.

The 'Development' zone' will replace the existing 'Resource' zone and establishes the need for a structure plan. The land will be identified within a special control area named 'Development Area 42' (DA42) with specific provisions relating to the appropriate mix of residential and compatible land uses. Further, a provision has been applied to DA42 which provides for referral of the future structure plan to the Environmental Protection Agency (EPA) for consultation and comment as part of the advertising period. The purpose of this special provision is to allow the EPA to review the future structure plan proposal and provide comment or further direction to adequately secure, protect and manage the significant vegetation, flora and fauna values within and surrounding the amendment area.

The City received a submission on the proposal from the EPA, who reiterated that their role isn't to provide advice at the structure plan stage. In accordance with orderly and proper planning, this advice could reasonably be provided in consultation with the Departments of Planning, Lands and Heritage (Bush Forever Policy Team) and Biodiversity, Conservation and Attractions, the later Department providing detailed response in relation to any environmental surveys undertaken as part of the structure plan.

Accordingly, it is recommended to support the amendment subject to a modification to alter the referral body in Point 3 of the DA42 provisions from the Environmental Protection Authority to the Department of Biodiversity, Conservation and Attractions.

Strategic Plans/Policy Implications

City Growth

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

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. The subject land is located within Developer Contribution Area 13 (DCA 13), which requires contributions towards Community Infrastructure within the City of Cockburn.

Legal Implications

The *Planning and Development Act 2005*, specifically Section 124(2), provides the following for the City to respond to:

If a region planning scheme is inconsistent with a local planning scheme, the local government of the district in which the land directly affected is situated is to, not later than 90 days after the day on which the region planning scheme has effect, resolve to prepare –

- a. A local planning scheme which is consistent with the region planning scheme; or*
- b. An amendment to the local planning scheme which renders the local planning scheme consistent with the region planning scheme.*

And which does not contain or remove, as the case requires, any provision which would be likely to impede the implementation of the region planning scheme.

Community Consultation

As a standard amendment, the proposal was required to be advertised for a minimum of 42 days in accordance with the Regulations. Given advertising occurred during the December holiday period, an additional ten days of advertising was applied to take into consideration those that may be away from their usual place of residence. The proposal was advertised for 52 days commencing on 2 December 2019 to 3 February 2020.

A total of 8 submissions were received, all being from government agencies. Responses to the submissions are provided within the Submissions Table attached.

Risk Management Implications

Should the amendment not be adopted the City's Town Planning Scheme No. 3 will not be consistent with the Metropolitan Region Scheme. The risk if this occurs would be the Minister for Planning may direct the local government to amend its scheme. However the probability of this occurring in light of the current zoning of the MRS and the nature of the amendment is low.

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 March 2020 Ordinary Council Meeting.

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

Nil



TOWN PLANNING SCHEME NO. 3

AMENDMENT NO. 146

21 October 2019

**PLANNING AND DEVELOPMENT ACT, 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME**

**CITY OF COCKBURN
TOWN PLANNING SCHEME NO 3
AMENDMENT NO. 146**

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 for the following purposes:

1. Zoning a portion of Lot 705 (No. 255) and Lot 707 Armadale Road, Treeby 'Development' on the Scheme Map inclusive of 'Development Area 42' ('DA 42').
2. Amending 'Table 9: Development Areas' to include DA 42 as follows;

REF. NO	AREA	PROVISIONS
DA 42	Lots 705 and 707 Armadale Road, Treeby	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all the approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with Clause 27(1) of the Deemed Provisions. 2. The Structure Plan is to provide for an appropriate mix of residential and compatible land uses. 3. The Structure Plan is to be provided to the Office of Environmental Protection Agency (OEPA) for consultation and comment as part of the advertising period.

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

- a. *"any other amendment that is not a complex or basic amendment"*.

CHIEF EXECUTIVE OFFICER

FILE NO.109/146

REPORT

- | | |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. LOCAL AUTHORITY | City of Cockburn |
| 2. DESCRIPTION OF TOWN PLANNING SCHEME: | Town Planning Scheme No. 3 |
| 3. SERIAL NO. OF AMENDMENT: | Amendment No. 146 |
| 4. PROPOSAL: | Rezone a portion of Lot 705 and Lot 707 Armadale Road, Treeby from 'Resource' to 'Development' and establish the corresponding 'Development Area No. 42' within Town Planning Scheme No. 3. |

AMENDMENT REPORT

1.0 Introduction

The purpose of this Amendment is to:

1. Rezone a portion of Lot 705 and Lot 707 Armadale Road, Treeby ('the Amendment area') from 'Resource' to 'Development' on the Scheme Map.
2. Amend the Scheme Map to contain Lots 705 and Lot 707 Armadale Road, Treeby within Development Area No. 42, and reference this on the Scheme Map as 'DA 42'.
3. Amend 'Table 9: Development Areas' to include DA 42.

2.0 Background:

The amendment area is located in the City of Cockburn, approximately 3km east of the Cockburn secondary centre and 20km south of the Perth Central Business District. It covers approximately 50 hectares, the majority of which is former sand quarry. Bush Forever Area 390 covers approximately 12 hectares of the western and northern parts of Lot 705. Most of this is excluded from the Amendment area.

The Amendment area is located on the northern side of Armadale Road. It abuts vacant land zoned 'Urban' under the Metropolitan Region Scheme ('MRS'), 'Development' under TPS3 to the west, and Bush Forever areas reserved for 'Parks and Recreation' to the northwest and east.

To the north is the Skotsch Road rural-residential area and vacant land identified for urban purposes in the 'Treeby District Structure Plan' ('the Treeby DSP'). The majority of the Amendment area was identified for 'Urban Investigation' for the period 2015-2031 in the South Metropolitan Peel Sub-regional Planning Framework, and it forms part of the area covered by the Treeby DSP. In April 2019, the Amendment area was rezoned from 'Rural-Water Protection' to 'Urban' in the MRS (MRS Amendment 1346/57).

3.0 Amendment Type

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. Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion. This proposed amendment is considered to be a standard amendment, which Regulation 34 describes as:

standard amendment means any of the following amendments to a local planning scheme —

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

This proposed amendment satisfies (g) of the above criteria. In particular, it is:

‘any other amendment that is not a complex or basic amendment’.

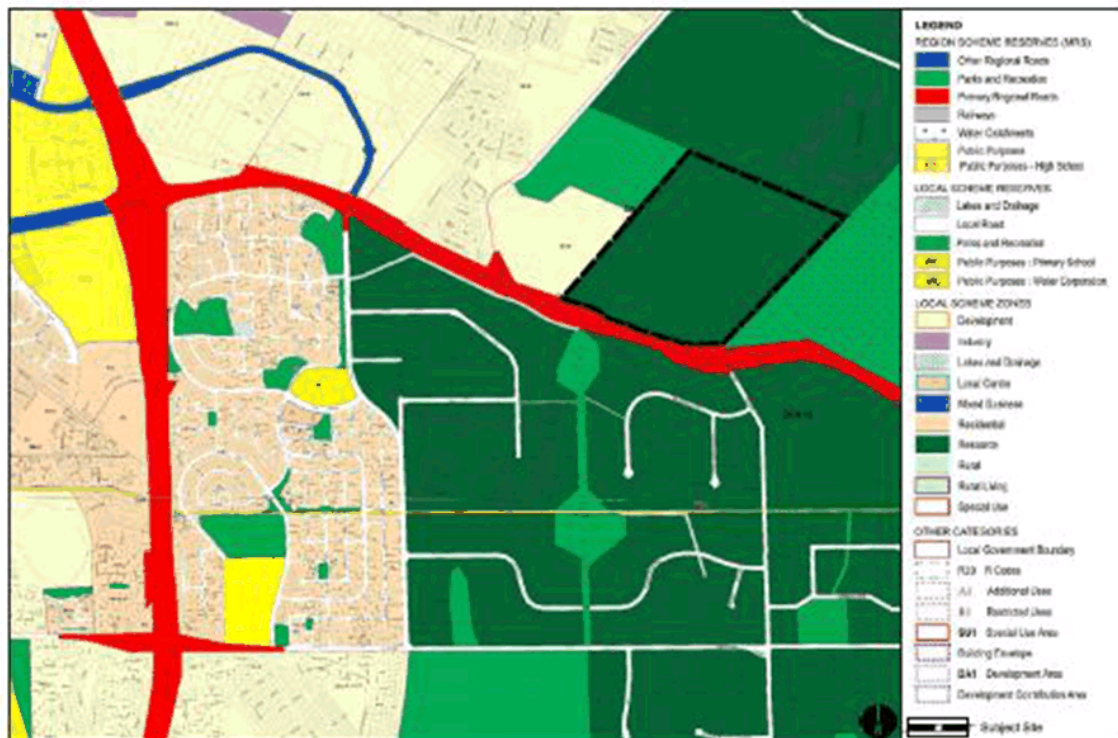
4.0 Town Planning Context:

4.1 City of Cockburn Town Planning Scheme No. 3

The Amendment area is currently zoned ‘Resource’ under the City of Cockburn Town Planning Scheme No. 3 (‘TPS 3’, refer Figure 4: TPS 3 Plan), which reflects the land’s previous MRS zoning (‘Rural-Water Protection’). Scheme Amendment 146 proposes that part of the site now zoned ‘Urban’ in the MRS be zoned ‘Development’ under TPS 3, facilitating urban development in accordance with the Treeby DSP and a future Local Structure Plan.

A Local Structure Plan is currently being prepared by Perron Developments and is expected to be lodged with the City in late 2019 (‘the LSP’).

Figure 1: Town Planning Scheme 3

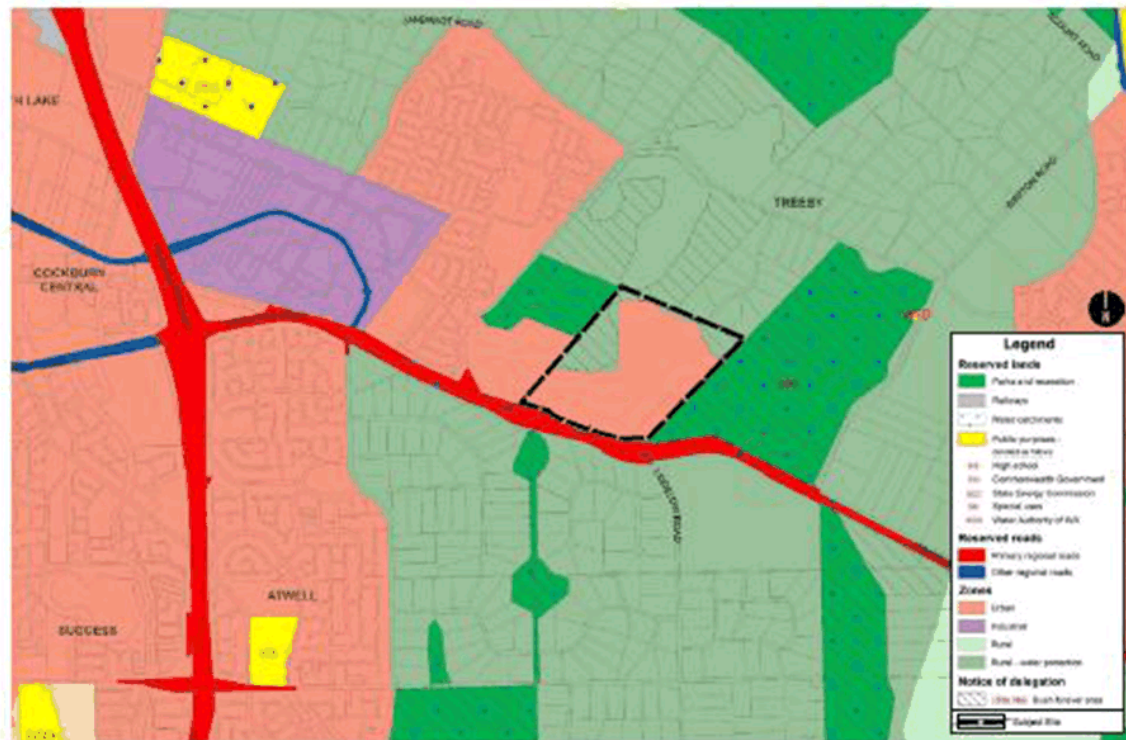


4.2 Metropolitan Region Scheme

The Amendment area is zoned 'Urban' in the MRS. Land in the west and the north-east is within Bush Forever Area 390, which extends over neighbouring landholdings (refer Figure 2: MRS Plan).

The Amendment area was rezoned from 'Rural-Water Protection' to 'Urban' in the MRS (MRS Amendment 1346/57) in April 2019. The parts of Lots 705 and 707 that are within Bush Forever Area 390 were left in the 'Rural-Water Protection' zone pending acquisition by the Crown and reservation for 'Parks and Recreation'.

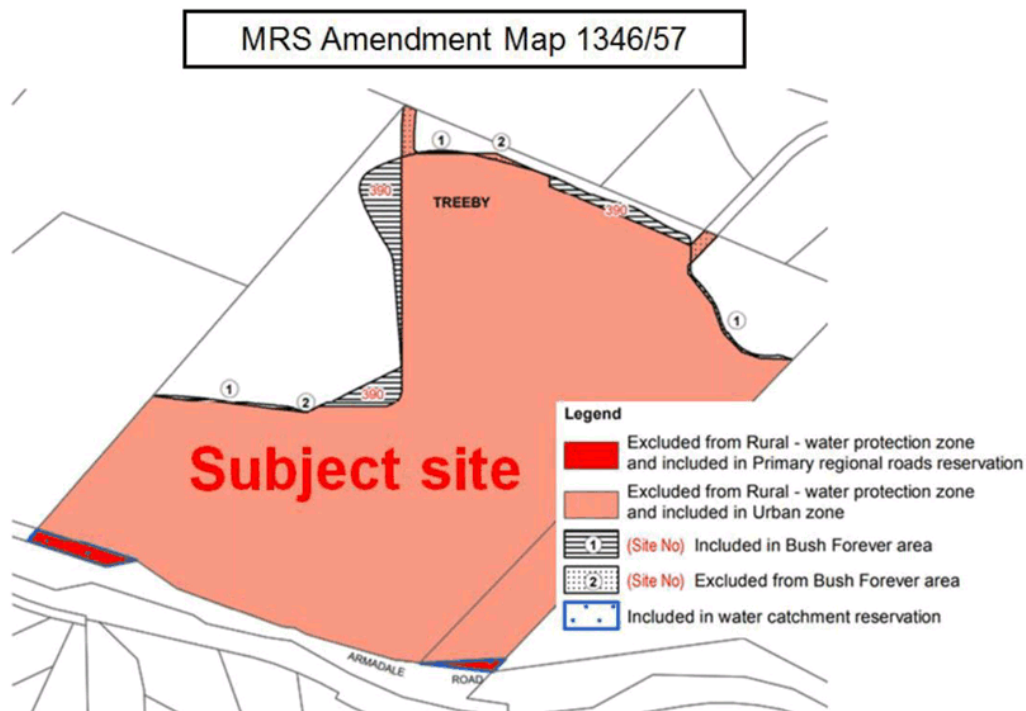
Figure 2: Metropolitan Region Scheme



MRS Amendment 1346/57 was assessed by the Environmental Protection Authority ("EPA"). The EPA determined that the proposal did not meet the threshold for formal environmental assessment, and that environmental considerations could be adequately addressed through subsequent planning stages including under this scheme amendment proposal.

The advertising period for MRS Amendment 1346/57 concluded in December 2018. The MRS Amendment Report included the following technical reports and advice which were generally supported by the City:

- Decision notice under the Environmental Protection and Biodiversity Conservation Act 1999 (Cth);
- Environmental Assessment Report (360 Environmental);
- Hydrogeological Report (JDA Consulting Hydrologists);
- District Water Management Strategy (JDA Consulting Hydrologists);
- Bushfire Management Plan (Bushfire Safety Consulting);
- Transport Impact Assessment (Transcore); and
- Engineering Infrastructure Report (Wood & Grieve Engineers).



5.0 Proposal

The amendment area is currently zoned 'Resource' under the City of Cockburn Town Planning Scheme No. 3, which reflects the land's current MRS zoning ('Rural-Water Protection'). Scheme Amendment 146 proposes that the part of the site being rezoned to 'Urban', through MRS Amendment 1346/57, be zoned to 'Development'. Further, a 'Development Area' is proposed over the site, facilitating urban development in accordance with the Sub-regional framework, the Treeby DSP and a future structure plan.

Section 126 of the Planning and Development Act 2005, cannot be applied to amend the City's local planning schemes concurrently with an MRS amendment proposing an 'Urban' zone. This is on the basis that Section 126(3)(b) refers to "changing zoning". In this instance the "development area" is a "special control area" (and not a "zone"). The 'Development' zone in TPS 3 is suitable for the amendment area, subject to the acceptance of the technical appendices.

The 'Development' zone in TPS 3 necessitates the preparation and approval of a (future) structure plan to guide subdivision and development. It is understood a structure plan is currently being prepared by Perron Developments and it will be formally submitted to the City in early 2019. This future structure plan will generally be consistent with the above TDSP map.

6.0 Conclusion

The subject scheme amendment brings into conformity the MRS zone that was applied to the site in April 2019. The standard amendment is considered to provide sufficient provisions within the TPS3 to guide structure planning of the area and achieve the urban objectives as identified within MRS 1346/57.

PLANNING AND DEVELOPMENT ACT, 2005

CITY OF COCKBURN
TOWN PLANNING SCHEME NO 3
AMENDMENT NO. 146

The City of Cockburn under and by virtue of the powers conferred upon it by the Planning and Development Act 2005, hereby amend the above Town Planning Scheme for the following purposes:

1. Zoning a portion of Lot 705 (No. 255) and Lot 707 Armadale Road, Treeby 'Development' on the Scheme Map inclusive of 'Development Area 42' ('DA 42').
2. Amending 'Table 9: Development Areas' to include DA 42 as follows;

REF. NO	AREA	PROVISIONS
DA 42	Lots 705 and 707 Armadale Road, Treeby	<ol style="list-style-type: none"> 1. An approved Structure Plan together with all the approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with Clause 27(1) of the Deemed Provisions. 2. The Structure Plan is to provide for an appropriate mix of residential and compatible land uses. 3. The Structure Plan is to be provided to the Office of Environmental Protection Agency (OEPA) for consultation and comment as part of the advertising period.

ADOPTION

Adopted by resolution of the Council of the City of Cockburn at the ordinary meeting of the Council held on day of 20XX.

MAYOR

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

Adopted for final approval by resolution of the City of Cockburn at the Meeting of the Council held on the day of 20XX, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

.....
MAYOR

(Seal)

.....
CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

.....
DELEGATED UNDER S.16 PLANNING
AND DEVELOPMENT ACT 2005

DATE.....

Final Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

File No. 109/146

**SCHEDULE OF SUBMISSIONS
SCHEME AMENDMENT NO. 146**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Dept of Transport Level 8, 140 William St PERTH WA 6000	NO COMMENT	Noted.
2	ATCO 81 Prinsep Road JANDAKOT WA 6164 Atcogoas.com.au	NO COMMENT	Noted.
3	Department of Fire and Emergency Services	<p>It is unclear from the documentation provided if the City of Cockburn (City) has applied <i>State Planning Policy 3.7 – Planning in Bushfire Prone Areas</i> (SPP 3.7) to this proposal.</p> <p>Given the scheme amendment seeks to rezone the site from Resource Zone to Development Zone which is considered an intensification of land use, it provides an opportune mechanism for the coordination of bushfire risk to ensure that it does not result in the introduction or intensification of development or land use in an area that has or will, on completion, have an extreme BHL and/or BAL-40 or BAL-FZ.</p> <p>SPP 3.7 seeks to reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.</p> <p>A Bushfire Management Plan (BMP) is required to accompany strategic planning proposals in areas above BAL-LOW or areas with a bushfire hazard level above low (refer to clause 6.2b). A BMP includes the bushfire assessment, identification</p>	<p>The applicant did prepare a Bushfire Management Plan which was forwarded to DFES for formal comments and the City is awaiting a response to the plan, which can be incorporated into the assessment of the future structure plan.</p> <p>The scheme amendment has been prepared in support of a change to the underlying Metropolitan Region Scheme Amendment which allowed for an 'Urban' zone. The City is required to be consistent with the MRS and usually this process is automatic upon finalisation of the MRS approval. To this end, the intensification of land use was assessed and approved at an earlier stage beyond the City's control.</p> <p>A scheme level amendment was required due to the introduction of a 'Development Area' which is a Special Control Area and not a zone.</p> <p>The amendment requires a future structure plan to be</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>of the bushfire hazard issues arising from the relevant assessment and a clear demonstration that compliance with the bushfire protection criteria contained within Appendix 4 of these Guidelines, is or can be achieved.</p> <p>The BMP should be prepared as early as possible in the planning process and progressively refined or reviewed as the level of detail increases. The level of detail provided within a BMP should be commensurate with the applicable planning stage and scale of the proposal or application.</p> <p>Should you apply SPP 3.7 then, we request the relevant information pursuant to this policy be forwarded to DFES to allow us to review and provide bespoke comment prior to the City's endorsement of the scheme amendment.</p>	lodged over the site, and this will detail Bushfire Management measures accordingly.
4	Department of Planning, Lands and Heritage (Heritage Section)	The proposed amendment has been considered for its potential impact on heritage places within the Scheme area. There is no objection to the proposal amendment.	Noted.
5	Water Corporation	<p>Water</p> <p>The subject area falls outside the approved planned water scheme area and therefore a reticulated potable water supply of a sufficient capacity is not immediately available. The water planning for the area (that has been rezoned from Rural – Water Conservation to Urban) has not been undertaken as yet. But there is some preliminary planning.</p> <p>The proposed new development may require headworks size water mains to be constructed. The headworks mains may be required to be constructed as part of the subdivision process of this or other proposed developments in the surrounding area. A route for the headworks mains will also be required, up to 20 metres wide. The route shall be in the form of a road reserve.</p>	<p>The Scheme Amendment proposes to provisions within Development Area 42 (DA42)</p> <p>The area subject of this scheme amendment will be required to prepare a detailed structure plan proposal, including a <i>Local Water Management Strategy</i> which is consistent with the principles of the DWER approved <i>District Water Management Strategy</i>. Whilst detailed water planning for the site has yet to occur, preliminary work indicates development can occur in an orderly manner, consistent with water management strategies.</p> <p>It is understood from the applicant's Engineering Services Report (Wood and Grieve September 2017) that the amendment process is the catalyst for water and</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Protection of Water Sources The subject area falls within the Jandakot Underground Water Pollution Control Area (UWPCA). Developers within a UWPCA need to fulfill their legal responsibilities including those covering 'land use' planning, environmental, health and building permit matters. The Department of Water and Environmental Regulation is responsible for managing and protecting Western Australia's water resources. It is therefore recommended that this proposal is referred to the Department of Water and Environmental Regulation for assessment in accordance to the Land Use Compatibility in Public Drinking Water Source Areas publication if it has not been already.</p> <p>Wastewater It should be noted that approved wastewater planning for the area (that has been rezoned from Rural – Water Conservation to Urban) has not been undertaken as yet. But there is some preliminary planning that I have attached below. According to the preliminary planning the subject area could fall within two catchments. The western portion of the subject area may be able to gravitate thru the adjacent land to the west to the existing Clementine Blvd pump station. A route via a road reserve would be required. The remaining portion of the subject area falls within a catchment with no permanent pump station. This would all need to be investigated in the review of the current planning. Consideration must be made to the location of any proposed pump station. A pump station will require appropriate land to be provided for the works and the odour buffer that will surround the works. A route for any headworks pressure mains will also be required, up to 20 metres wide. The route should be in the form of a road reserve Therefore reticulated sewerage is not immediately available to serve the subject area. All sewer main extensions required for the development site should be laid within the existing and</p>	<p>sewer planning by Water Corporation. The Services Report outlines that disposal of wastewater within the subject land will be achieved via a network of gravity reticulation sewers gravitating to a proposed wastewater pumping station. Based on the topography of the site, a Type 40 Wastewater Pumping Station and a discharge pressure main to existing Water Corporation infrastructure would be required.</p> <p>At the time of writing this report, the City received a draft Structure Plan for consideration over the subject land. Part 2 of the Structure Plan report outlines the requirement for a 1000m2 pump station, located centrally to the site (at the lowest point) most likely within the central Public Open Space site. The exact location of this pump station is unknown, it is anticipated a site in the order of 1000m2 would be required near the centre of the landholding. Provision of a potable water supply to each of the proposed lots would be achieved the construction of a network of DN100 to DN250 throughout the internal road network of the landholding.</p> <p>The application was referred to the DWER for comments in relation to the Jandakot Underground Water Pollution Control Area (UWPCA) and a response is provided below.</p> <p>The applicant has provided sufficient information at this stage of the planning process in support of this amendment, with the expectation that further detailed planning occur during the structure plan stage.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p>Drainage The subject area currently does not fall within a Drainage Catchment. But if the developer decided to connect their drainage system south of Armadale Road (which has been discussed) then the area would be required to make drainage headworks contributions and the area would be asked to pay drainage rates in the future.</p> <p>General Comments The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water and Sewerage 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. Water Corporation may also require land being ceded free of cost for works. The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid.</p>	
6	Department of Water and Environmental Regulation	<p>The Department has identified that the scheme amendment has the potential for impact on environment and water resource values and/or management. While the Department does not object to the proposal key issues and recommendations are provided below, and these matters should be addressed.</p> <p>Issue: Better Urban Water Management</p> <p>Recommendation: Consistent with Better Urban Water Management (WAPC,</p>	<p>The DWER has confirmed that the majority of water management matters can be addressed as much of a comprehensive structure plan with supporting Local Water Management Strategy.</p> <p>Further, flora and vegetation values will be reviewed as part of investigations at the structure plan level, and as a condition within <i>Table 9: Development Areas</i> it is recommended to include a provision requiring that the structure plan be referred to the EPA for comments.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>2008), policy measures outlined in State Planning Policy 2.9: Water Resources, the proposed scheme amendment is required to be supported by a District Water Management Strategy (DWMS) to demonstrate that the subject area can support the proposed change in zoning with regard to water resources.</p> <p>The Department has previously reviewed the Lot 2 and 4 Armadale Road - District Water Management Strategy (JDA, May 2018) and was found suitable for this stage of the planning process.</p> <p>It should be noted that the future structure plan will be required to be supported by a Local Water Management Strategy which will need to address the requirements of Better Urban Water Management and recommendations outlined in Water quality protection note no. 38 - Priority 3* areas (DWER, 2018) to protect drinking water quality and public health.</p> <p>Issue: Previous EPA advice</p> <p>Recommendation: EPA advice to the City of Cockburn dated 18 November 2019 regarding flora and vegetation, terrestrial fauna and inland waters is to be adhered to.</p> <p>In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.</p>	
7	Main Roads WA	Main Roads has reviewed the information provided on 2 December 2019 and has no objection to the proposed Scheme amendment subject to the following advice:	Noted. The applicant will be required to submit a structure plan for consideration and part of this plan shall include traffic related matters as detailed in Main Roads

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<ul style="list-style-type: none"> • A detailed and robust Transport Impact Assessment (TIA) to be prepared supporting any future Structure Plan prepared for the subject site. This TIA shall be prepared in accordance with the <i>WAPC Transport Impact Assessment Guidelines for Developments 2016</i>. • In accordance with Development Control Policy 5.1 <i>Access to Regional Roads</i> (DCP 5.1), must be considered in the development of the supporting Structure Plan. Careful consideration should be given to the additional access road onto Armadale Road as indicated on the Treeby District Structure Plan. Without clear evidence of the benefits for additional road access, Main Roads do not support any additional connections onto Armadale Road. • State Planning Policy 5.4 <i>Road and Rail Noise</i> (SPP 5.4), must be considered when developing the future Structure Plan to limit the effect of transport noise from Armadale Road and its impacts on the amenity for future residential lots within the Structure Plan. <p>Armadale Road has been identified as a major distributor and connector servicing the growing population of the City of Cockburn. The State Government has made a recent and significant investment in Armadale Road to move traffic efficiently and improve travel times. It is therefore recommended that the proponent of this scheme amendment liaise with Main Roads as a part of developing the future supporting structure plan document.</p> <p>Main Roads offer a pre-lodgement service and encourages the Local Government and Developers to meet and discuss the development of the subject land prior to lodgement of a</p>	WA submission.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		Structure Plan.	
8	Department of Biodiversity, Conservation and Attractions	<p>Environmental Protection Authority Advice</p> <p>The Environmental Protection Authority (EPA) provided previous advice and recommendations in relation to both the MRS and current proposed TPS amendment for the subject site. It was the expectation of the EPA that the current TPS would include text provisions to address requirements for the retention and management of impacts to vegetation, fauna habitat and threatened flora. It is not considered that the current proposed text provisions adequately address this requirement.</p> <p>DBCA recommends that appropriate text provisions are developed, in consultation with relevant agencies, to protect and manage the significant environmental values within and adjacent the amendment area. It is not considered appropriate for future structure plans to be referred to EPA Services as proposed in Provision 3 of Development Area 42. Consideration should be given however to recommendations provided in the previous EPA advice, which should be addressed in future planning processes.</p> <p>Threatened Flora and Ecological Communities</p> <p>While it is noted that no environmental information was provided to support the current amendment, environmental survey information submitted as part of previous scheme amendments, identified known occurrences of the threatened flora species <i>Caladenia huegelii</i> within the proposed 'Development' zone. This flora species is listed as Critically endangered under the <i>State Biodiversity Conservation Act 2016</i> (BC Act) and Endangered under the <i>Commonwealth Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). Impacts to the critically endangered flora</p>	<p>It is noted that the Environmental Protection Authority is not the appropriate authority in respect to providing statutory advice at the structure plan stage. To this end, a recommendation is recommended to change the textual provisions of Table 9: Development Areas - DA42 from:</p> <p><i>'The Structure Plan is to be provided to the Office of Environmental Protection (OEPA) for consultation and comment as part of the advertising period.'</i></p> <p>To;</p> <p><i>'The Structure Plan is to be provided to the Department of Biodiversity, Conservation and Attractions for consultation and comment as part of the advertising period.'</i></p> <p>It is expected that the structure planning process can provide more detailed level of analysis, including environmental surveys.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>species should be avoided with all occurrences and their supporting habitat retained in any future development design. While it is noted that flora surveys were undertaken in Spring 2012 to identify threatened flora within the subject land, DBCA recommends an additional targeted spring flora survey is conducted as part of structure planning for the site to adequately identify and ensure protection of all threatened flora. Any future proposals to directly or indirectly impact threatened flora would require the proponent to seek an application for authorisation to take Threatened flora under section 40 of the BC Act.</p> <p>In addition, vegetation within Lot 705 has been identified as the 'Banksia woodlands of the Swan Coastal Plain' threatened ecological community (TEC), which is included by the Australian Government on the list of threatened ecological communities for the EPBC Act.</p> <p>Banksia woodlands such as this also provide suitable habitat for State and Commonwealth listed threatened fauna.</p> <p>Bush Forever</p> <p>Lot 705 and 707 Armadale Road contains and is surrounded by Bush Forever site 390 (<i>Fraser Road Bushland, Banjup</i>) including a portion of the adjacent Jandakot Regional Park (Rose Shanks Reserve). DBCA supports the proposal that any Bush Forever areas identified to be retained in Lot 705 Armadale Road is being excluded from any proposed rezoning amendment and remain in the 'Resource' zone until the land is transferred as a Crown reserve for conservation purposes.</p> <p>Future environmental management plans should be developed as part of subsequent structure planning to outline adequate interface treatments to conservation areas (including the Regional Park) addressing appropriate development setbacks, landscape plantings using endemic native species, a hard road edge and access control measures for any development</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>boundaries abutting the Bush Forever site. These plans should also ensure that all Bush Forever areas are retained for conservation as the primary purpose with an appropriate end land manager. In accordance with <i>State Planning Policy 2.8 - Bushland Policy for the Perth Metropolitan Region</i>, the clearing of any vegetation recognised as regionally significant should be avoided.</p> <p>Matters of National Environmental Significance</p> <p>The native vegetation proposed to be cleared to facilitate the future development of Lot 705 Armadale Road is likely to impact occurrences of the threatened flora species <i>Caladenia huegleii</i>, the 'Banksia woodlands of the Swan Coastal Plain' TEC and habitat of threatened species listed under State and Commonwealth legislation including Carnaby's Black Cockatoo (<i>Calyptorhynchus latirostris</i>). Consideration should therefore be given to the obligations for assessment of future planning proposals in accordance with the Commonwealth EPBC Act. Proponents may have notification responsibilities under the EPBC Act and should contact the Commonwealth Department of Environment and Energy for further information on these responsibilities, prior to further planning stages.</p>	

14.3 PROPOSED HERITAGE NOMINATION - FORMER HAMILTON HILL POST OFFICE - 5 DODD STREET, HAMILTON HILL

Author(s) D Di Renzo

Attachments

1. Former Hamilton Hill Post Office Heritage Assessment Sheet [↓](#)
2. Draft Place Record Former Hamilton Hill Post Office [↓](#)

RECOMMENDATION

That Council advertise the proposed inclusion of the former Hamilton Hill Post Office at 5 Dodd Street, Hamilton Hill on the City of Cockburn Local Government Inventory as a 'Management Category C' place as shown in the Draft Place Record included at Attachment 2.

Background

The City has received a heritage nomination from a member of the public for the former Hamilton Hill Post Office building located at 5 Dodd Street, Hamilton Hill.

The City has considered the nomination and undertaken a heritage assessment of the place with the assistance of heritage consultants at Element.

The landowners of the subject land, Pantheon Developments Pty Ltd, have been advised that this matter is being considered by Council. They have been advised that should Council resolve to advertise the proposed inclusion of the property on the Local Government Inventory (LGI) they will be provided with the opportunity to provide formal comments, which will be considered by Council at the completion of consultation.

City of Cockburn Local Government Inventory and Heritage List

Local Government Inventories (or Local Heritage Surveys) are required to be prepared by local governments under the *Heritage Act 2018*. The inventories are a survey of places in the district that are, or may become, of cultural heritage significance.

The City of Cockburn Local Government Inventory (LGI) was revised and adopted by Council on 14 June 2018.

The LGI designates each property with a Management Category (A-D), as follows, which reflects its cultural heritage significance:

- A. Exceptional significance: Essential to the heritage of the locality.
Rare or outstanding example.

- B. Considerable significance: Very important to the heritage of the locality.
- C. Significant: Contributes to the heritage of the locality.
- D. Some significance: Contributes to the heritage of the locality.

Management Category A and B places are the most important places, and these are also included on the Heritage List pursuant to the City of Cockburn Town Planning Scheme No. 3 (the Scheme).

Submission

N/A

Report

The purpose of this report is for Council to consider a heritage nomination for the former Hamilton Hill Post Office, and to determine whether this property should be advertised for proposed inclusion on the LGI and/or the Heritage List.

The nominator asserts that the place has the following cultural heritage values:

Aesthetic Value

Form - A rare surviving example of the 'Brutalist' style.

Historic Value

The Post Office served the local people of Hamilton Hill for many years.

Scientific Value

It is a rare example of Brutalist architecture not in a CBD/City area.

Social Value

The Post Office served the local people of Hamilton Hill for many years.

How does this place relate to the history of the City of Cockburn (in your opinion)?

It is a rare surviving example of the 1970 era Federal Government agency infrastructure/investment in the Hamilton Hill area.

The City of Cockburn has considered the nomination and undertaken a heritage assessment with the assistance of heritage consultants, Element.

In accordance with the Heritage Council of WA 'Guidelines for Local Heritage Surveys' (July 2019), the City of Cockburn uses the criteria defined under the Australia ICOMOS Charter for Places of Cultural Significance 2013 (Burra Charter criteria).

The full assessment is included at Attachment 1, and has considered the matters raised by the nominator under each criterion. Below is a summary of the assessment.

Aesthetic Value

The nominator has stated that the place is a rare surviving example of the Brutalist style.

The late twentieth century Brutalist style of architecture made its appearance in Australia in the mid-1960s, and some of the earliest examples were in Western Australia. It was used mainly for commercial and institutional buildings. Typical characteristics of this style are the use of off-form concrete, strong shapes, precast fins for sun protection, and large areas of blank wall.

Excellent examples of this style in Perth include the Art Gallery (Main Building), Hale School Memorial Hall, the East Perth Railway Station and FESA House.

A physical assessment of the former Hamilton Hill Post Office, and reference to Apperley, Irving and Reynolds' 'Identifying Australian Architecture: Styles and Terms from 1788 to the Present (1989)' determines that the building demonstrates more characteristics of the late twentieth century international style.

These include a cubiform shape; the structural frame expressed; large sheets of glass; plain, smooth wall surfaces; a precision and sharpness, whether free standing or to the façade; and contrasting textures (concrete and brick). Some of these characteristics are also demonstrated in Brutalism, but the latter is much more focused on the use of concrete, and the expression of large, aggressive, blocky forms.

The building is in good original condition, and is considered to be an attractive example of the late twentieth century International style. However, this is not considered to be an outstanding example of a particular identified style, nor is it considered to show a high level of creative achievement in its design, or technical achievement in its construction.

Although setback from the street and disjointed from the commercial buildings on Simms Road, the building does have some landmark value sited on the corner of Dodd Street and Straughair Street.

Historic Value

The nominator has stated that the building has historic value having served the local people of Hamilton Hill for many years.

The former Hamilton Hill Post Office was built in 1969, and was used as a Post Office for approximately 30 years. It was built at a time when this part of Hamilton Hill was experiencing substantial population growth, and there was a need for additional services for a growing population.

The need for a post office in the area was recognised by the WA Post Office, during a year which included an extensive and widespread building program in response to increased demand for postal services.

The building was a project of the Commonwealth Postmaster-General's Department and the federal Department of Finance, which managed Non-Defence Commonwealth property in Australia at the time of construction.

In approximately 2000 the western side of Simms Road was developed with commercial tenancies, and around this time the Post Office moved into one of these tenancies at the southern end where it remains today.

Since 2000 the former Hamilton Hill Post Office building has been used for office space and various other uses, or remained vacant.

The former Hamilton Hill Post Office is considered to have some historic value as a reminder of Hamilton Hill's growth during the 1960s and 1970s.

It is also considered to have some historic value as part of an extensive WA Post Office telecommunications expansion and building works during the 1960s.

Scientific Value

The nominator has stated that the former Post Office is a rare example of Brutalist architecture not in a CBD/City area.

Scientific value relates to the property's potential to yield information that will contribute to an understanding of Western Australia's history, or its importance in demonstrating a high degree of creative or technical achievement. This may include important information about construction technology, land use or industrial processes not available anywhere else. A place included under this criterion will generally be an important benchmark or reference site.

The former Hamilton Hill Post Office has no known scientific value for its construction method or design, and is therefore not considered to have any value under this criterion.

Social or Spiritual Value

The nominator has stated that the former Post Office has social value having served the local people of Hamilton Hill for many years.

Social value relates to any strong or special meaning a place may have for any group or community because of social, cultural or spiritual associations. It is the current community that determines social value, rather than the past community.

The former Post Office served the local people for thirty years on this site, and is now located nearby on Simms Road. It is therefore likely that it has social value for the services it offered the local community in the past. Community engagement would assist with understanding the value that the current community has for the place, and therefore determine if this criterion will contribute to its heritage significance.

Recommendation for inclusion on Local Government Inventory

The former Hamilton Hill Post Office is considered to contribute to the heritage of the locality, through its aesthetic, historic and potentially social values. This is considered to warrant its inclusion on the LGI.

In terms of the level of significance, it is not considered that the place is essential to the heritage of the locality, and therefore it would not be considered to have exceptional or considerable significance.

In this regard, it is considered that 'Management Category C' reflects the property's level of significance, as follows:

Significant

- Contributes to the heritage of locality.
- Conservation of place is desirable.
- Any alterations or extensions should be sympathetic to the heritage values of the place, and original fabric should be retained wherever feasible.

It is therefore recommended that the place be advertised for proposed inclusion on the Local Government Inventory, as a 'Management Category C' place. A draft place record has been prepared and is included at Attachment 2, following the format guidance provided by the Office of Heritage.

Implications of Proposed Listing

Pursuant to the Scheme all places on the LGI require development approval prior to demolition. Therefore should this place be included on the LGI a development application would be required prior to a demolition licence.

In considering such an application, consideration would be given to Local Planning Policy 4.4 'Heritage Conservation Design Guidelines' and State Planning Policy 3.5 'Historic Heritage Conservation'.

LPP 4.4 includes the following provisions for Management Category C Places:

1. Alterations, Extensions or Changes of Use

- (a) Where alterations or extensions are proposed, consideration should be given to ensuring these modifications do not detract from the heritage values of the place, and retention of original fabric is encouraged where feasible.
- (b) Substantial modifications to the place may require an archival record (as a condition of development approval), and the archival record should be prepared in accordance with the Heritage Council of WA guidelines.

2. Demolition

- (a) Retention of the building or place is encouraged, however demolition may be supported subject to the consideration of heritage significance together with other relevant planning issues.
- (b) An archival record will be required as a condition of development approval for demolition, and the archival record should be prepared in accordance with the Heritage Council of WA guidelines.

Consultation requirements

There are no statutory consultation requirements for inclusion of a place on the LGI pursuant to the Scheme, the *Heritage Act 2018* or *Heritage Regulations 2019*. However for places proposed to be included on the Heritage List, the *Planning and Development (Local Planning Scheme) Regulations 2015* require a minimum advertising period of 21 days.

It is therefore considered that a 21 day advertising period is reasonable, and should allow sufficient time for the community and landowner to review the proposal, including the draft place record, and provide comments.

Conclusion

It is recommended that Council resolve to advertise the proposed inclusion of the former Hamilton Hill Post Office at 5 Dodd Street, Hamilton Hill on the City of Cockburn Local Government Inventory as a 'Management Category C' place, as shown in the draft place record included at Attachment 2.

Strategic Plans/Policy Implications**Economic, Social and Environmental Responsibility**

Continue to recognise and celebrate the significance of cultural, social and built heritage including local indigenous and multicultural groups.

Budget/Financial Implications

The City has undertaken a heritage assessment with the assistance of Element Consultants within the Strategic Planning budget.

Legal Implications

Should the property ultimately be included on the LGI, demolition of the building will no longer be exempt under the Scheme, and planning approval would be required prior to demolition of the building.

Community Consultation

If adopted by Council the proposed inclusion of the former Hamilton Hill Post Office on the LGI will be advertised for a period of 21 days.

This will include letters to the landowner of the subject land, surrounding landowners, and the Hamilton Hill community group. An advertisement will also be put in the Cockburn Gazette, and a notice in Comment on Cockburn inviting comments on the proposal.

Risk Management Implications

In the event the place is not included on the LGI then the place could be demolished without the requirement for an archival record and this opportunity would be lost.

Advice to Proponent(s)/Submitters

The nominator and the landowner of 5 Dodd Street, Hamilton Hill have been advised that this matter was to be considered at the 12 March 2020 Ordinary Meeting of Council.

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

Nil.

HERITAGE ASSESSMENT SHEET – ASSESSMENT OF PLACE NOMINATED FOR INCLUSION ON LOCAL GOVERNMENT INVENTORY/HERITAGE LIST

NOMINATION

A request been received from a member of the community to include the former Hamilton Hill Post Office located at 5 Dodd Street, Hamilton Hill on the City of Cockburn Local Government Inventory and/or Heritage List.

They have nominated this place on the basis of the following criteria:

- Aesthetic Value: *Form - A rare surviving example of the 'Brutalist' style.*
- Historic Value - *The Post Office served the local people of Hamilton Hill for many years.*
- Scientific Value: *It is a rare example of 'Brutalist' architecture not in a CBD / City area.*
- Social Value: *The Post Office served the local people of Hamilton Hill for many years.*

How does this place relate to the history of the City of Cockburn (in your opinion)?

- *It is a rare surviving example of 1970s era Federal Government agency infrastructure / investment in the Hamilton Hill area.*

HERITAGE ASSESSMENT

BURRA CHARTER CRITERIA AND CONSIDERATION OF NOMINATION

Place nominated: Former Hamilton Hill Post Office - 5 Dodd Street, Hamilton Hill

AESTHETIC VALUE

Nominator's Statement:

Aesthetic Value: Form - A rare surviving example of the 'Brutalist' style.

Heritage Assessment

The Late Twentieth Century Brutalist style of architecture made its appearance in Australia in the mid 1960s, and some of the earliest examples were in Western Australia. It was used mainly for commercial and institutional buildings. Typical characteristics of this style are the use of off-form concrete, strong shapes, precast fins for sun protection, and large areas of blank wall.¹

Excellent examples of this style in Perth include the Art Gallery (Main Building), Hale School Memorial Hall, the East Perth Railway Station and FESA House.²

A physical assessment of the former Post Office, and reference to Apperley, Irving and Reynolds' *Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, (1989) determines that the building demonstrates more characteristics of the Late Twentieth-Century International style.

These include a cubiform shape; the structural frame expressed; large sheets of glass; plain, smooth wall surfaces; a precision and sharpness, whether free standing or to the façade; and contrasting textures (concrete and brick).³ Some of these characteristics are also demonstrated in Brutalism, but the latter is much more focused on the use of concrete, and the expression of large, aggressive, blocky forms.

Although setback from the street and disjointed from the commercial buildings on Simms Road, the building does have some landmark value sited on the corner of Dodd Street and Straughair Street. Early photographs demonstrate this more successfully, as there were no mature trees to soften the streetscape.⁴

¹ Apperley, R, R. Irving and P. Reynolds. (1989) *Identifying Australian Architecture: Styles and Terms from 1788 to the Present*. Sydney, Angus and Robertson, pp. 252-255.

² A search of the Heritage Council database for building in the style lists 36 places, 5 of which are on the State Register. <http://inherit.stateheritage.wa.gov.au/Public/>

³ Apperley, R, R. Irving and P. Reynolds. (1989) *Identifying Australian Architecture: Styles and Terms from 1788 to the Present*. Sydney, Angus and Robertson, pp. 232-235.

⁴ Refer to State Library of Western Australia 1969 photographs, 341182PD & 341183PD.
<https://www.slwa.wa.gov.au/images/pd341/341183PD.jpg>
<https://www.slwa.wa.gov.au/images/pd341/341182PD.jpg>

Conclusion

- The building style relates more the Late Twentieth-Century International style of architecture, than Late Twentieth-Century Brutalism.
- The building has some landmark value for its corner location.

HISTORIC VALUE

Nominator's statement:

Historic Value - The Post Office served the local people of Hamilton Hill for many years.

Heritage Assessment

The former Hamilton Hill Post Office was built in 1969, and was used as a Post Office for approximately 30 years. It was built at a time when this part of Hamilton Hill was experiencing substantial population growth, and there was a need for additional services for the growing population.

In the 1960s commercial uses had begun to appear near the corner of Carrington Street and Winterfold Road, and on the eastern side of Simms Road.

The need for a post office for area was recognised by the WA Post Office, during a year which included an extensive and widespread building program which was part of \$30,640,000 spent in carrying out its 1968/69 works programme.⁵

During the 1960s there was extensive WA Post Office telecommunications expansion and building works throughout WA in response to increased demand for postal services. This included new post offices, extension of existing post offices and replacement of some of the older, original post offices.⁶ This is not specifically noted as significant for the Cockburn district in the Thematic Matrix of the LGI under 'Transportation and Communication'.

The construction of the post office cost \$69,000, and was completed during the 1968/69 works year.⁷ The building was a project of the Commonwealth Postmaster-General's Department and the federal Department of Finance, which managed non-Defence Commonwealth property in Australia at the time of construction in 1968/69.

By 1974 there was a row of shops adjacent to the Post Office, and additional commercial uses on the eastern side of Simms Road.

In approximately 2000 the western side of Simms Road was developed with commercial tenancies, and around this time the Post Office moved into one of these tenancies at the southern end where it remains today.

In 2005 the commercial units to the east of the former Post Office building on Dodd Street were redeveloped for residential uses, isolating the former Post Office building from the commercial uses

⁵ Beverley Times, 'W.A. Post office budget is \$30.6million' Friday 27 September 1968, pp. 4

⁶ Beverley Times, 'Post Office Achievements' Friday 15 January 1965, pp. 4

⁷ Beverley Times, 'W.A. Post office budget is \$30.6million' Friday 27 September 1968, pp. 4

of Simms Road, although it is still within the 'Local Centre' zone, and is considered to form part of the Simms Road neighbourhood centre.

Since 2000 the former Hamilton Hill Post Office building been used for office space and various other uses, or remained vacant.

Relevant thematic history: Demographic settlement & mobility

Conclusion

- The former Hamilton Hill Post Office has some historic value as a reminder of Hamilton Hill's growth during the 1960s and 1970s.
- The former Hamilton Hill Post Office has some historic value as part of an extensive WA Post Office telecommunications expansion and building works during the 1960s in response to increased demand for postal services.

SCIENTIFIC VALUE

Nominator's Statement:

Scientific Value: It is a rare example of 'Brutalist' architecture not in a CBD / City area.

Heritage Assessment

Scientific value relates to the place's potential to yield information that will contribute to an understanding of Western Australia's history, or its importance in demonstrating a high degree of creative or technical achievement. This may include important information about construction technology, land use or industrial processes not available anywhere else. A place included under this criterion will generally be an important benchmark or reference site.

Conclusion

The former Hamilton Hill Post Office has no known scientific value for its construction method, and is therefore not considered to have any value under this criterion.

SOCIAL OR SPIRITUAL VALUE

Nominator's Statement:

The Post Office served the local people of Hamilton Hill for many years.

Heritage Assessment

Social value relates to any strong or special meaning a place may have for any group or community because of social, cultural or spiritual associations. The Post Office served the local people for thirty years on this site, and is now located opposite, on Simms Road. It is the current community that determines social value, rather than past community.

Conclusion

The building was used as a Post Office for approximately 30 years between 1969 and 2000, and therefore has social value for the services it offered the local community in the past.

Community engagement will assist with understanding the value that the current community has for the place, and therefore determine if this criterion will contribute to its heritage significance.

LEVEL/CLASSIFICATION OF SIGNIFICANCE

The former Hamilton Hill Post Office is considered to contribute to the heritage of the locality, through its aesthetic, historic and potentially social values.

In terms of historic values, the place is a reminder of Hamilton Hill's growth during the 1960s and 1970s. It also has historic value as part of extensive WA Post Office telecommunications expansion and building works during the 1960s in response to increased demand for postal services, although at a local level this does not specifically represent an important pattern of development locally, and it does not have any other known associations.

The building was used as a Post Office for approximately 30 years between 1969 and 2000, and therefore has social value for the services it offered the local community in the past, although its social value to the present community may be less. (NB. This can be better gauged through the consultation period).

The building is in good original condition, and is considered to be an attractive example of the Late Twentieth-Century International style. However, this is not considered to be an outstanding example of a particular identified style, nor is it considered to show a high level of creative achievement in its design, or technical achievement in its construction.

While it has some landmark value located on a corner site within the Simms Road neighbourhood centre, it is setback from the street and separated from the other commercial buildings which reduces its landmark significance.

Based on this it is considered that the place contributes to the heritage of the locality, although it is not considered to be essential or very important.

It is therefore recommended that the Place be given a 'Management Category C' level of significance, as follows:

Significant

- Contributes to the heritage of locality.
- Conservation of place is desirable.
- Any alterations or extensions should be sympathetic to the heritage values of the place, and original fabric should be retained wherever feasible.

RECOMMENDATION

It is recommended that the former Hamilton Hill Post Office be proposed for inclusion on the Local Government Inventory as a Management Category C Place.

It is not recommended that it be included on the Heritage List pursuant to the Scheme, as the City protects Management Category A and B Places, being those with exceptional and considerable significance that are essential/very important to the heritage of the locality where conservation of the place is highly desirable.

FORMER HAMILTON HILL POST OFFICE PHOTOGRAPHS



Figure 1. Current photos of former Hamilton Hill Post Office



State Library of Western Australia

Figure 2. Hamilton Hill Post Office 1969



State Library of Western Australia



LOCAL GOVERNMENT INVENTORY

FMR HAMILTON HILL POST OFFICE

C Significant


LGI # XX
PIN No.
LOT/PLAN DIAGRAM
LOCATION 5 Dodd Street, Hamilton Hill
OTHER NAME(S) ----
CONSTRUCTION DATE(S) 1969

STATEMENT OF SIGNIFICANCE

The former Hamilton Hill Post Office has some historic value as a reminder of Hamilton Hill's growth during the 1960s and 1970s.

The former Hamilton Hill Post Office has historic value as part of extensive WA Post Office telecommunications expansion and building works during the 1960s in response to increased demand for postal services.



LOCAL GOVERNMENT INVENTORY

The former Hamilton Hill Post Office has some landmark value located on a corner site within the Simms Road neighbourhood centre.

PHYSICAL DESCRIPTION

The former Hamilton Hill Post Office is a two-storey brown brick and concrete building constructed in 1969 by the WA Post Office.

A physical assessment of the former Post Office, and reference to Apperley, Irving and Reynolds' *Identifying Australian Architecture: Styles and Terms from 1788 to the Present*, (1989) determines that the building demonstrates more characteristics of the Late Twentieth-Century International style.

These include a cubiform shape; the structural frame expressed; large sheets of glass; plain, smooth wall surfaces; a precision and sharpness, whether free standing or to the façade; and contrasting textures (concrete and brick).¹ Some of these characteristics are also demonstrated in Brutalism, but the latter is much more focused on the use of concrete, and the expression of large, aggressive, blocky forms.

Although setback from the street and disjointed from the commercial buildings on Simms Road, the building does have some landmark value sited on the corner of Dodd Street and Straughair Street. Early photographs (see figures 2 and 3) demonstrate this more successfully, as there were no mature trees to soften the streetscape.

The exterior of the building remains in original condition.

The building is sited on the corner of Dodd Street and Straughair Street, and although setback from the street it does have some landmark value.

There is a large mature tree within the adjacent road reserve that appears likely to have been planted at the time the post office was built.

HISTORY

The former Hamilton Hill Post Office was built in 1969, and was used as a Post Office for approximately 30 years. It was built at a time when this part of Hamilton Hill was experiencing substantial population growth, and there was a need for additional services for the growing population.

In the 1960s commercial uses had begun to appear near the corner of Carrington Street and Winterfold Road, and on the eastern side of Simms Road.

The need for a post office for area was recognised by the WA Post Office, during a year which included an extensive and widespread building program which was part of \$30,640,000 spent in carrying out its 1968/69 works programme.²

During the 1960s there was extensive WA Post Office telecommunications expansion and building works throughout WA in response to increased demand for postal services. This included new post offices, extension of existing post offices and replacement of some of the older, original post offices.³

¹ Apperley, R, R. Irving and P. Reynolds. (1989) *Identifying Australian Architecture: Styles and Terms from 1788 to the Present*. Sydney, Angus and Robertson, pp. 232-235.

² Beverley Times, 'W.A. Post office budget is \$30.6million' Friday 27 September 1968, pp. 4



LOCAL GOVERNMENT INVENTORY

The construction of the post office cost \$69,000, and was completed during the 1968/69 works year.⁴ The building was a project of the Commonwealth Postmaster-General's Department and the federal Department of Finance, which managed non-Defence Commonwealth property in Australia at the time of construction in 1968/69.

By 1974 there was a row of shops adjacent to the Post Office, and additional commercial uses on the eastern side of Simms Road.

In approximately 2000 the western side of Simms Road was developed with commercial tenancies, and around this time the Post Office moved into one of these tenancies at the southern end where it remains today.

In 2005 the commercial units to the east of the former Post Office building on Dodd Street were redeveloped for residential uses, isolating the former Post Office building from the commercial uses of Simms Road, although it is still within the 'Local Centre' zone, and is considered to form part of the Simms Road neighbourhood centre.

Since 2000 the former Hamilton Hill Post Office building has been used for office space and various other uses, or remained vacant.

CONDITION

Good

ASSOCIATED PEOPLE

Nil known.

OTHER LISTINGS

HCWA No. -----

Register National Estate -----

National Trust WA -----

SUPPORTING INFORMATION

Beverley Times, 'W.A. Post office budget is \$30.6million' Friday 27 September 1968, p 4

Beverley Times, 'Post Office Achievements' Friday 15 January 1965, p4

Apperley, R, R. Irving and P. Reynolds. (1989) Identifying Australian Architecture: Styles and Terms from 1788 to the Present. Sydney, Angus and Robertson, pp. 232-235.

ASSESSOR(S) NAME

City of Cockburn and Element

ADDITIONAL NOTES

DATE OF LAST ASSESSMENT

19 February 2020

LISTING HISTORY

³ Beverley Times, 'Post Office Achievements' Friday 15 January 1965, pp. 4

⁴ Beverley Times, 'W.A. Post office budget is \$30.6million' Friday 27 September 1968, pp. 4



LOCAL GOVERNMENT INVENTORY



Figure 1. View of former post office from Straughair Street



State Library of Western Australia

Figures 2 and 3. Hamilton Hill Post Office 1969

State Library of Western Australia 1969 photographs, 341182PD & 341183PD.

<https://www.slwa.wa.gov.au/images/pd341/341183PD.jpg><https://www.slwa.wa.gov.au/images/pd341/341182PD.jpg>

State Library of Western Australia

14.4 PROPOSED LAND PURCHASE FROM DEVELOPMENTWA - COCKBURN COAST OVAL (PROPOSED LOT 505 COCKBURN ROAD, COOGEE ON DP416937)**Author(s)** B D'Sa**Attachments**

1. Draft Contract of Sale - Purchase of Lot 505
(CONFIDENTIAL)
2. Draft Deposited Plan 416937 [↓](#)
3. Draft Early Possession Agreement
(CONFIDENTIAL)

RECOMMENDATION

That Council

- (1) enter into a contract of sale with DevelopmentWA for the purchase of proposed Lot 505 Cockburn Road, North Coogee on Preliminary Deposited Plan 416937 (Cockburn Coast Oval) for an amount of \$9,446,588.00 (exclusive of GST) and;
- (2) if upon final survey of the land, the land area increases or decreases then the City agrees to the price adjustment in relation to the amended area at the rate being proportionate to the existing area.

Background

The Cockburn Coast area is located between South Beach and Port Coogee, extending east to the Cockburn Coast Drive Road Reserve (near Manning Park), and occupying 333ha of land. The City of Cockburn has been working closely with DevelopmentWA to transform the under-used former industrial area of Cockburn Coast into a residential and commercial community with up to 12,000 residents.

The Cockburn Coast redevelopment area includes an activity centre surrounded by residential development, with densities ranging from R40 to R160, a mixed business centre, community recreational spaces and a primary school. With a high proportion of apartments, it is therefore appropriate to provide additional public open space to allow residents to pursue a wide range of recreational opportunities that would otherwise have been available in the traditional backyard. In addition to the 10% Public Open Space (POS) calculation for this development, a 2.8ha district level POS site has been identified, located adjacent to the proposed primary school site.

The acquisition and provision of the oval has been included in the City of Cockburn's Development Contribution Plan 13 (DCP13), as it provides a district recreational function and is necessary to support the future Cockburn Coast population and wider community of Coogee and

North Coogee catchment. DCP13 estimates the total cost of the Cockburn Coast Oval delivery to be \$14,061,441, and this is proposed to be funded from both municipal sources and DCA contributions estimated to be \$11,448,122.

The City's Community, Sport and Recreation Facilities Plan 2018-2033 (CSRFP) indicates the following timeframes: 2019/2020 oval design, 2020/2021 oval construction, 2024/2025 clubroom design and 2025/2026 land acquisition and clubroom construction.

Submission

N/A

Report

The purpose of this report is to outline the terms of the Contract of Sale for the land acquisition of the Cockburn Coast Oval.

Location

As part of DevelopmentWA's conditional subdivision approval from the Western Australian Planning Commission (Application No. 157641) on 23 April 2019, DevelopmentWA will be subdividing the following three lots to form a new Lot 505 on Deposited Plan 416937 (a copy of the DP attached) approximately 2.6745ha in size:

- Lot 9002 Cockburn Road, North Coogee
- Lot 109 (76) Bennett Avenue, North Coogee
- Lot 108 (82) Bennett Avenue, North Coogee

The image below is an aerial sketch of Lot 505 which will be developed into the Cockburn Coast oval.



Proposed Contract and Costs

The contract of sale prepared by DevelopmentWA is included as Attachment 1 to this report.

Consistent with the provisions of the City's Town Planning Scheme 3 Schedule 13 - Static Feasibility Valuation Model the City obtained a valuation report for DCA13 Cockburn Coast (District Open Space). The valuation report (30 July 2019) at the time designated a land value for each of the three lots, those being Lot 9002, Lot 109, and Lot 108 of which are proposed to be subdivided to create the new Lot 505. A summary of the valuation report details as relating to the three (3) lots are provided in Table 1 below.

Due to ongoing site design refinements the size of Lot 505 may vary slightly between now and subdivision clearance (subject to the approval of the City of Cockburn). Noted is that the final purchase price may also vary slightly.

Table 1

Property Details	Land area taken (m2)	2019 Land Value (\$/m2) Excl. GST	Market value land taken Excl. GST
Lot 9002 Cockburn Road, North Coogee	22,170	\$369.00	\$8,180,730
Lot 109 (76) Bennett Ave, North Coogee	4,265	\$562.00	\$2,396,930
Lot 108 (82) Bennett Ave, North Coogee	310	\$632.00	\$195,920
Total - Lot 505	26,745	-	\$10,773,580

Site Contamination Considerations and Land Valuation Implications

In 2012 when the initial desktop study contamination assessment was undertaken, the recommendations at the time suggested the site was able to be planned to be delivered to a standard capable of supporting residential development (as the surrounding land will be). As a result this was then reflected in the valuations obtained. However, since this time, further site studies have identified part of the proposed oval land has a degree of contaminated materials and this has resulted in a further amendment to the valuation.

An estimation of land remediation costs is estimated to be \$1,326,992 (exclusive of GST).

This results in a final purchase price of \$9,446,588 (excluding GST) or \$10,391,246 (inclusive of GST).

With regard to the nature of the contamination and ongoing site remediation, DevelopmentWA will be implementing a suitable cover system of clean imported fill to manage in-situ the residual contaminated materials that may be present in the existing soil profile. This remediation approach aims to achieve a 'Remediated for Restricted Use' site classification that will permit the intended future use of the site as sports playing fields. The restricted use site classification will be accompanied with a Site Management Plan (SMP) that will outline simple and practical ongoing site management responsibilities for the City to maintain the cover system.

The City is aware that Lot 505 will be provided with a classification of 'Remediated for Restricted Use' under the *Contaminated Sites Act 2003*, and that the site is suitable for the intended purpose of a sports

oval and associated facilities. The City is aware that it will be required to manage the oval in accordance with an ongoing site management plan approved by Department Water and Environmental Regulation (DWER).

Agreement Details Between the City and DevelopmentWA

During the development of the Western Suburbs Sporting Precinct Study (WSSPS), it was identified that there is a shortage of sporting oval space in the North Coogee/Coogee area. In addition, there was a high level of support from the community to bring the oval delivery forward to assist offset some of the shortfall. Subsequently, as per the recommendations of WSSPS the City has worked with Development WA (formerly Landcorp) to obtain an early possession agreement to allow for the oval to be developed.

The following sets out the key points of agreement set out in the Contract of Sale:

- DevelopmentWA is prepared to accept a nil (\$0) deposit upfront at the time of settlement and a deferred payment of the purchase price to occur no later than 2025/2026 in line with the CSRFP's forecasted land acquisition timeframes. The outstanding purchase price will be increased by CPI annually from 1 July 2021 until payment.
- In the event that DevelopmentWA is liable to pay any monies to the City under DCP13 prior to 2025/2026, the amount due to the City by DevelopmentWA shall be credited against the outstanding purchase price.
- In order for DevelopmentWA to secure the City's payment of the purchase price subsequent to settlement, the City agrees that DevelopmentWA shall lodge an absolute caveat over the title of Lot 505. DevelopmentWA is responsible for all the costs of preparing, lodging and registering the caveat.
- Settlement is proposed to occur fourteen days from the date upon which a new separate Certificate of Title is created and issued from Landgate for Lot 505. DevelopmentWA's subdivision conditions include a provision to develop the public open space to a minimum standard and to the City's specifications. The City will be undertaking further embellishment to the oval in coming years.
- Should the City require access to the oval prior to settlement, the City and DevelopmentWA have prepared an Early Possession Agreement (refer Attachment 3) to be entered into, if required.

- DevelopmentWA and the City agree to pay their own respective legal and settlement agent costs, and will equally split any Landgate fees associated with the transfer of land and settlement.

It is recommended that Council enter into the contract of sale based on the terms as outlined.

Strategic Plans/Policy Implications

City Growth

Ensure growing high density living is balanced with the provision of open space and social spaces.

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

Community, Lifestyle and Security

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

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

Economic, Social and Environmental Responsibility

Create opportunities for community, business and industry to establish and thrive.

Budget/Financial Implications

Given the infrastructure item in a Development Contribution Plan 13 (DCP13) item, it has been forecast in the Long Term Financial Plan for a number of years. This is a co-funded item, meaning that a portion is covered by the DCP13 (81.415%) and the rest is municipal funded.

To obtain the early possession of the property, but adhere to the projected land acquisition timing, there is an expectation the remaining balance purchase price will be indexed using CPI from settlement. The Municipal and DCP proportions (including their indexing) will be managed separately for auditing purposes.

Legal Implications

McLeods will be acting on the City's behalf as the settlement agent and legal representative to facilitate the purchase of land from DevelopmentWA.

Community Consultation

Community consultation occurred during the public comment period for the Cockburn Coast District Structure Plan, Robb Jetty Local Structure Plan and Community, Sport and Recreation Facilities Plan 2018-2033 (CSRFP), each of which identified the location of the Cockburn Coast Oval.

Town Planning Scheme 3 Amendment 103 which gazetted the oval as a DCP13 item was also advertised to the community.

Risk Management Implications

Should Council not support the recommendation in the report, the risk of not entering this contract of sale is the City being unable to deliver the creation of the Cockburn Coast oval and clubrooms. The purchase of the land is essential to the delivery of this project.

Should the purchase not go ahead, the land will still be given up as the land is subdivided by DevelopmentWA in due course. It will still receive the appropriate credit under DCP13. However, this will mean the timing of the municipal obligation becomes an unknown. To manage this risk so that both parties are aware in a planned manner of when the land costs need to be paid is the preferred outcome. There is also the risk with the DCP13 credit causing a disruption to our works program of community infrastructure under DCP13. Totalling nearly \$260M worth of projects, the DCP13 works program needs to be carefully managed and risks avoided where possible. Contracting the purchase now provides that stability.

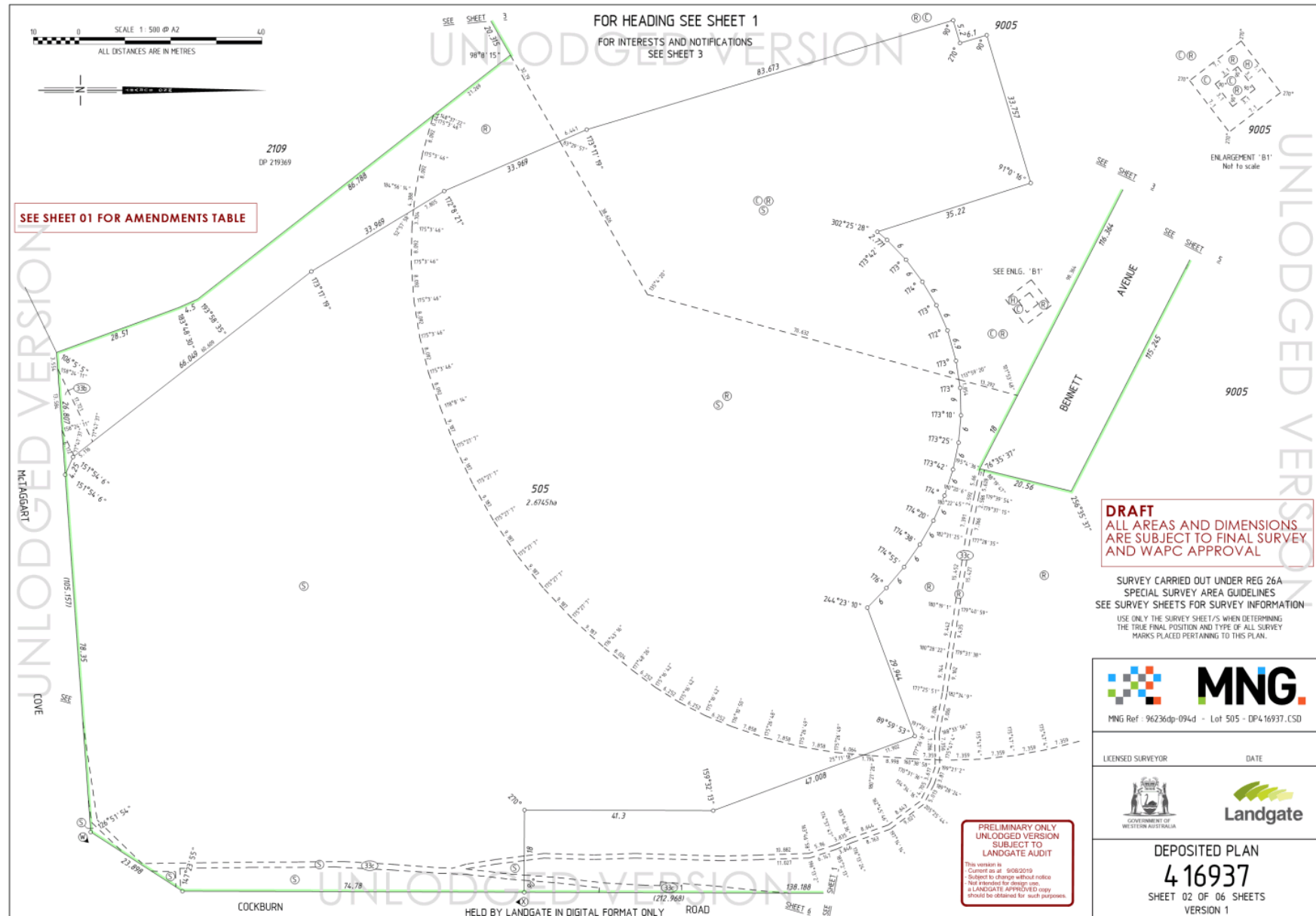
Advice to Proponent(s)/Submitters

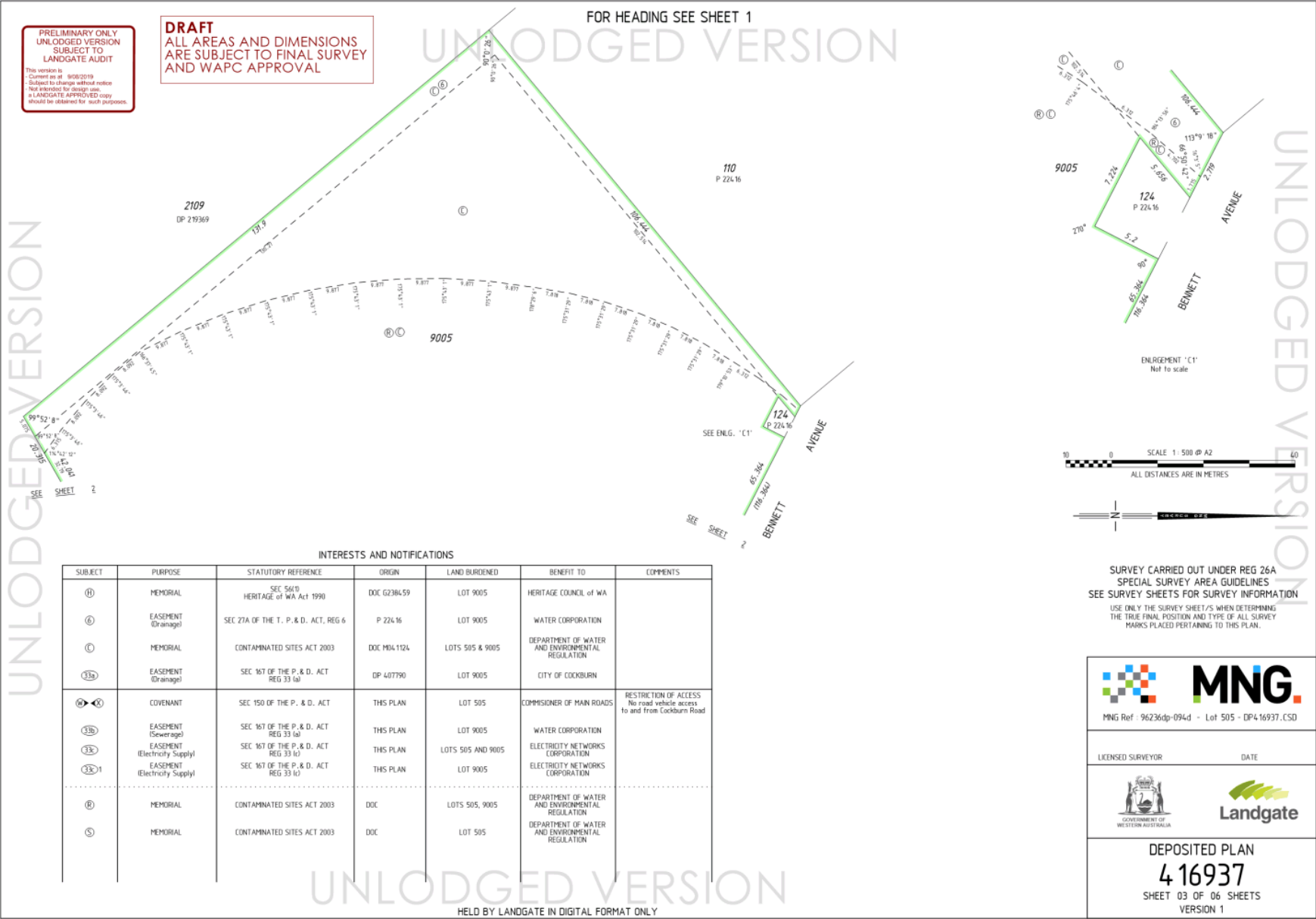
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 March 2020 Ordinary Council Meeting.

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

Nil

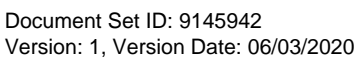
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UNLOGGED VERSION	
FOR HEADING SEE SHEET 1	
UNLOGGED VERSION	
<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p>THIS SURVEY SHEET WILL BE REPLACED BY THE SURVEY DATA</p> </div>	
UNLOGGED VERSION	
<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="text-align: center;">  MNG. <small>MNG Ref: 96236dp-094d</small> </div> <div style="text-align: center;">  <small>GOVERNMENT OF WESTERN AUSTRALIA</small> </div> <div style="text-align: center;">  Landgate </div> </div>	
<div style="text-align: center;"> DEPOSITED PLAN 4 16937 SURVEY SHEET </div>	
UNLOGGED VERSION <small>HELD BY LANDGATE IN DIGITAL FORMAT ONLY</small>	

PRELIMINARY ONLY
UNLOGGED VERSION
SUBJECT TO
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15. FINANCE & CORPORATE SERVICES DIVISION ISSUES

15.1 PAYMENTS MADE FROM MUNICIPAL AND TRUST FUND - JANUARY 2020

Author(s) S Ng

Attachments 1. Payments Listing January 2020 [↓](#)
2. Credit Cards Listing January 2020 [↓](#)

RECOMMENDATION

That Council receive the list of payments made from the Municipal and Trust funds for January 2020, as attached to the Agenda.

Background

Council has delegated its power to make payments from the Municipal or Trust fund to the CEO and other sub-delegates under LGAFCS4. Regulation 13(1) of the *Local Government (Financial Management) Regulations 1996* requires a list of accounts paid under this delegation to be prepared and presented to Council each month.

Submission

N/A

Report

A listing of payments made during January 2020 with a net total of \$13.36 million is attached to the agenda for review. This comprises:

- EFT payments list (trade suppliers and others) - \$10,410,880.88;
- Payroll payments summary - \$2,838,487.53;
- Corporate credit card expenditure - \$76,467.02; and
- Bank transaction fees - \$33,230.56

Also attached is a separate listing of credit card spending during the month of December (settled in January), grouped by each card holder. This includes transaction details for the acting CEO spend of \$76.25 and CEO spend of \$13.63. This is reported in line with an Office of the Auditor General better practice recommendation.

Strategic Plans/Policy Implications

Leading and Listening

Deliver sustainable governance through transparent and robust policy and processes

Ensure sound long term financial management and deliver value for money

Budget/Financial Implications

All payments made have been provided for within the City's annual budget as adopted and amended by Council.

Legal Implications

This item ensures compliance with S 6.10(d) of the *Local Government Act 1995* and Regulations 12 and 13 of the *Local Government (Financial Management) Regulations 1996*.

Community Consultation

N/A

Risk Management Implications

Council is receiving the list of payments already made by the City under delegation in meeting its contractual obligations. This is a statutory requirement and allows Council to review and question any payment that has been made.

Advice to Proponent(s)/Submissioners

N/A

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

Nil

JANUARY PAYMENT LISTING

MUNICIPAL & TRUST FUND

PAYMENT No.	PAYEE	PAYMENT DESCRIPTION	DATE	VALUE \$
EF126682	FAMILY DAY CARE	FDC PAYMENT WE 29/12/19	2/01/2020	42,099.22
EF126683	IN HOME CARE PAYMENTS	IHC PAYMENT W/E 29/12/19	2/01/2020	20,778.36
EF126684	AUST SERVICES UNION	PAYROLL DEDUCTIONS	7/01/2020	1,106.00
EF126685	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTIONS	7/01/2020	467,348.00
EF126686	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS	7/01/2020	2,608.54
EF126687	DEPARTMENT OF MINES, INDUSTRY REGULATION AND SAFETY	BUILDING SERVICES LEVY	7/01/2020	52,735.33
EF126688	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU	PAYROLL DEDUCTIONS	7/01/2020	82.00
EF126689	CHAMPAGNE SOCIAL CLUB	PAYROLL DEDUCTIONS	7/01/2020	471.60
EF126690	45S CLUB	PAYROLL DEDUCTIONS	7/01/2020	16.00
EF126691	JACKSON MCDONALD	LEGAL SERVICES	7/01/2020	132,977.90
EF126692	CAROL REEVE-FOWKES	ELECTED MEMBER REIMBURSEMENT	7/01/2020	642.40
EF126693	HEALTH INSURANCE FUND OF WA	PAYROLL DEDUCTIONS	7/01/2020	1,526.95
EF126694	TOYOTA FLEET MANAGEMENT	PAYROLL DEDUCTIONS - NOVATED LEASE	7/01/2020	608.14
EF126695	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	7/01/2020	1,633.90
EF126696	LARA KIRKWOOD	ELECTED MEMBER REIMBURSEMENT	7/01/2020	341.04
EF126697	TOM WIDENBAR	ELECTED MEMBER REIMBURSEMENT	7/01/2020	786.58
EF126698	SMARTSALARY	SALARY PACKAGING/LEASING ADMINISTRATION	7/01/2020	12,665.31
EF126699	EMILY DAWSON	JUNIOR SPORT TRAVEL ASSISTANCE	7/01/2020	400.00
EF126700	TRENT WOOD	JUNIOR SPORT TRAVEL ASSISTANCE	7/01/2020	400.00
EF126701	COCKBURN LITTLE ATHLETICS CENTRE NICOLE	SPORTS EQUIPMENT GRANT #122	7/01/2020	1,000.00
EF126702	CLIFF MCKINLEY	STAFF REIMBURSEMENT - CLIFF MCKINLEY	7/01/2020	307.30
EF126703	AARON L THOMAS	CPA MEMBERSHIP 2020 FEE REIMBURSEMENT	7/01/2020	360.00
EF126704	SINTA NG	CPA MEMBERSHIP 2020 FEE REIMBURSEMENT	7/01/2020	360.00
EF126705	DANNY SANTOSO	REIMBURSEMENT OF 50% CPA MEMBERSHIP 2020	7/01/2020	360.00
EF126706	IINET LIMITED	INTERNET SERVICES	14/01/2020	1,150.82
EF126707	AUSTRALIA DAY COUNCIL OF WA	GOLD MEMBERSHIP	14/01/2020	17.50
EF126708	AUSTRALIA POST	POSTAGE CHARGES	14/01/2020	23,132.27
EF126709	AUST SERVICES UNION	PAYROLL DEDUCTIONS	14/01/2020	1,125.20
EF126710	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTIONS	14/01/2020	462,222.00
EF126711	BENARA NURSERIES	PLANTS	14/01/2020	1,444.01
EF126712	BRIDGESTONE AUSTRALIA LTD	TYRE SERVICES	14/01/2020	5,571.72
EF126713	BUILDING & CONST INDUSTRY TRAINING FUND	LEVY PAYMENT	14/01/2020	22,864.95
EF126714	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE SUPPLIES	14/01/2020	102.05
EF126715	CABCHARGE AUSTRALIA PTY LTD	CABCHARGES	14/01/2020	693.69
EF126716	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS	14/01/2020	1,831.81
EF126717	LANDGATE	MAPPING/LAND TITLE SEARCHES	14/01/2020	419.20
EF126718	DISABILITY SERVICES COMMISSION	DISABILITY SERVICES	14/01/2020	482.00
EF126719	FORPARK AUSTRALIA	PLAYGROUND EQUIPMENT	14/01/2020	38,500.00
EF126720	GHD PTY LTD	CONSULTANCY SERVICES	14/01/2020	21,246.50
EF126721	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU	PAYROLL DEDUCTIONS	14/01/2020	102.50
EF126722	NORTHLAKE ELECTRICAL	ELECTRICAL SERVICES	14/01/2020	2,695.50
EF126723	QUICK CORPORATE AUSTRALIA PTY LTD	STATIONERY/CONSUMABLES	14/01/2020	12.32
EF126724	SHENTON ENTERPRISES PTY LTD	POOL EQUIPMENT/SERVICES	14/01/2020	9,471.20

EF126725	BIBRA LAKE SOILS	SOIL & LIMESTONE SUPPLIES	14/01/2020	220.00
EF126726	TURFMASTER FACILITY MANAGEMENT	TURF & MOWING SERVICES	14/01/2020	101,511.30
EF126727	VILLA DALMACIA ASSOCIATION INC.	SPCIAL CLUB ACTIVITIES	14/01/2020	1,100.00
EF126728	WESTERN IRRIGATION PTY LTD	IRRIGATION SERVICES/SUPPLIES	14/01/2020	121.00
EF126729	SYNERGY	ELECTRICITY USAGE/SUPPLIES	14/01/2020	377,221.92
EF126730	WESTERN POWER	STREET LIGHTING INSTALLATION & SERVICE	14/01/2020	7,095.00
EF126731	WORLDWIDE ONLINE PRINTING - O'CONNOR	PRINTING SERVICES	14/01/2020	479.10
EF126732	CHAMPAGNE SOCIAL CLUB	PAYROLL DEDUCTIONS	14/01/2020	464.00
EF126733	45S CLUB	PAYROLL DEDUCTIONS	14/01/2020	16.00
EF126734	TELSTRA CORPORATION	COMMUNICATIONS SERVICES	14/01/2020	18,291.77
EF126735	HAYS PERSONNEL SERVICES PTY LTD	EMPLOYMENT SERVICES	14/01/2020	3,751.98
EF126736	BAILEYS FERTILISERS	FERTILISER SUPPLIES	14/01/2020	12,576.47
EF126737	MAYDAY EARTHMOVING	ROAD CONSTRUCTION MACHINE HIRE	14/01/2020	15,345.00
EF126738	NU-TRAC RURAL CONTRACTING	BEACH CLEANING/FIREBREAK CONSTRUCTION	14/01/2020	9,835.38
EF126739	NATSYNCH ENVIRONMENTAL	PEST CONTROL	14/01/2020	847.00
EF126740	ROTARY CLUB OF COCKBURN INC	DONATION	14/01/2020	5,000.00
EF126741	HEALTH INSURANCE FUND OF WA	PAYROLL DEDUCTIONS	14/01/2020	1,526.95
EF126742	LD TOTAL SANPOINT PTY LTD	LANDSCAPING WORKS/SERVICES	14/01/2020	24,257.27
EF126743	MANHEIM PTY LTD	IMPOUNDED VEHICLES	14/01/2020	231.00
EF126744	BEAVER TREE SERVICES PTY LTD	TREE PRUNING SERVICES	14/01/2020	4,606.07
EF126745	UNIQUE INTERNATIONAL RECOVERIES LLC	DEBT COLLECTORS	14/01/2020	384.00
EF126746	KOTT GUNNING	LEGAL SERVICES	14/01/2020	4,357.30
EF126747	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY LTD	PURCHASE OF LIBRARY TAGS	14/01/2020	634.05
EF126748	LINKS MODULAR SOLUTIONS PTY LTD	SOFTWARE - ANNUAL SUPPORT & UPGRADES	14/01/2020	6,875.00
EF126749	FIIG	INVESTMENT MANAGEMENT SERVICES	14/01/2020	2,750.00
EF126750	DISCUS ON DEMAND	PRINTING SERVICES	14/01/2020	285.49
EF126751	MIRACLE RECREATION EQUIPMENT	PLAYGROUND INSTALLATION / REPAIRS	14/01/2020	7,584.50
EF126752	LEAF BEAN MACHINE	COFFEE BEAN SUPPLY	14/01/2020	400.00
EF126753	TOYOTA FLEET MANAGEMENT	PAYROLL DEDUCTIONS - NOVATED LEASE	14/01/2020	608.14
EF126754	AUTOSWEEP WA	SWEEPING SERVICES	14/01/2020	4,092.00
EF126755	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE	TURF & LANDSCAPE MAINTENANCE	14/01/2020	2,475.00
EF126756	WILSON SECURITY	SECURITY SERVICES	14/01/2020	763.21
EF126757	SCP CONSERVATION	FENCING SERVICES	14/01/2020	132.00
EF126758	WEB KEY IT PTY LTD	WEBSITE CONSULTANCY	14/01/2020	1,078.00
EF126759	SOUTH METROPOLITAN TAFE	EDUCATION	14/01/2020	775.00
EF126760	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	14/01/2020	2,435.35
EF126761	GLASS100	GLAZING SERVICES	14/01/2020	985.00
EF126762	INTEGRAPAY PTY LTD	PAYMENT PROCESSING	14/01/2020	12,905.93
EF126763	JATU CLOTHING & PPE PTY LTD	CLOTHING PPE	14/01/2020	2,773.91
EF126764	HODGE COLLARD PRESTON ARCHITECTS	ARCHITECTS	14/01/2020	17,009.38
EF126765	TRAVIS HAYTO PHOTOGRAPHY	PHOTOGRAPHY SERVICES	14/01/2020	343.75
EF126766	QTM PTY LTD	TRAFFIC MANAGEMENT	14/01/2020	650.65
EF126767	OBJECTIVE CORPORATION LTD	SOFTWARE PRODUCTS/LICENCES	14/01/2020	4,945.93
EF126768	ALTUS GROUP CONSULTING PTY LTD	SURVEYING SERVICES	14/01/2020	2,970.00
EF126769	ASTERISK INFORMATION SECURITY	IT CONSULTANCY	14/01/2020	25,740.00
EF126770	AXIIS CONTRACTING PTY LTD	CONCRETE WORKS	14/01/2020	4,497.02
EF126771	LIGHT HOUSE LAUNDRY	LAUNDERING	14/01/2020	57.64
EF126772	TOTAL LANDSCAPE REDEVELOPMENT SERVICE PTY LTD	TREE WATERING	14/01/2020	9,702.00

EF126773	PRITCHARD FRANCIS CONSULTING PTY LTD	ENGINEERING SERVICES	14/01/2020	8,360.00
EF126774	RESOLVE GROUP PTY LTD	CONSULTANCY - BCA CERTIFICATION	14/01/2020	687.50
EF126775	IES CULTURAL HERITAGE	CULTURAL TRAINING	14/01/2020	15,950.00
EF126776	PAUL STEINMANN	BOND REFUND	14/01/2020	500.00
EF126777	SW AND JG THOMAS	RATES REFUNDS	14/01/2020	75.00
EF126778	REBECCA LOUISE CARRELLO	RATES REFUNDS	14/01/2020	15.00
EF126779	KELLY ELWICK	RATES REFUNDS	14/01/2020	250.00
EF126780	CHRISTOPHER PARLANE	RATES REFUNDS	14/01/2020	435.00
EF126781	PHOENIX PATIOS, COTTAGES AND GRANNY FLAT	RATES REFUNDS	14/01/2020	56.65
EF126782	ROSARIO AND SOCCORSINA LAZZARO	RATES REFUNDS	14/01/2020	56.65
EF126783	HOMEBUYERS CENTRE PTY LTD	RATES REFUNDS	14/01/2020	234.10
EF126784	FRASERS PROPERTY AUSTRALIA	RATES REFUNDS	14/01/2020	1,739.74
EF126785	FRASERS PROPERTY AUSTRALIA	RATES REFUNDS	14/01/2020	1,671.86
EF126786	MELISSA LOGOZZO	RATES REFUNDS	14/01/2020	30.00
EF126787	VIRGINIA THORNTON	RATES REFUNDS	14/01/2020	15.00
EF126788	JELENA ZELIC	RATES REFUNDS	14/01/2020	100.00
EF126789	STEVEN TEIK KOOI OH	RATES REFUNDS	14/01/2020	75.00
EF126790	STEVEN TEIK KOOI OH	RATES REFUNDS	14/01/2020	75.00
EF126791	GAFFHEAP PTY LTD	RATES REFUNDS	14/01/2020	56.65
EF126792	HOUSING AUTHORITY	RATES REFUNDS	14/01/2020	1,568.35
EF126793	HOUSING AUTHORITY	RATES REFUNDS	14/01/2020	1,572.20
EF126794	HOUSING AUTHORITY	RATES REFUNDS	14/01/2020	1,890.43
EF126795	GAFFHEAP PTY LTD	RATES REFUNDS	14/01/2020	56.65
EF126796	SCOTT BRADLEY CARTER	RATES REFUNDS	14/01/2020	2,000.00
EF126797	MONIQUE MAREE PEPPER	RATES REFUNDS	14/01/2020	30.00
EF126798	DAVID BANNATYNE	COMPOST BIN REBATE - D BANNATYNE	14/01/2020	50.00
EF126799	SINTA NG	CPA MEMBERSHIP FOR 2020 REIMBURSEMENT	14/01/2020	360.00
EF126800	MAYORAL BUSHFIRE FUND	DONATION - NSW BUSHFIRE	14/01/2020	5,000.00
EF126801	NSW RURAL FIRE SERVICE	DONATION - NSW BUSHFIRE	14/01/2020	5,000.00
EF126802	ALEXANDRA MORTON	STAFF REIMBURSEMENT - SANDRA MORTON	14/01/2020	240.65
EF126803	VALLEY MOUNTAIN ENTERPRISES PTY LTD	INVOICE REF: CITYCOCKBURN1019	14/01/2020	451.00
EF126804	LETHBRIDGE, HANNAH	REIMBURSEMENT OF FEE H LETHBRIDGE	14/01/2020	1,169.00
EF126805	CLIFF MCKINLEY	STAFF REIMBURSEMENT -STUDY FEES -C MCK	14/01/2020	6,760.00
EF126806	ALCOA OF AUSTRALIA LIMITED	ACCF PARTNERSHIP	14/01/2020	5,747.41
EF126807	SUPERCHOICE SERVICES PTY LIMITED	PAYROLL DEDUCTIONS	17/01/2020	587,643.22
EF126808	FAMILY DAY CARE	FDC PAYMENT W/E 12/01/20	16/01/2020	40,893.04
EF126809	IN HOME CARE PAYMENTS	IHC PAYMENT W/E 12/01/20	16/01/2020	18,078.73
EF126810	SOUTHERN METRO REGIONAL COUNCIL - LOANS	LOAN REPAYMENT	21/01/2020	20,345.82
EF126811	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	21/01/2020	2,423.05
EF126812	SMARTSALARY	SALARY PACKAGING/LEASING ADMINISTRATION	21/01/2020	12,800.55
EF126813	QIGA FISTONIC	UNSPENT HOME CARE FUNDS - O FISTONIC	21/01/2020	1,793.02
EF126814	ELLIOT TEMPEST	ISACA CYBER SECURITY MEMBERSHIP	21/01/2020	264.56
EF126815	FLORA JIA	CPA MEMBERSHIP 2020 REIMBURSEMENT	21/01/2020	360.00
EF126816	AUST SERVICES UNION	PAYROLL DEDUCTIONS	28/01/2020	1,115.60
EF126817	AUSTRALIAN TAXATION OFFICE	PAYROLL DEDUCTIONS	28/01/2020	463,446.00
EF126818	CHILD SUPPORT AGENCY	PAYROLL DEDUCTIONS	28/01/2020	1,521.12
EF126819	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYEES UNION LGRCEU	PAYROLL DEDUCTIONS	28/01/2020	102.50
EF126820	CHAMPAGNE SOCIAL CLUB	PAYROLL DEDUCTIONS	28/01/2020	448.00

EF126821	45S CLUB	PAYROLL DEDUCTIONS	28/01/2020	16.00
EF126822	HEALTH INSURANCE FUND OF WA	PAYROLL DEDUCTIONS	28/01/2020	1,524.05
EF126823	TOYOTA FLEET MANAGEMENT	PAYROLL DEDUCTIONS - NOVATED LEASE	28/01/2020	608.14
EF126824	CTI RISK MANAGEMENT	SECURITY - CASH COLLECTION	28/01/2020	3,599.50
EF126825	DEPARTMENT OF WATER AND ENVIRONMENTAL REGULATION	QUARTERLY LAND FILL LEVY	28/01/2020	1,284,897.32
EF126826	SMARTSALARY	SALARY PACKAGING/LEASING ADMINISTRATION	28/01/2020	13,397.18
EF126827	MJ & AR BAMFORD CONSULTING ECOLOGISTS	CONSULTANCY SERVICES - ECOLOGY	31/01/2020	15,488.00
EF126828	AAC ID SOLUTIONS	SECURITY & PROMOTIONAL PRODUCTS	31/01/2020	2,023.96
EF126829	ADVANCED SPATIAL TECHNOLOGIES PTY LTD	SOFTWARE MAINTENANCE & SUPPORT	31/01/2020	3,718.00
EF126830	ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD	CONTROLLERS AND SIGNS	31/01/2020	4,635.40
EF126831	ADVENTURE WORLD	ENTERTAINMENT SERVICES	31/01/2020	1,584.00
EF126832	ALSCO PTY LTD	HYGIENE SERVICES/SUPPLIES	31/01/2020	234.45
EF126833	ONEMUSIC AUSTRALIA	LICENCE - PERFORMING RIGHTS	31/01/2020	6,725.58
EF126834	ASLAB PTY LTD	ASPHALTING SERVICES/SUPPLIES	31/01/2020	5,192.88
EF126835	DORMA AUSTRALIA PTY LTD	AUTOMATIC DOOR SERVICES	31/01/2020	28,119.07
EF126836	BOC GASES	GAS SUPPLIES	31/01/2020	467.58
EF126837	BP AUSTRALIA PTY LTD	DIESEL/PETROL SUPPLIES	31/01/2020	29,762.26
EF126838	BRIDGESTONE AUSTRALIA LTD	TYRE SERVICES	31/01/2020	30,844.54
EF126839	BUDGET RENT A CAR - PERTH	MOTOR VEHICLE HIRE	31/01/2020	4,640.90
EF126840	BUNNINGS BUILDING SUPPLIES PTY LTD	HARDWARE SUPPLIES	31/01/2020	2,698.27
EF126841	CASTROL AUSTRALIA PTY LTD	GREASE/LUBRICANTS	31/01/2020	3,278.00
EF126842	CENTRELINE MARKINGS	LINEMARKING SERVICES	31/01/2020	4,675.00
EF126843	CHADSON ENGINEERING PTY LTD	MEDICAL SUPPLIES	31/01/2020	120.45
EF126844	CBCA WA BRANCH (INC)	CHILDRENS BOOKS	31/01/2020	75.00
EF126845	CJD EQUIPMENT PTY LTD	HARDWARE SUPPLIES & WHEEL LOADER	31/01/2020	299,442.18
EF126846	CLEANAWAY PTY LTD	WASTE DISPOSAL SERVICES	31/01/2020	676.94
EF126847	COCKBURN ICE ARENA	ENTERTAINMENT SERVICES	31/01/2020	473.00
EF126848	COCKBURN PAINTING SERVICE	PAINTING SUPPLIES/SERVICES	31/01/2020	8,002.50
EF126849	COCKBURN WETLANDS EDUCATION CENTRE	COMMUNITY GRANT	31/01/2020	42.00
EF126850	VEOLIA ENVIRONMENTAL SERVICES	WASTE SERVICES	31/01/2020	12,624.65
EF126851	PROGILITY PTY LTD	COMMUNICATION SERVICES	31/01/2020	137.50
EF126852	DAVID GRAY & CO PTY LTD	MOBILE GARBAGE BINS	31/01/2020	3,001.52
EF126853	LANDGATE	MAPPING/LAND TITLE SEARCHES	31/01/2020	3,705.05
EF126854	DEPARTMENT OF MINES, INDUSTRY REGULATION AND SAFETY	BUILDING SERVICES LEVY	31/01/2020	41,836.50
EF126855	DEPARTMENT OF SPORT AND RECREATION	ACCOMMODATION DEPOSIT	31/01/2020	16,625.40
EF126856	E & MJ ROSHER PTY LTD	MOWER EQUIPMENT	31/01/2020	21,462.68
EF126857	EASIFLEET	VEHICLE LEASE	31/01/2020	2,962.78
EF126858	WORKPOWER INCORPORATED	EMPLOYMENT SERVICES - PLANTING	31/01/2020	51,348.12
EF126859	FC COURIERS	COURIER SERVICES	31/01/2020	2,029.83
EF126860	FINES ENFORCEMENT REGISTRY	FINES ENFORCEMENT FEES	31/01/2020	4,270.00
EF126861	FLEXI STAFF PTY LTD	EMPLOYMENT SERVICES	31/01/2020	60,749.09
EF126862	GHD PTY LTD	CONSULTANCY SERVICES	31/01/2020	9,688.91
EF126863	HOLTON CONNOR ARCHITECTS & PLANNERS	ARCHITECTURAL SERVICES	31/01/2020	30,849.50
EF126864	IWF FENCING	FENCING REPAIRS/MAINTENANCE	31/01/2020	3,007.02
EF126865	JANDAKOT ACCIDENT REPAIR CENTRE	PANEL BEATING SERVICES	31/01/2020	5,554.76
EF126866	JASMAN ENTERPRISES PTY LTD	HIGH PRESSURE CLEANING	31/01/2020	96.80
EF126867	JASON SIGNMAKERS	SIGNS	31/01/2020	528.02
EF126868	LES MILLS AEROBICS	INSTRUCTION/TRAINING SERVICES	31/01/2020	1,703.27

EF126869	LJ CATERERS	CATERING SERVICES	31/01/2020	1,206.04
EF126870	M2 TECHNOLOGY GROUP	MESSAGING SERVICES	31/01/2020	396.00
EF126871	BUCHER MUNICIPAL PTY LTD	PURCHASE OF NEW PLANT / REPAIR SERVICES	31/01/2020	9,125.75
EF126872	MAIN ROADS WA	REPAIRS/MAINTENANCE/FUNDING CONTRIBUTION	31/01/2020	12,399.81
EF126873	MAJOR MOTORS PTY LTD	REPAIRS/MAINTENANCE SERVICES	31/01/2020	708.29
EF126874	MAXWELL ROBINSON & PHELPS	PEST & WEED MANAGEMENT	31/01/2020	2,474.82
EF126875	MCGEES PROPERTY	PROPERTY CONSULTANCY SERVICES	31/01/2020	4,950.00
EF126876	MCLEODS	LEGAL SERVICES	31/01/2020	57,100.57
EF126877	BEACON EQUIPMENT	MOWING EQUIPMENT	31/01/2020	8,923.30
EF126878	NATIVE ARC	GRANTS & DONATIONS	31/01/2020	150.00
EF126879	NEVERFAIL SPRINGWATER LTD	BOTTLED WATER SUPPLIES	31/01/2020	866.34
EF126880	NORTHLAKE ELECTRICAL	ELECTRICAL SERVICES & PROGRESS CLAIM 1 PORT COGEE CCTV UPGRADE	31/01/2020	106,840.38
EF126881	P & G BODY BUILDERS PTY LTD	PLANT BODY BUILDING SERVICES	31/01/2020	1,039.50
EF126882	PERTH AIRPORT MUNICIPALITIES GROUP	MEMBERSHIP RENEWAL	31/01/2020	500.00
EF126883	PREMIUM BRAKE & CLUTCH SERVICE	BRAKE SERVICES	31/01/2020	3,976.17
EF126884	QUICK CORPORATE AUSTRALIA PTY LTD	STATIONERY/CONSUMABLES	31/01/2020	6,301.57
EF126885	RESEARCH SOLUTIONS PTY LTD	RESEARCH SERVICES	31/01/2020	20,961.60
EF126886	THE ROYAL LIFE SAVNG SOCIETY WA INC PTY LTD	TRAINING SERVICES	31/01/2020	2,200.00
EF126887	SANAX MEDICAL & FIRST AID SUPPLIES	MEDICAL SUPPLIES	31/01/2020	235.22
EF126888	SATELLITE SECURITY SERVICES PTY LTD	SECURITY SERVICES	31/01/2020	7,460.69
EF126889	BOSS INDUSTRIAL FORMALLY SBA SUPPLIES	HARDWARE SUPPLIES	31/01/2020	1,023.21
EF126890	SHENTON ENTERPRISES PTY LTD	POOL EQUIPMENT/SERVICES	31/01/2020	4,687.83
EF126891	SHERIDANS FOR BADGES	NAME BADGES & ENGRAVING	31/01/2020	1,934.85
EF126892	SOUTHERN METROPOLITAN REGIONAL COUNCIL	WASTE DISPOSAL GATE FEES	31/01/2020	2,100.00
EF126893	SPEARWOOD DALMATINAC CLUB INC	COMMUNITY GRANT	31/01/2020	2,428.00
EF126894	SPEARWOOD FLORIST ULTIMATE CO PTY LTD	FLORAL ARRANGEMENTS	31/01/2020	135.00
EF126895	ST JOHN AMBULANCE AUST WA OPERATIONS	FIRST AID COURSES	31/01/2020	1,406.00
EF126896	STATE LAW PUBLISHER	ADVERTISING SERVICES	31/01/2020	181.20
EF126897	STATEWIDE BEARINGS	BEARING SUPPLIES	31/01/2020	53.97
EF126898	SUPERBOWL MELVILLE	ENTERTAINMENT SERVICES	31/01/2020	445.20
EF126899	TECHNOLOGY ONE LTD	IT CONSULTANCY SERVICES	31/01/2020	275.00
EF126900	TOTAL EDEN PTY LTD	RETICULATION SUPPLIES	31/01/2020	47,158.01
EF126901	TRAILER PARTS PTY LTD	TRAILER PARTS	31/01/2020	388.05
EF126902	TURFMASTER FACILITY MANAGEMENT	TURF & MOWING SERVICES	31/01/2020	22,473.00
EF126903	VERNON DESIGN GROUP	ARCHITECTURAL SERVICES	31/01/2020	268.12
EF126904	VIBRA INDUSTRIAL FILTRATION AUSTRALASIA	FILTER SUPPLIES	31/01/2020	1,120.02
EF126905	VILLA DALMACIA ASSOCIATION INC.	SPECIAL CLUB ACTIVITIES	31/01/2020	900.00
EF126906	WA BLUEMETAL	ROADBASE SUPPLIES	31/01/2020	5,002.58
EF126907	WA HINO SALES & SERVICE	PURCHASE OF NEW TRUCKS / MAINTENANCE	31/01/2020	535.93
EF126908	WA SPIT ROAST COMPANY	CATERING SERVICES	31/01/2020	6,698.50
EF126909	DEPARTMENT OF TRANSPORT	VEHICLE SEARCH FEES	31/01/2020	354.20
EF126910	WALGA	ADVERTISING/TRAINING SERVICES	31/01/2020	890.20
EF126911	WESTERN IRRIGATION PTY LTD	IRRIGATION SERVICES/SUPPLIES	31/01/2020	75,482.50
EF126912	WESTERN POWER	STREET LIGHTING INSTALLATION & SERVICE	31/01/2020	123,912.00
EF126913	WESTRAC PTY LTD	REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	31/01/2020	1,907.24
EF126914	WATTLEUP TRACTORS	HARDWARE SUPPLIES	31/01/2020	19,701.00
EF126915	IVO GRUBELICH	BUS HIRE	31/01/2020	5,280.00
EF126916	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS	EXCAVATING/EARTHMOVING EQUIPMENT	31/01/2020	4,293.17

EF126917	ABLE WESTCHEM	CHEMICAL/CLEANING SUPPLIES	31/01/2020	155.53
EF126918	HAYS PERSONNEL SERVICES PTY LTD	EMPLOYMENT SERVICES	31/01/2020	11,609.08
EF126919	SAGE CONSULTING ENGINEERS P/L	CONSULTANCY SERVICES - LIGHTING	31/01/2020	13,487.02
EF126920	TECHNOLOGY FOR AGEING AND DISABILITY WA	MEDICAL SUPPLIES	31/01/2020	765.50
EF126921	ISENTIA PTY LTD	MEDIA MONITORING SERVICES	31/01/2020	1,496.00
EF126922	PLAYRIGHT AUSTRALIA PTY LTD	INSPECTION SERVICES - PLAYGROUNDS	31/01/2020	25,300.00
EF126923	CLEANDUSTRIAL SERVICES PTY LTD	CLEANING SERVICES	31/01/2020	83,016.20
EF126924	MICHAEL PAGE INTERNATIONAL (AUSTRALIA) PTY LTD	EMPLOYMENT SERVICES	31/01/2020	22,399.07
EF126925	WESTERN AUSTRALIAN ELECTORAL COMMISSION	ELECTION EXPENSES	31/01/2020	256,430.47
EF126926	SOUTH WEST GROUP	CONTRIBUTIONS	31/01/2020	61,124.80
EF126927	GREEN SKILLS INC	EMPLOYMENT SERVICES	31/01/2020	19,401.79
EF126928	PORTER CONSULTING ENGINEERS	ENGINEERING CONSULTANCY SERVICES	31/01/2020	13,200.00
EF126929	KRS CONTRACTING	WASTE COLLECTION SERVICES	31/01/2020	12,441.00
EF126930	PERTH CADCENTRE	DESSIGN/DRAFTING SERVICES	31/01/2020	1,100.00
EF126931	BAILEYS FERTILISERS	FERTILISER SUPPLIES	31/01/2020	3,087.45
EF126932	DONALD VEAL CONSULTANTS PTY LTD	CONSULTANCY SERVICES	31/01/2020	9,407.75
EF126933	AUSTREND INTERNATIONAL PTY LTD	ALUMINIUM SUPPLIES	31/01/2020	375.37
EF126934	DADAA LTD	COMMUNITY GRANT	31/01/2020	1,999.80
EF126935	STRATAGREEN	HARDWARE SUPPLIES	31/01/2020	6,585.93
EF126936	APACE AID INC	PLANTS & LANDSCAPING SERVICES	31/01/2020	1,059.30
EF126937	NATURAL AREA HOLDINGS PTY LTD	WEED SPRAYING	31/01/2020	11,512.55
EF126938	CATALYSE PTY LTD	CONSULTANCY SERVICES	31/01/2020	14,080.00
EF126939	WESTERN AUSTRALIA POLICE SERVICE	POLICE CLEARANCES	31/01/2020	606.80
EF126940	AD ENGINEERING INTERNATIONAL PTY LTD	SIGNS - ELECTRONIC	31/01/2020	132.00
EF126941	ECOSCAPE	ENVIRONMENTAL CONSULTANCY	31/01/2020	704.00
EF126942	CMS ENGINEERING PTY LTD	AIRCONDITIONING SERVICES	31/01/2020	86,770.92
EF126943	WREN OIL	WASTE DISPOSAL SERVICES	31/01/2020	33.00
EF126944	ATCO GAS AUSTRALIA	GAS SUPPLIES/SERVICES	31/01/2020	67,320.00
EF126945	MAYDAY EARTHMOVING	ROAD CONSTRUCTION MACHINE HIRE	31/01/2020	11,651.75
EF126946	COMPLETE PORTABLES PTY LTD	SUPPLY & HIRE OF MODULAR BUILDINGS	31/01/2020	209.78
EF126947	ACTION GLASS & ALUMINIUM	GLAZING SERVICES	31/01/2020	18,622.62
EF126948	TREBLEX INDUSTRIAL PTY LTD	CHEMICALS - AUTOMOTIVE	31/01/2020	1,111.00
EF126949	WA PREMIX	CONCRETE SUPPLIES	31/01/2020	9,146.72
EF126950	VALUE TISSUE	PAPER PRODUCTS	31/01/2020	355.30
EF126951	AUSSIE COOL SHADES SAILS AWNINGS & HOME SECURITY	SHADE SAILS & AWNINGS	31/01/2020	5,591.40
EF126952	KENNARDS HIRE - MYAREE	EQUIPMENT HIRE	31/01/2020	1,464.00
EF126953	PIRTEK (FREMANTLE) PTY LTD	HOSES & FITTINGS	31/01/2020	4,834.34
EF126954	ALTUS TRAFFIC PTY LTD	TRAFFIC CONTROL SERVICES	31/01/2020	6,146.37
EF126955	LIGHTFORCE ASSET PTY LTD (ERECTIONS)	GUARD RAILS	31/01/2020	1,069.20
EF126956	NU-TRAC RURAL CONTRACTING	BEACH CLEANING/FIREBREAK CONSTRUCTION	31/01/2020	10,165.38
EF126957	NILSEN (WA) PTY LTD	ELECTRICAL SERVICES	31/01/2020	19,229.01
EF126958	SHARYN EGAN	ARTISTIC SERVICES	31/01/2020	2,322.50
EF126959	DELL AUSTRALIA PTY LTD	COMPUTER HARDWARE	31/01/2020	4,073.30
EF126960	NATSYN ENVIRONMENTAL	PEST CONTROL	31/01/2020	2,919.00
EF126961	AUSTRACLEAR LIMITED	INVESTMENT SERVICES	31/01/2020	71.57
EF126962	IW PROJECTS PTY LTD	CONSULTANCY SERVICES - CIVIL ENGINEERING	31/01/2020	1,692.46
EF126963	FRIENDS OF THE COMMUNITY INC.	DONATION	31/01/2020	1,575.00
EF126964	P & R EDWARDS	ENTERTAINMENT SERVICES	31/01/2020	455.00

EF126965	LOCAL COMMUNITY INSURANCE SERVICES	COMMUNITY INSURANCE POLICIES	31/01/2020	52.25
EF126966	SEALANES (1985) P/L	CATERING SUPPLIES	31/01/2020	1,960.92
EF126967	AFFAIR WITH FLAIR	HIRE OF PARTY DECORATIONS	31/01/2020	2,442.00
EF126968	ENVISIONWARE PTY LTD	SOFTWARE	31/01/2020	77.00
EF126969	WOOLWORTHS LTD	GROCERIES	31/01/2020	4,473.26
EF126970	TURF CARE WA PTY LTD	TURF SERVICES	31/01/2020	15,356.00
EF126971	COMPLETE FIRE DESIGN	FIRE CONSULTANCY SERVICES	31/01/2020	3,203.75
EF126972	AUSTRALIAN TRAINING MANAGEMENT PTY LTD	TRAINING SERVICES	31/01/2020	3,580.00
EF126973	WESTERN TREE RECYCLERS	SHREDDING SERVICES	31/01/2020	35,849.00
EF126974	AUST WEST AUTO ELECTRICAL PTY LTD	AUTO ELECTRICAL SERVICES	31/01/2020	16,225.78
EF126975	DATA#3 LIMITED	CONTRACT IT PERSONNEL & SOFTWARE	31/01/2020	566.59
EF126976	CHRISTIE PARKSAFE	PARKS & RECREATIONAL PRODUCTS	31/01/2020	9,738.52
EF126977	RIVERJET PTY LTD	EDUCTING-CLEANING SERVICES	31/01/2020	19,932.00
EF126978	A1 CARPET, TILE & GROUT CLEANING	CLEANING SERVICES - TILES/CARPET	31/01/2020	770.00
EF126979	DVG MOUNTWAY MELVILLE	PURCHASE OF NEW VEHICLES	31/01/2020	16,991.52
EF126980	SJR CIVIL CONSULTING PTY LTD	CONSULTANCY SERVICES - ROAD DESIGN	31/01/2020	2,112.00
EF126981	SHOREWATER MARINE PTY LTD	MARINE CONSTRUCTION SERVICES	31/01/2020	9,129.36
EF126982	JOANNA AYCKBOURN (VOICES IN SINC)	INSTRUCTION - SINGING	31/01/2020	100.00
EF126983	T.J.DEPIAZZI & SONS	SOIL & MULCH SUPPLIES	31/01/2020	3,259.85
EF126984	LD TOTAL SANPOINT PTY LTD	LANDSCAPING WORKS/SERVICES	31/01/2020	24,257.27
EF126985	JOHN HUGHES VOLKSWAGON	PURCHASE OF NEW VEHICLE	31/01/2020	14,589.20
EF126986	BRAND SUCCESS	PROMOTIONAL PRODUCTS	31/01/2020	697.80
EF126987	MANHEIM PTY LTD	IMPOUNDED VEHICLES	31/01/2020	1,848.00
EF126988	MMJ REAL ESTATE (WA) PTY LTD	PROPERTY MANAGEMENT SERVICES	31/01/2020	20,064.59
EF126989	IANNELLO DESIGNS	GRAPHIC DESIGN	31/01/2020	346.50
EF126990	ICT EXPRESS PTY LTD	CONSULTANCY SERVICES - IT	31/01/2020	23,029.60
EF126991	JB HI FI - COMMERCIAL	ELECTRONIC EQUIPMENT	31/01/2020	2,663.00
EF126992	UNICARE HEALTH	WHEELCHAIR HIRE	31/01/2020	1,529.75
EF126993	RYAN'S QUALITY MEATS	MEAT SUPPLIES	31/01/2020	1,025.09
EF126994	O'BRIEN HARROP ACCESS PTY LTD	CONSULTANCY SERVICES - DISABILITY	31/01/2020	792.00
EF126995	INTELIFE GROUP	SERVICES - DAIP	31/01/2020	9,801.98
EF126996	BINDI BINDI DREAMING MARISSA VERMA	CONSULT - ABORIGINAL EDUCATION/ENT	31/01/2020	220.00
EF126997	JOHNNY'S TILING	TILING SERVICES	31/01/2020	300.00
EF126998	BROWNES FOOD OPERATIONS	CATERING SUPPLIES	31/01/2020	1,266.40
EF126999	SONIC HEALTH PLUS PTY LTD	MEDICAL SERVICES	31/01/2020	1,676.40
EF127000	JB HI FI - COCKBURN	ELECTRICAL EQUIPMENT	31/01/2020	297.00
EF127001	VICKI ROYANS	ARTISTIC SERVICES	31/01/2020	450.00
EF127002	LANDMARK PRODUCTS LTD	LANDSCAPE INFRASTRUCTURE	31/01/2020	2,937.00
EF127003	AUSSIE EARTHWORKS PTY LTD	EARTHWORKS	31/01/2020	38,581.40
EF127004	SHATISH CHAUHAN	TRAINING SERVICES - YOGA	31/01/2020	780.00
EF127005	BEAVER TREE SERVICES PTY LTD	TREE PRUNING SERVICES	31/01/2020	66,120.43
EF127006	ELGAS LIMITED	GAS SUPPLIES	31/01/2020	735.82
EF127007	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD	FUEL SUPPLIES	31/01/2020	112,873.89
EF127008	TOP OF THE LADDER	GUTTER CLEANING SERVICES	31/01/2020	4,180.00
EF127009	UNIQUE INTERNATIONAL RECOVERIES LLC	DEBT COLLECTORS	31/01/2020	332.80
EF127010	AUSTRALIAN OFFICE LEADING BRANDS	ENVELOPES	31/01/2020	301.48
EF127011	KOTT GUNNING	LEGAL SERVICES	31/01/2020	6,762.79
EF127012	ARIANE ROEMMELE	AMUSEMENT - CHILDREN'S ACTIVITIES	31/01/2020	900.00

EF127013	COCKBURN GP SUPER CLINIC LIMITED	LEASING FEES	31/01/2020	26,319.52
EF127014	TOTALLY WORKWEAR FREMANTLE	CLOTHING - UNIFORMS	31/01/2020	3,635.37
EF127015	WEST OZ WILDLIFE	AMUSEMENT PARK ENTRY FEES	31/01/2020	1,006.50
EF127016	A PROUD LANDMARK PTY LTD	LANDSCAPE CONTRUCTION SERVICES	31/01/2020	19,280.80
EF127017	DAIMLER TRUCKS PERTH	PURCHASE OF NEW TRUCK	31/01/2020	2,259.48
EF127018	WOW WILDERNESS ECOPROJECTS	BOOT CLEANING STATION	31/01/2020	35.00
EF127019	TENNANT AUSTRALIA PTY LTD	PLANT & MACHINERY	31/01/2020	33.79
EF127020	FIND WISE LOCATION SERVICES	LOCATING SERVICES - UNDERGROUND	31/01/2020	520.30
EF127021	MASTEC AUSTRALIA PTY LTD	PURCHASE OF NEW BINS	31/01/2020	3,653.54
EF127022	TRUCK CENTRE WA PTY LTD	PURCHASE OF NEW TRUCK	31/01/2020	5,056.95
EF127023	ECO LOGICAL AUSTRALIA PTY LTD	MAPPING SERVICES	31/01/2020	5,593.50
EF127024	AMARANT'S PERSONAL TRAINING	PERSONAL TRAINING SERVICES	31/01/2020	150.00
EF127025	CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD	PHOTOGRAPHY SERVICES	31/01/2020	871.20
EF127026	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY LTD	PURCHASE OF LIBRARY TAGS	31/01/2020	2,382.05
EF127027	AUTOMASTERS SPEARWOOD	VEHICLE SERVICING	31/01/2020	2,792.00
EF127028	SOLAR LIGHTING DESIGNS	SOLAR DESIGN	31/01/2020	19,552.50
EF127029	FERAL INVASIVE SPECIES ERADICATION MANAGEMENT	ERADICATION MANAGEMENT SERVICES	31/01/2020	8,175.00
EF127030	MYRIAD IMAGES	PHOTOGRAPHY SERVICES	31/01/2020	1,485.00
EF127031	ZENIEN	CCTV CAMERA LICENCES	31/01/2020	28,950.29
EF127032	PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L	ELECTRICAL SERVICES	31/01/2020	17,146.21
EF127033	FREMANTLE FOOTBALL CLUB	MERCHANDISE STOCK FOR RETAIL SALE	31/01/2020	21,833.74
EF127034	NS PROJECTS PTY LTD	PROJECT MANAGEMENT SERVICES	31/01/2020	19,046.14
EF127035	BITUMEN SURFACING	BITUMEN SUPPLIES	31/01/2020	460.35
EF127036	SCOTT PRINT	PRINTING SERVICES	31/01/2020	10,720.60
EF127037	SNAP CANNING VALE	PRINTING SERVICES	31/01/2020	1,740.73
EF127038	AMBIUS	PLANTS SUPPLIES	31/01/2020	1,485.46
EF127039	SUPERIOR PAK PTY LTD	VEHICLE MAINTENANCE	31/01/2020	2,253.73
EF127040	LINKS MODULAR SOLUTIONS PTY LTD	SOFTWARE - ANNUAL SUPPORT & UPGRADES	31/01/2020	3,499.82
EF127041	FIIG	INVESTMENT MANAGEMENT SERVICES	31/01/2020	2,750.00
EF127042	IMAGESOURCE DIGITAL SOLUTIONS	BILLBOARDS	31/01/2020	4,092.00
EF127043	MILMAR DISTRIBUTORS	PRINTING SERVICES - ID CARDS	31/01/2020	29.00
EF127044	HORIZON WEST LANDSCAPE & IRRIGATION P/L	LANDSCAPING SERVICES	31/01/2020	72,031.84
EF127045	ACURIX NETWORKS PTY LTD	WIFI ACCESS SERVICE	31/01/2020	11,893.20
EF127046	JANDAKOT STOCK & PET SUPPLIES	PET SUPPLIES	31/01/2020	58.85
EF127047	CS LEGAL	LEGAL SERVICES	31/01/2020	6,862.67
EF127048	ENVIROVAP PTY LTD	HIRE OF LEACHATE UNITS	31/01/2020	19,030.00
EF127049	DISCUS ON DEMAND	PRINTING SERVICES	31/01/2020	3,190.01
EF127050	MIRACLE RECREATION EQUIPMENT	PLAYGROUND INSTALLATION / REPAIRS	31/01/2020	80,579.40
EF127051	LG CONNECT PTY LTD	ERP SYSTEMS DEVELOPMENT	31/01/2020	4,236.06
EF127052	EXTERIA	STREET AND PARK INFRASTRUCTURE	31/01/2020	11,028.60
EF127053	LEAF BEAN MACHINE	COFFEE BEAN SUPPLY	31/01/2020	200.00
EF127054	AUTOSWEEP WA	SWEEPING SERVICES	31/01/2020	4,653.00
EF127055	SPRAYKING WA PTY LTD	CHEMICAL WEED CONTROL SERVICES	31/01/2020	42,438.00
EF127056	GRACE RECORDS MANAGEMENT	RECORDS MANAGEMENT SERVICES	31/01/2020	4,824.23
EF127057	AMCOM PTY LTD	INTERNET/DATA SERVICES	31/01/2020	12,025.99
EF127058	PAPERBARK TECHNOLOGIES	ARBORICULTURAL CONSULTANCY SERVICES	31/01/2020	15,489.00
EF127059	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE	LANDSCAPE MAINTENANCE & PROGRESS CLAM 2 COCKBURN RD	31/01/2020	282,442.96
EF127060	CPE GROUP	TEMPORARY EMPLOYMENT SERVICES	31/01/2020	8,956.93

EF127061	PAPERSCOUT	GRAPHIC DESIGN SERVICES	31/01/2020	9,526.00
EF127062	CHES POWER GROUP	ENGINEERING SOLUTIONS / BACK UP GENERATO	31/01/2020	1,320.00
EF127063	COOLBELLUP NEWSAGENCY	NEWSPAPER DELIVERY SERVICES	31/01/2020	1,950.57
EF127064	BULLANT SECURITY PTY LTD	LOCKSMITH & SECURITY SERVICES	31/01/2020	7,530.87
EF127065	BOLLYGOOD FOODS PTY LTD	CATERING SERVICES - FOOD VENDOR	31/01/2020	175.00
EF127066	SCP CONSERVATION	FENCING SERVICES	31/01/2020	19,162.00
EF127067	THE SIMULATION CENTRE	ENTRY FEES - SCHOOL HOLIDAY PROGRAM	31/01/2020	468.00
EF127068	THE HANGOUT INDOOR CLIMBING CENTRE	ROCK CLIMBING	31/01/2020	698.00
EF127069	EVA BELLYDANCE	ENTERTAINMENT - BELLY DANCING	31/01/2020	225.00
EF127070	WEST COAST SHADE PTY LTD	SHADE STRUCTURES	31/01/2020	51,884.80
EF127071	ENVIRO INFRASTRUCTURE PTY LTD	CONSTRUCTION& FABRICATION	31/01/2020	73,287.57
EF127072	BASICS APPROVAL SERVICES	BUILDING SURVEYING	31/01/2020	550.00
EF127073	TRACC CIVIL PTY LTD	CIVIL CONSTRUCTION	31/01/2020	70,590.09
EF127074	MARKETFORCE PTY LTD	ADVERTISING	31/01/2020	7,567.83
EF127075	ANDOVER DETAILERS	CAR DETAILING SERVICES	31/01/2020	2,103.20
EF127076	APOLLO FABRICATIONS	FABRICATION SERVICES	31/01/2020	9,020.00
EF127077	FAUNATRACK	FAUNA SURVEY	31/01/2020	17,376.98
EF127078	WORLDWIDE PRINTING SOLUTIONS EAST PERTH	PRINTING SERVICES	31/01/2020	319.00
EF127079	STARR SPECIAL EVENTS AUSTRALIA	ENTERTAINMENT SERVICES	31/01/2020	13,750.00
EF127080	EPOCH TRAINING	BUSINESS TRAINING	31/01/2020	750.00
EF127081	TALIS CONSULTANTS PTY LTD	WASTE CONSULTANCY	31/01/2020	4,284.35
EF127082	WOOLWORTHS LIMITED (WISH GIFT CARDS)	RETAIL - GIFT CARDS	31/01/2020	50.00
EF127083	QUAD SERVICES PTY LTD	CLEANING SERVICES	31/01/2020	36,548.30
EF127084	JENELLE RUSSO STUDIO	ENTERTAINER AND TEACHER	31/01/2020	450.00
EF127085	SHANE MCMASTER SURVEYS	SURVEY SERVICES	31/01/2020	15,840.00
EF127086	GHEMS HOLDINGS PTY LTD	REVEGETATION	31/01/2020	12,858.65
EF127087	KERB DOCTOR	KERB MAINTENANCE	31/01/2020	2,824.80
EF127088	KLEENIT PTY LTD	GRAFFITI REMOVAL	31/01/2020	10,978.00
EF127089	INSIGHT CALL CENTRE SERVICES	CALL CENTRE SERVICES	31/01/2020	16,038.56
EF127090	TRENCHBUSTERS PTY LTD	EARTHMOVING	31/01/2020	320.00
EF127091	JPW EARTHMOVING PTY LTD	EARTHMOVING SERVICES	31/01/2020	1,056.00
EF127092	INSTANT PRODUCTS HIRE	PORTABLE TOILET HIRE	31/01/2020	1,872.57
EF127093	LASER CORPS COMBAT ADVENTRUES	ENTRY FEES	31/01/2020	950.00
EF127094	SOFT LANDING	RECYCLING SERVICES	31/01/2020	3,777.15
EF127095	RAECO	SUPPLIER OF LIBRARY SHELVING AND FURNITU	31/01/2020	492.98
EF127096	THE GOODS	RETAIL	31/01/2020	150.81
EF127097	TRANSAIR TWO WAY RADIO	EQUIPMENT REPAIRS & MAINTENANCE SERVICES	31/01/2020	2,196.33
EF127098	ROMERI MOTOR TRIMMERS	UPHOLSTERY REPAIR	31/01/2020	100.00
EF127099	BROOKS CHOICE REMOVALS	REMOVALISTS	31/01/2020	1,881.00
EF127100	BUSWEST	BUS HIRE	31/01/2020	352.00
EF127101	WEB KEY IT PTY LTD	WEBSITE CONSULTANCY	31/01/2020	2,156.00
EF127102	ZANZARA	MOSQUITO TRAP SUPPLIES	31/01/2020	480.00
EF127103	AFL SPORTS READY LTD	EDUCATION & TRAINING	31/01/2020	1,479.71
EF127104	COOLING BROTHERS GLAZING	GLAZING SERVICES	31/01/2020	7,513.00
EF127105	ERGOLINK	ERGONOMIC OFFICE FURNITURE	31/01/2020	1,336.50
EF127106	SUBCON TECHNOLOGIES PTY LTD	CONCRETE MARINE SOLUTIONS	31/01/2020	77,000.00
EF127107	IFAP	TRAINING	31/01/2020	199.00
EF127108	MEDIA ENGINE	GRAPHIC DESIGN, MARKETING, VIDEO PRODUCT	31/01/2020	8,983.00

EF127109	ALYKA PTY LTD	DIGITAL CONSULTANCY AND WEB DEVELOPMENT	31/01/2020	1,155.00
EF127110	HARVEY NORMAN OCONNOR	RETAIL	31/01/2020	1,148.00
EF127111	CIRRUS NETWORKS PTY LTD	IT NETWORK & TELEPHONY SERVICES	31/01/2020	86,281.55
EF127112	ELAN ENERGY MATRIX PTY LTD	RECYCLING SERVICES	31/01/2020	579.00
EF127113	MAJESTIC PLUMBING	PLUMBING SERVICES	31/01/2020	26,837.85
EF127114	AV TRUCK SERVICES PTY LTD	TRUCK DEALERSHIP	31/01/2020	1,966.01
EF127115	WALCON MARINE AUSTRALASIA PTY LTD	MARINE SERVICES	31/01/2020	17,386.00
EF127116	LOGIKAL PROJECTS PTY LTD	PROJECT MANAGEMENT	31/01/2020	27,708.00
EF127117	PERTH MARKET RESEARCH	EVENT ANALYSIS AND COMMUNITY MARKET RESE	31/01/2020	4,081.00
EF127118	COCKBURN PARTY HIRE	HIRE SERVICES	31/01/2020	668.50
EF127119	BIBRA LAKE IGA XPRESS	LIQUOR SUPPLIES	31/01/2020	4,593.24
EF127120	QUANTUM BUILDING SERVICES PTY LTD	BUILDING MAINTENANCE	31/01/2020	63,828.43
EF127121	BAILEYS MARINE FUEL AUSTRALIA	FUEL	31/01/2020	1,177.21
EF127122	INTELLI TRAC	GPS TRACKING	31/01/2020	4,042.50
EF127123	COOLSTEEL FABRICATION	FABRICATION SERVICES	31/01/2020	3,080.00
EF127124	FRIG TECH WA	REFRIDGERATION SERVICES	31/01/2020	491.95
EF127125	DOWNER EDI WORKS PTY LTD	ASPHALT SERVICES	31/01/2020	2,266.94
EF127126	WTP AUSTRALIA PTY LTD	QUANTITY SURVEYORS	31/01/2020	1,100.00
EF127127	ADELBY PTY LTD	FIREBREAK CONSTRUCTION	31/01/2020	4,572.70
EF127128	GRAFFITI SYSTEMS AUSTRALIA	GRAFFITI REMOVAL & ANTI-GRAFFITI COATING	31/01/2020	1,983.21
EF127129	GANTNER ELECTRONICS PTY LTD	ELECTRICAL	31/01/2020	4,664.00
EF127130	TFH HIRE SERVICES PTY LTD	HIRE FENCING	31/01/2020	3,975.95
EF127131	VOCUS PTY LTD	TELECOMMUNICATIONS	31/01/2020	4,646.40
EF127132	FRONTLINE FIRE AND RESCUE EQUIPMENT	MANUFACTURE-FIRE VEHICLES/EQUIPMENT	31/01/2020	9,057.26
EF127133	WESTBOOKS	BOOKS	31/01/2020	5,068.49
EF127134	NORDIC FITNESS EQUIPMENT	FITNESS EQUIPMENT	31/01/2020	1,626.00
EF127135	KULBARDI PTY LTD	STATIONERY SUPPLIES	31/01/2020	697.95
EF127136	SAVILLS PROJECT MANAGEMENT PTY LTD	PROJECT MANAGEMENT	31/01/2020	14,828.00
EF127137	GREENEDESK PTY LTD	SOFTWARE	31/01/2020	3,984.75
EF127138	Q2 (Q-SQUARED)	DIGITAL DATA SERVICE	31/01/2020	12,320.00
EF127139	ADLINE MEDIA PTY LTD	DIGITAL MARKETING & SOFTWARE SERVICE PRO	31/01/2020	1,419.64
EF127140	WILMA SCENINI	TRAINING & INSTRUCTOR	31/01/2020	550.00
EF127141	MARINA INDUSTRIES ASSOCIATION LTD	MEMBERSHIP	31/01/2020	550.00
EF127142	SUEZ RECYCLING & RECOVERY PTY LTD	WASTE SERVICES	31/01/2020	22,042.23
EF127143	NEXT POWER	SOLAR PANEL	31/01/2020	11,485.96
EF127144	NIGHTLIFE MUSIC PTY LTD	MUSIC MANAGEMENT	31/01/2020	1,044.62
EF127145	PERTH GEOTECHNICS	ENGINEERING AND GEOTECHNICAL CONSULTANT	31/01/2020	18,007.00
EF127146	INITIAL HYGIENE	HYGIENE	31/01/2020	15,576.78
EF127147	HEALTHSTRONG PTY LTD	HOME CARE	31/01/2020	451.00
EF127148	GREEN PROMOTIONS PTY LTD	PROMOTIONAL SUPPLIES	31/01/2020	750.48
EF127149	GO2CUP	REUSABLE CUPS	31/01/2020	572.25
EF127150	LANDSCAPE ELEMENTS PTY LTD	LANDSCAPING SERVICES AND PROGRESS CLAIM 4 DECEMBER2019	31/01/2020	77,691.80
EF127151	KP ELECTRIC (AUSTRALIA) PTY LTD	ELECTRICAL SERVICES	31/01/2020	278.58
EF127152	ARJOHUNTLEIGH PTY LTD	SUPPLY, REPAIRS HEALTH EQUIPEMNT	31/01/2020	599.50
EF127153	VEALE AUTO PARTS	SPARE PARTS MECHANICAL	31/01/2020	2,834.90
EF127154	KOMPAN PLAYSCAPE PTY LTD	PLAYGROUND EQUIPMENT/PARTS	31/01/2020	660.00
EF127155	LUSH DIGITAL MEDIA PTY LTD	MEDIA TRAINING	31/01/2020	2,805.00
EF127156	JATU CLOTHING & PPE PTY LTD	CLOTHING PPE	31/01/2020	1,864.01

EF127157	SWIMPLEX AQUATICS PTY LTD	POOL EQUIPMENT MAINTENANCE	31/01/2020	7,775.94
EF127158	BEBCART PTY LTD	CARTOGRAPHIC AND DRAFTING SERVICES	31/01/2020	330.00
EF127159	WESTCARE PRINT	PRINTING SERVICES	31/01/2020	2,566.30
EF127160	OFFICE LINE	FURNITURE OFFICE	31/01/2020	27,040.20
EF127161	MESSAGE MEDIA	TELECOMMUNICATIONS	31/01/2020	517.69
EF127162	PROGRAMMED PROPERTY SERVICES	PROPERTY MAINTENANCE	31/01/2020	3,103.28
EF127163	THE MIGHTY BOOTHS	PHOTOBOOTH	31/01/2020	2,287.00
EF127164	SOUTHERN CROSS CLEANING	COMMERCIAL CLEANING	31/01/2020	7,197.41
EF127165	EXCLUSIVE COMMERCIAL LININGS	CEILINGS & WALL LININGS	31/01/2020	400.00
EF127166	ACCIDENTAL HEALTH AND SAFETY - PERTH	FIRST AID SUPPLIES	31/01/2020	156.26
EF127167	FIT FOR LIFE EXERCISE PHYSIOLOGY	EXERCISE CLASSES	31/01/2020	2,860.00
EF127168	SIFTING SANDS	SAND CLEANING	31/01/2020	33,190.48
EF127169	GC SALES (WA)	GARDEN SUPPLIES	31/01/2020	223.30
EF127170	AXIS MAINTENANCE SERVICES PTY LTD	MAINTENANCE	31/01/2020	7,984.69
EF127171	ANKEET MEHTA SPEARWOOD NEWSPAPER ROUND DELIVERY	NEWSPAPER DELIVERY	31/01/2020	317.49
EF127172	EMPRISE MOBILITY PTY LTD	MOBILITY EQUIPMENT	31/01/2020	927.00
EF127173	FREEDOM FAIRIES PTY LTD	AMUSEMENT	31/01/2020	924.00
EF127174	K2 AUDIOVISUAL	AUDIO VISUAL EQUIPMENT	31/01/2020	44,543.83
EF127175	THE KIT BAG	PPE CLOTHING	31/01/2020	694.25
EF127176	CLASSIC HIRE	HIRE SERVICES	31/01/2020	1,579.13
EF127177	MECHANICAL PROJECT SERVICES PTY LTD	AIRCONDITIONING SERVICES	31/01/2020	4,765.01
EF127178	HOME CHEF	COOKING/FOOD SERVICES	31/01/2020	860.02
EF127179	ERTECH PTY LTD	ENGINEERING CIVIL	31/01/2020	39,022.14
EF127180	SELECTRO SERVICES PTY LTD	ELECTRICAL	31/01/2020	522.50
EF127181	SAFEWAY BUILDING & RENOVATIONS PTY LTD	ROOFING	31/01/2020	51,253.57
EF127182	SITE PROTECTIVE SERVICES	CCTV PARTS	31/01/2020	23,242.33
EF127183	SECUREPAY PTY LTD	PAYMENT SOLUTIONS	31/01/2020	416.08
EF127184	VITAL INTERPRETING PERSONNEL	TRANSLATING SERVICES	31/01/2020	677.60
EF127185	BILLI AUSTRALIA PTY LTD	WATER FILTER TAPS	31/01/2020	1,743.50
EF127186	HODGE COLLARD PRESTON ARCHITECTS	ARCHITECTS	31/01/2020	1,474.00
EF127187	FACILITIES FIRST AUSTRALIA	CLEANING SERVICES	31/01/2020	54,757.56
EF127188	MICROPOWER PTY LTD	SOFTWARE	31/01/2020	1,346.40
EF127189	KYOCERA DOCUMENT SOLUTIONS AUSTRALIA PTY LTD	PHOTOCOPYING MACHINES	31/01/2020	8,200.75
EF127190	ROBERT LAWRENCE TOOHEY	HIGH PRESSURE CLEANING	31/01/2020	4,749.00
EF127191	JASMIN CARPENTRY & MAINTENANCE	CARPENTRY	31/01/2020	5,268.45
EF127192	FORT LOCKS	LOCKSMITH	31/01/2020	924.00
EF127193	BPA ENGINEERING	CONSULTANCY - ENGINEERING	31/01/2020	4,070.00
EF127194	IMPRESSIONS CATERING	CATERING	31/01/2020	526.90
EF127195	STANDING FORK	CATERING	31/01/2020	2,046.00
EF127196	BICYCLE PARTS WHOLESALE	BICYCLE PART	31/01/2020	3,152.55
EF127197	CHORUS AUSTRALIA LIMITED	HEALTH CARE SERVICES	31/01/2020	2,395.80
EF127198	ZUMBA FITNESS WITH TRACY	ZUMBA FITNESS CLASSES	31/01/2020	1,040.00
EF127199	VORGEE PTY LTD	SWIMWEAR	31/01/2020	567.24
EF127200	TRAVIS HAYTO PHOTOGRAPHY	PHOTOGRAPHY SERVICES	31/01/2020	618.75
EF127201	NEW GROUND WATER SERVICES PTY LTD	IRRIGATION/RETICULATION	31/01/2020	1,435.50
EF127202	ILLUMINATE GROUP	TRAINING AND CONSULTING	31/01/2020	180.00
EF127203	GALAXY 42 PTY LTD	CONSULTANCY - IT	31/01/2020	8,448.00
EF127204	CHRISTMAS 360	CHRISTMAS DECORATIONS	31/01/2020	10,010.00

EF127205	TRUGRADE MEDICAL SUPPLIES	MEDICAL SUPPLIES	31/01/2020	1,650.71
EF127206	INTERNATIONAL MARINA CONSULTANTS PTY LTD	CONSULTANCY	31/01/2020	1,335.40
EF127207	FITNESS AUSTRALIA LIMITED	REGISTRATION & ADVOCACY	31/01/2020	750.00
EF127208	K-LINE FENCING GROUP	FENCING	31/01/2020	764.50
EF127209	AQUATIC SERVICES WA PTY LTD	POOL EQUIPMENT & MAINTENANCE	31/01/2020	14,681.70
EF127210	AQUA RESEARCH AND MONITORING SERVICES	MARINE SERVICES	31/01/2020	3,000.00
EF127211	PAUSE REWIND PLAY	TRAINING SERVICES	31/01/2020	1,000.00
EF127212	RANGE FORD	MOTOR VEHICLES	31/01/2020	45,933.78
EF127213	OFFICE OF THE AUDITOR GENERAL	AUDITOR GENERAL	31/01/2020	89,100.00
EF127214	CMAKTECH	ICT ENGINEERING & CONSULTING	31/01/2020	25,626.04
EF127215	SITE ARCHITECTURE STUDIO	ARCHITECTURAL SERVICES	31/01/2020	1,815.00
EF127216	AREA 5 FOOTBALL PTY LTD	TRAINING - FOOTBALL	31/01/2020	3,300.00
EF127217	ABS INSTITUTE	TRAINING	31/01/2020	367.50
EF127218	BLUE FORCE PTY LTD	SECURITY SERVICES	31/01/2020	380.00
EF127219	QTM PTY LTD	TRAFFIC MANAGEMENT	31/01/2020	4,197.35
EF127220	MICROWAY	SOFTWARE	31/01/2020	4,034.45
EF127221	ARCHAE-AUS PTY LTD	CONSULTANCY - CULTURAL	31/01/2020	17,525.20
EF127222	BJ SYSTEMS	SECURITY SERVICES	31/01/2020	3,454.98
EF127223	METRA AUSTRALIA	SOFTWARE	31/01/2020	2,236.03
EF127224	ECOCENE PTY LTD	ENVIRONMENTAL MANAGEMENT INFORMATION SYSTEM	31/01/2020	22,550.00
EF127225	OH COOKIE CO.	CATERING - BAKERY PRODUCTS	31/01/2020	462.50
EF127226	ADVISIAN PTY LTD	CONSULTING - ENGINEERING	31/01/2020	11,773.08
EF127227	URBAN RESOURCES PTY LTD	HIRE PALNT & EQUIPMENT	31/01/2020	6,600.00
EF127228	HARCOURTS REALTY PLUS	REAL ESTATE SALES AND LEASING	31/01/2020	1,098.00
EF127229	BEDSHED O'CONNOR	BEDS, MATTRESSES	31/01/2020	1,899.00
EF127230	REDFISH TECHNOLOGIES	AUDIO VISUAL SYSTEMS	31/01/2020	10,472.00
EF127231	CAMMS	SOFTWARE	31/01/2020	26,400.00
EF127232	RA-ONE PTY LTD	SOFTWARE	31/01/2020	19,360.00
EF127233	ASTERISK INFORMATION SECURITY	IT CONSULTANCY	31/01/2020	6,435.00
EF127234	MODUS COMPLIANCE PTY LTD	CONSULTANCT ENGINEERING	31/01/2020	1,796.04
EF127235	AXIIS CONTRACTING PTY LTD	CONCRETE WORKS	31/01/2020	2,615.53
EF127236	JOHNSTAFF PROJECTS (WA) PTY LTD	PROJECT MANAGEMENT	31/01/2020	25,349.50
EF127237	IN2FOOD PERTH	FRUIT & VEG	31/01/2020	78.04
EF127238	TIMEZONE PTY LTD	AMUSEMENT	31/01/2020	504.00
EF127239	PERITAS CONSULTING PTY LTD	STRUCTURAL & CIVIL CONSULTANCY	31/01/2020	869.55
EF127240	SMEC AUSTRALIA PTY. LTD.	CONSULTANCY - ENGINEERING	31/01/2020	1,650.00
EF127241	AUTISM ASSOCIATION OF WESTERN AUSTRALIA	AUTISM EDUCATION	31/01/2020	3,300.00
EF127242	BUTLER AND BROWN	EVENT MANAGEMENT	31/01/2020	60,500.00
EF127243	GEARED CONSTRUCTION PTY LTD	CONSTRUCTION	31/01/2020	243,253.36
EF127244	LIGHT HOUSE LAUNDRY	LAUNDERING	31/01/2020	440.33
EF127245	MATRIX TRAFFIC AND TRANSPORT DATA PTY LTD	TRAFFIC SURVEYS	31/01/2020	2,772.00
EF127246	STRATEGIC FIRE CONSULTING	FIRE SAFETY CONSULTANCY	31/01/2020	3,850.00
EF127247	FIRST 5 MINUTES PTY LTD	TRAINING & EDUCATION	31/01/2020	550.00
EF127248	SUNDAY AFTERNOON COLLECTIVE	ENTERTAINMENT - BAND	31/01/2020	1,500.00
EF127249	TOTAL LANDSCAPE REDEVELOPMENT SERVICE PTY LTD	TREE WATERING	31/01/2020	91,968.56
EF127250	MY FLEX HEALTH INTERNATIONAL	NURSING SERVICES	31/01/2020	641.92
EF127251	PASES AQUA PTY LTD	AQUATIC SERVICES	31/01/2020	7,040.00
EF127252	CARERS PLUS	NURSING SERVICES	31/01/2020	1,609.91

EF127253	TERRA ROSA CONSULTING	CONSULTANCY - HERITAGE	31/01/2020	15,409.89
EF127254	SELECT FRESH PTY LTD	FOOD SUPPLIE,FRUIT & VEG	31/01/2020	484.40
EF127255	PRECISION BADGES WA	BADGES	31/01/2020	441.87
EF127256	BBC ENTERTAINMENT	ENTERTAINMENT AGENCY	31/01/2020	687.50
EF127257	VITAL PACKAGING	PACKAGING SUPPLIES	31/01/2020	311.91
EF127258	LIFECARE HOMECARE	HEALTHCARE	31/01/2020	363.00
EF127259	RMC RAIL SERVICES PTY LTD	RAIL TRAFFIC MANAGEMENT	31/01/2020	1,099.48
EF127260	IES CULTURAL HERITAGE	CULTURAL TRAINING	31/01/2020	4,092.00
EF127261	EVERYBODY SAVING ENERGY PTY LTD	ENVIRONMENT SUSTAINABILITY CONSULTANCY	31/01/2020	965.25
EF127262	GEMTEK	ELECTRICAL	31/01/2020	10,305.93
EF127263	VASS GARDEN CADDY	BIN CADDYS	31/01/2020	616.00
EF127264	FE TECHNOLOGIES	RFID EQUIPMENT AND TAGS	31/01/2020	5,740.90
EF127265	ONE DEGREE ADVISORY	CONSULTANCY	31/01/2020	9,676.26
EF127266	EMERGE ASSOCIATES	ENVIRONMENTAL CONSULTING	31/01/2020	1,925.00
EF127267	ERIC POWELL	BOND REFUND	31/01/2020	2,875.00
EF127268	RC & PA FLINTOFF	BOND REFUND	31/01/2020	500.00
EF127269	LUKE SIMEONE	BOND REFUND	31/01/2020	80.00
EF127270	RONALD COOPER	BOND REFUND	31/01/2020	500.00
EF127271	AMARA DONOVAN	BOND REFUND	31/01/2020	150.00
EF127272	STEPHEN WADDINGHAM	BOND REFUND	31/01/2020	100.00
EF127273	BERNARD MCHUGH	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127274	ROZAWADOWSKI FADEUSZ	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	300.00
EF127275	ROBERT ROBERTSON	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127276	LUCY BETTEGACCI	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	220.00
EF127277	JOY ADAIR	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127278	THERESA CONNOLLY	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	300.00
EF127279	TERESA BROOKS	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	140.00
EF127280	MARIE JORDAN	STAFF REIMBURSEMENT	31/01/2020	435.51
EF127281	HARMONY PRIMARY	DONATIONS TO SCHOOLS	31/01/2020	649.00
EF127282	THIBAUT GUILLEMARD	COMPOST BIN REBATE	31/01/2020	50.00
EF127283	MICHAEL ROWNEY	DONATION LGACS2 SAFETY TALKS	31/01/2020	200.00
EF127284	BGC RESIDENTIAL PTY LTD	CROSSOVER CONTRIBUTION 18 QUARTS ROAD	31/01/2020	300.00
EF127285	BGC RESIDENTIAL PTY LTD	CROSSOVER CONTRIBUTION - 13 CEDARLEAF EN	31/01/2020	300.00
EF127286	SANDRA FONSECA	INVOICE 0041	31/01/2020	350.00
EF127287	LEISURE MANAGEMENT EXCELLENCE	INVOICE 143	31/01/2020	550.00
EF127288	BGC RESIDENTIAL PTY LTD	CROSSOVER REBATE	31/01/2020	300.00
EF127289	K9 RESCUE GROUP INC	CITY OF COCKBURN DONATION	31/01/2020	224.00
EF127290	MICHELLE ALFORD	COMPOST BIN REBATE	31/01/2020	50.00
EF127291	NEW IDEAS PAVING	INVOICE 0005 - 17 MASSICOT ROAD	31/01/2020	885.00
EF127292	CHRISTOPHER A HULME	COMPOST BIN REBATE - C HULME	31/01/2020	50.00
EF127293	DAMIAN SABINASZ	COMPOST BIN REBATE - D SABINASZ	31/01/2020	50.00
EF127294	VM AND MV SHEEHY	COMPOST BIN REBATE - VICKI SHEEHY	31/01/2020	50.00
EF127295	JODIE ATKINSON	COMPOST BIN REBATE - JODIE ATKINSON	31/01/2020	50.00
EF127296	JANET SAMMONS	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127297	IAN NASH	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127298	DIANA IHLE	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	80.00
EF127299	HELEN BROADY	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	300.00
EF127300	SUSAN CAREY	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00

EF127301	ANASTASIA SGHERZA	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127302	COCKBURN SES REIMBURSEMENT	COCKBURN SES REIMBURSEMENT	31/01/2020	1,233.34
EF127303	JANDAKOT BUSHFIRE BRIGADE	JANDAKOT BUSHFIRE BRIGADE INVOICE 292	31/01/2020	475.00
EF127304	JODI BURGESS	COMPOST BIN REBATE - J BURGESS	31/01/2020	45.00
EF127305	WILLIAM SINCLAIR	BIRD BATH REBATE	31/01/2020	59.00
EF127306	ROBERTA BUNCE	REIMBURSEMENT FOR LUNCH	31/01/2020	78.10
EF127307	AUDREY BROWNING	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127308	EVELYN CICCOTOSTO	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	300.00
EF127309	RAYMOND DE MOUILPIED	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127310	HOWARD WORTH	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127311	RAY WHITEHEAD	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	300.00
EF127312	EDWARD TAYLOR	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127313	JUDY HORTON	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127314	VALERIE STEWART	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127315	GRAHAM CORNELL	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127316	MARA SOSTARIC	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127317	CAITLIN E MARTIN & PETER T MARTIN	COMPOST BIN REBATE CAITLIN MARTIN	31/01/2020	45.00
EF127318	RASIKA WICKRAMASINGHE	COMPOST BIN REBATE RASIKA WICKRAMASINGHE	31/01/2020	50.00
EF127319	KURT HUTTON	COMPOST BIN REBATE KURT HUTTON	31/01/2020	50.00
EF127320	ELLEN DENNIS	COMPOST BUN REBATE ELLEN DENNIS	31/01/2020	50.00
EF127321	JP & EE MCALINDON	COMPOST BIN REBATE JAMES MCALINDON	31/01/2020	50.00
EF127322	AMY BROWN	COMPOST BIN REBATE AMY BROWN	31/01/2020	50.00
EF127323	JANDAKOT BUSHFIRE BRIGADE	JANDAKOT BUSHFIRE BRIGADE REIMBURSEMENT	31/01/2020	735.53
EF127324	JANDAKOT BUSHFIRE BRIGADE	JANDAKOT BUSHFIRE BRIGADE REIMBURSEMENT	31/01/2020	150.00
EF127325	LINDSEY GIBSON	BIRD BATH REBATE	31/01/2020	40.90
EF127326	SUE-EE LAI	INTERNAL WINNER EMPLOYEE OF THE YEAR 18	31/01/2020	253.29
EF127327	CSDA OFFICIAL DEPARTMENTAL RECEIPTS AND	INVOICE 180104197	31/01/2020	238.59
EF127328	JARRED STENFORS AND REID CHESTER	COMPOST BIN REBATE - R CHESTER	31/01/2020	50.00
EF127329	CD ALLEN	REFUND NETBALL - CD ALLEN	31/01/2020	140.00
EF127330	C L PETERSON	CROSSOVER CONTRIBUTION CAITLIN PETERSON	31/01/2020	300.00
EF127331	JULIYANA CASPAR	CROSSOVER CONTRIBUTION MILENKA MATKOVICH	31/01/2020	300.00
EF127332	DEEPAK MONGA	CROSSOVER CONTRIBUTION DEEPAK MONGA	31/01/2020	300.00
EF127333	DANIELLE LOIZOU	COMPOST BIN REBATE - D LOIZOU	31/01/2020	50.00
EF127334	JANDAKOT BUSHFIRE BRIGADE	JANDAKOT BFB INV 297	31/01/2020	475.00
EF127335	COCKBURN COMMUNITY AND CULTURAL COUNCIL	DONATION	31/01/2020	10,000.00
EF127336	ELYSE AINSWORTH	INDIVIDUAL SPONSORSHIP - ELYSE AINSWORTH	31/01/2020	500.00
EF127337	JACINTA AINSWORTH	INDIVIDUAL SPONSORSHIP - JACINTA AINSWOR	31/01/2020	500.00
EF127338	COCKBURN SENIOR CRICKET CLUB	DONATION- COCKBURN SENIOR CRICKET CLUB I	31/01/2020	1,500.00
EF127339	SOUTHERN LIONS RUGBY UNION FOOTBALL CLUB	SPONSORSHIP - 2020 RUGBY 10S TOURNAMENT	31/01/2020	11,000.00
EF127340	SERAFIN LANETE	CROSSOVER CLAIM - S LANETE	31/01/2020	300.00
EF127341	RONALD COOPER	PEN C083 REFUND	31/01/2020	2,128.65
EF127342	RC & PA FLINTOFF	C061 REFUND OF PREVIOUS OVERPAYMENT	31/01/2020	20.00
EF127343	BETTY GARLETT	WELCOME TO COUNTRY - JANDAKOT FIRE STATION	31/01/2020	450.00
EF127344	MARCO DIAS	CROSSOVER CONTRIBUTION MARCO DIAS	31/01/2020	300.00
EF127345	MARK NEIL	CROSSOVER CONTRIBUTION MARK NEIL	31/01/2020	300.00
EF127346	ZURICH AUSTRALIAN INSURANCE LTD	EXCESS CL:6010463	31/01/2020	1,000.00
EF127347	ST JEROMES SENIORS CLUB	BUS SUBSIDY /LGACS2	31/01/2020	75.00
EF127348	COCKBURN MASTERS SWIMMING CLUB NICK WYAT	SPORTS EQUIPMENT GRANT #125	31/01/2020	1,000.00

EF127349	FELICITY MCARTHUR	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	160.00
EF127350	PAMELA LANCE	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127351	HELEN NETHERCOTT	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127352	MARGARET JOHNSON	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127353	LINDA THAM	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	300.00
EF127354	RAYLEEN STOKER	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	200.00
EF127355	GIUSTINO D'ORAZIO	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	100.00
EF127356	KERRY KNUCKEY	SENIOR SECURITY SUBSIDY SCHEME	31/01/2020	300.00
EF127357	JANDAKOT BUSH FIRE BRIGADE	REIMBURSEMENT	31/01/2020	475.00
EF127358	MAREK CICCINI	ARC GAME CREDIT REFUND	31/01/2020	70.00
EF127359	AARON REDDICK	COMPOST BIN REBATE	31/01/2020	50.00
EF127360	LUKE MCMANUS	COMPOST BIN REFUND	31/01/2020	45.00
EF127361	DOME COFFEE GROUP	INVOICE STDINV0007901	31/01/2020	54.00
EF127362	KEVIN JOHN ALLEN	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127363	LOGAN HOWLETT	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	11,826.49
EF127364	LEE-ANNE SMITH	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127365	PHILIP EVA	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127366	CHAMONIX TERBLANCHE	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127367	MICHAEL SEPAROVICH	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127368	CHONTELLE SANDS	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127369	LARA KIRKWOOD	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	4,509.66
EF127370	TOM WIDENBAR	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127371	PHOEBE CORKE	MONTHLY ELECTED MEMBER ALLOWANCE	31/01/2020	2,639.83
EF127372	GAFFHEAP PTY LTD T/A SAIL CITY SOUTH	RATES REFUNDS	31/01/2020	56.65
EF127373	HOUSING AUTHORITY	RATES REFUNDS	31/01/2020	1,568.35
EF127374	GAFFHEAP PTY LTD	RATES REFUNDS	31/01/2020	56.65
EF127375	ERIGO FAZIO	RATES REFUNDS	31/01/2020	50.00
EF127376	DAVID RIPLEY	RATES REFUNDS	31/01/2020	150.00
EF127377	ME BERRY	RATES REFUNDS	31/01/2020	377.46
EF127378	TERRENCE M WINTER	RATES REFUNDS	31/01/2020	1,116.66
EF127379	OFFICE OF STATE REVENUE	RATES REFUNDS	31/01/2020	171.69
EF127380	VICKI PHILOPOFF SETTLEMENTS	RATES REFUNDS	31/01/2020	394.60
EF127381	AMARA FREDERICS	RATES REFUNDS	31/01/2020	362.65
EF127382	AMARA DONOVAN	RATES REFUNDS	31/01/2020	39.00
EF127383	LEONARD & DOROTHY SINTON	RATES REFUNDS	31/01/2020	6,176.04
EF127384	HOUSING AUTHORITY	RATES REFUNDS	31/01/2020	235.30
EF127385	HOUSING AUTHORITY	RATES REFUNDS	31/01/2020	503.99
EF127386	EUGENE MATTHEWS PIRES	RATES REFUNDS	31/01/2020	962.57
EF127387	CS LEGAL	RATES REFUNDS	31/01/2020	355.00
EF127388	DANYLE & TARA PEARCE	RATES REFUNDS	31/01/2020	564.00
EF127389	AARON BRIAN JACKSON	RATES REFUNDS	31/01/2020	42.50
EF127390	FELIPE NUNES PENNA	RATES REFUNDS	31/01/2020	100.00
EF127391	AVELING HOMES PTY LTD	RATES REFUNDS	31/01/2020	956.26
EF127392	MW URBAN	RATES REFUNDS	31/01/2020	295.00
EF127393	SANJA STOJANOVIC	RATES REFUNDS	31/01/2020	150.00
EF127394	ALINTA ENERGY	NATURAL GAS & ELECTRCITY SUPPLY	31/01/2020	3,193.80
EF127395	SYNERGY	ELECTRICITY USAGE/SUPPLIES	31/01/2020	30,072.19
EF127396	TELSTRA CORPORATION	COMMUNICATIONS SERVICES	31/01/2020	4,300.44

EF127397	FAMILY DAY CARE	FDC PAYMENT WE 26/01/20	30/01/2020	51,219.57
EF127398	IN HOME CARE PAYMENTS	IHC PAYMENT W/E 26/01/20	30/01/2020	20,178.96
EF127399	IINET LIMITED	INTERNET SERVICES	31/01/2020	1,008.84
EF127400	WATER CORP	WATER USAGE	31/01/2020	38,171.88
EF127401	WATER CORPORATION	SEWER EASEMENT	31/01/2020	1,658.00
EF127402	WESTERN AUSTRALIAN TREASURY CORPORATION	LOAN REPAYMENTS	30/01/2020	10,284.24
	TOTAL OF 721 EFT PAYMENTS			10,415,231.53
	LESS: CANCELLED EFT PAYMENTS:			
EF126188	TRENT WOOD		11/12/2019	-400.00
EF126185	EMILY DAWSON		11/12/2019	-400.00
EF126232	COCKBURN LITTLE ATHLETICS CENTRE NICOLE		12/12/2019	-1,000.00
EF126157	DAVID BANNATYNE		20/11/2019	-50.00
EF125985	CUSTOM HOUSE FINANCIAL (UK) LIMITED		14/01/2020	-384.00
EF126704	SINTA NG		7/01/2020	-360.00
EF126126	JULIE GAYE THOMAS		10/12/2019	-75.00
EF126792	HOUSING AUTHORITY		10/01/2020	-1,568.35
EF126795	GAFFHEAP PTY LTD		10/01/2020	-56.65
EF126791	GAFFHEAP PTY LTD T/A SAIL CITY SOUTH		13/01/2020	-56.65
				- 4,350.65
	TOTAL EFT PAYMENTS (NET OF CANCELLED PAYMENTS)			10,410,880.88
	ADD: BANK FEES AND CREDIT CARD PAYMENTS			
	BANK FEES			
	MERCHANT FEES COC			19759.27
	MERCHANT FEES MARINA			261.55
	MERCHANT FEES ARC			4599.19
	MERCHANT FEES VARIOUS OUT CENTRES			1,988.95
	NATIONAL BPAY CHARGE			4,588.80
	RTGS/ACLR FEE			
	NAB TRANSACT FEE			2032.8
	MERCHANDISE / OTHER FEES			
	CBA CREDIT CARD PAYMENT			76,467.02
				109,697.58
	ADD: PAYROLL PAYMENTS			
	COC08/01/20 Pmt 000152262156 City of Cockburn		8/01/2020	1,804.68
	COC31/12/19 Pmt 000152253460 City of Cockburn		8/01/2020	1,385,239.59
	COC07/01/20 Pmt 000153073010 City of Cockburn		22/01/2020	1,447,834.68
	COC23/01/20 Pmt 000153154461 City of Cockburn		23/01/2020	973.46
	COC23/01/20 Pmt 000153177959 City of Cockburn		23/01/2020	2,000.92
	COC24/01/20 Pmt 000153245486 City of Cockburn		24/01/2020	634.20
				2,838,487.53
	TOTAL PAYMENTS MADE FOR THE MONTH			13,359,065.99

Credit Card Transactions Dec 2019	
Card Holder Name	\$
ALEXANDRA K MORTON	1,478.50
ANDREW LEFORT	342.26
ANTON LEES	1,012.50
ASANKA VIDANAGE	270.20
BENJAMIN ROSER	630.00
CASSANDRA COOPER	158.60
CHERIE CABLE	77.03
CHRISTOPHER BEATON	1,293.61
COLLEEN MILLER	1,957.00
COURTNEE THOMSON	5,342.00
KAROLINE JAMIESON	660.00
LEAH NAPIER	1,155.15
LINDA SEYMOUR	3,835.98
LINDA WALKER	1,014.17
MARIE LA FRENAS	567.74
MICHAEL EMERY	398.95
MIJALCE DANILOV	99.39
MIRANDO RADJA	1,002.21
MISS JESSICA DONALD	1,959.90
MR ANTONIO NATALE	6,396.47
MR BRETT FELLOWS	650.40
MR BRETT MCEWIN	2,458.06
MR C MACMILLAN	995.84
MR CHARLES SULLIVAN	120.60
MR CLIFFORD RYAN	1,417.35
MR CLIVE J CROCKER	1,984.67
MR DANIEL ARNDT	492.59
MR DONALD M GREEN	4,419.29
MR GLEN WILLIAMSON	632.35
MR GLENN PETHICK	1,973.22
MR JOHN WEST	806.14
MR LYALL DAVIESON	2,675.50
MR MICHAEL HAYNES	42.57
MR NELSON MAURICIO	562.00
MR NICHOLAS JONES	199.35
MR PAUL HOGAN	1,471.63
MR PAUL J DE BRUIN	554.79
MR S ATHERTON	1,517.95
MR S PALMER	198.00
MR STEPHEN G CAIN	13.63
MR TRAVIS MOORE	70.00
MRS GLORIA ASKANDER	1,968.61
MRS J KIURSKI	49.99
MRS JULIE MCDONALD	1,426.35
MRS KIM HUNTER	1,435.81
MRS S SEYMOUR-EYLES	3,837.36
MRS SANDRA TAYLOR	874.50
MRS SARAH KAHLE	17.50
MRS SHARON STILL	2,315.94
MS BARBARA FREEMAN	175.87
MS CAROLINE LINDSAY	1,143.64
MS DONNA JORDAN	1,458.95
MS GAIL M BOWMAN	1,321.45
MS JILL ZUMACH	412.39
MS MICHELLE CHAMPION	347.27
MS NICOLA JANE LEDGER	170.06
MS NICOLE CAMARDA	784.43
MS PENELOPE PRICE	1,367.61
MS SAMANTHA BARON	633.29
MS SAMANTHA STANDISH	1,488.15
MS SANDRA EDGAR	407.24
MS SIMONE SIEBER	1,073.04
STEVEN JOHN ELLIOT	1,274.53
STUART DOWNING	76.25
CHERIE CABLE	800.00
Total	76,467.02

Stuart Downing Credit Card Transactions Dec 2019				
Budget Number		Amount	Narration	Narration
GL	116-6303	40.00	NEWS LIMITED	Subs to WSJ & The Aust
GL	116-6304	2.00	CITY OF FREMANTLE	Parking SWG Meeting
GL	116-6256	14.00	SAINT LARRY CAFE	Coffee 2 staff 1 non-staff
GL	116-6304	20.25	WILSON PARKING PER113	Parking - SAT SmithvCOC
		76.25		

Stephen Cain Credit Card Transactions Dec 2019				
Budget Number		Amount	Narration	Narration
GL	116-6304	13.63	CPP HIS MAJESTYS	Parking - Sitlington Interview
		13.63		

15.2 STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - JANUARY 2020

Author(s) S Ng

Attachments 1. Statement of Financial Activity - January 2020 [↓](#)

RECOMMENDATION

That Council:

- (1) adopt the Statement of Financial Activity and associated reports for January 2020, as attached to the Agenda; and
- (2) amend the 2019-2020 Municipal Budget in accordance with the detailed schedule attached as follows:

Operating Expenditure - Depreciation (non-cash)	2,406,718	Increase
Balance Sheet - Accumulated Depreciation	(2,406,718)	Increase
Net impact on closing Municipal budget surplus	-	Nil

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

Background

Local Government (Financial Management) Regulations 1996 prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

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

1. Details of the composition of the closing net current assets (less restricted and committed assets);
2. Explanation for each material variance identified between YTD budgets and actuals; and
3. Any other supporting information considered relevant by the Local Government.

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

The regulations require the information reported in the statement to be shown either by nature and type, statutory program or business unit.

The City chooses to report the information according to its organisational business structure, as well as by nature and type.

Local Government (Financial Management) Regulations - Regulation 34 (5) states “Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.”

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting and Council adopted at the July 2019 meeting to set a materiality threshold of \$300,000 for the 2019-2020 financial year (FY). Detailed analysis of budget variances is an ongoing exercise, with necessary budget amendments either submitted to Council each month via this standing agenda item or included in the City's mid-year budget review, as required by legislation.

Submission

N/A

Report

Opening Surplus

The opening surplus brought forward from FY 2018-2019 following the audit completion, was \$7.24 million. The revised budget now matches the actual surplus after the take up of a current provision for rehabilitating the Henderson landfill site of \$5.17 million. This was a requirement under Australian Accounting Standards, given the planned capping of Cell 6 this financial year.

Closing Surplus

The City's actual closing surplus position for the month of \$75.92 million was \$7.24 million over the YTD budget. The closing surplus reported at the start of each financial year is a large amount, due to the inclusion of the annual rates revenue in the month of July. It then progressively reduces throughout the year as the City delivers its budgeted programs and services. The YTD budget variance in the surplus reflects the sum of all budget variances across the operating and capital programs as further detailed in this report.

The FY 2019-2020 revised budget is currently showing a closing surplus of \$304,765 (up from \$12,771 in the adopted budget). Note 3 of the financial report reconciles the change in budget surplus.

Operating Revenue

Operating revenue of \$136.63 million was over the YTD budget by \$1.23 million. A significant portion of the City's operating revenue is brought to account in July each year upon the issue of the annual rates notices. The remaining revenue, largely comprising service fees, operating grants, contributions and interest earnings, flows relatively uniformly over the remainder of the year.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	105.52	104.99	0.53	105.62
Specified Area Rates	0.58	0.53	0.05	0.56
Fees and Charges	20.49	19.54	0.95	30.00
Operating Grants and Subsidies	5.86	6.26	(0.40)	10.31
Contributions, Donations, Reimbursements	0.87	0.82	0.05	1.34
Interest Earnings	3.31	3.26	0.05	5.14
Total	136.63	135.40	1.23	152.97

The material variances identified for the month included:

- Rates (\$0.53 million above YTD budget)
 - Part year rating is ahead of YTD budget by \$0.58 million
- Fees and Charges (\$0.95 million above YTD budget)
 - A retention bond of \$0.50 million being held for the Cockburn Integrated Health facility was transferred to revenue, as the retention had already been released and charged against the project. This was included in the mid-year budget review (MYBR).
- Operating Grants & Subsidies (\$0.40 million under YTD budget)
 - Home Care Packages operating grants are \$0.29 million ahead of YTD budget (timing issue)
 - State funding for Roe 8 rehabilitation behind budget by \$0.48 million, as the City is still spending carried forward funds.

Operating Expenditure

Operating expenditure of \$84.72 million was under the YTD budget by \$3.19 million. 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	32.16	32.60	0.44	57.51
Employee Costs - Indirect	0.53	0.61	0.08	1.58
Materials and Contracts	21.86	24.74	2.88	41.56
Utilities	3.04	3.35	0.32	5.72
Interest Expenses	0.44	0.41	(0.03)	0.81
Insurances	1.50	1.56	0.06	1.56
Other Expenses	4.92	5.24	0.32	9.48
Depreciation (non-cash)	20.76	19.68	(1.07)	33.71
Amortisation (non-cash)	0.64	0.67	0.03	(4.03)
Internal Recharging-CAPEX	(1.11)	(0.93)	0.18	(1.57)
Total	84.72	87.91	3.19	146.34

The material variance identified for the month included:

- Material and Contracts (\$2.88 million under YTD budget):
 - Environmental Services was \$0.56 million under YTD budget primarily due to the Roe 8 land rehabilitation project (under by \$0.35 million).
 - Waste Collection Services costs were collectively \$0.57 million under YTD budget for a number of activities.
 - Business Systems Services was under spent by \$0.35 million as some of their activities have not eventuated yet (timing issue).
 - Community Development Services were \$0.77 million under YTD budget with the most significant contributor being Aged and Disabled Services at \$0.33 million under.
 - Recreation and Community Safety was \$0.41 million under YTD budget mainly due to the under spend in almost all activities under Cockburn ARC \$0.28 million.
- Employee Costs – Salaries and Direct On-costs (\$0.44 million under YTD budget) mostly due to the under spend in Cockburn ARC casual salaries \$0.19 million.

- Utilities were collectively underspent by \$0.32 million mainly comprising power costs (timing issue).
- Other Expenses (\$0.32 million under YTD budget):
 - Landfill Levy was \$0.26 million behind YTD budget (timing issue).

Capital Expenditure

The City's adopted capital budget of \$43.38 million has increased to \$76.43 million, primarily due to the addition of carried forward works and projects.

At the end of the month, the City had actual spending of \$17.74 million against the YTD budget of \$30.97 million (\$13.23 million under budget).

The following table details this budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	5.42	7.62	2.19	26.13	4.99
Drainage	0.50	0.76	0.26	2.32	0.21
Footpaths	0.72	0.77	0.05	2.13	0.58
Parks Infrastructure	4.09	7.34	3.25	12.19	1.64
Landfill Infrastructure	0.29	0.47	0.18	5.56	3.27
Freehold Land	0.00	3.00	3.00	3.00	0.17
Buildings	3.05	5.67	2.62	15.93	2.17
Furniture and Equipment	0.03	0.03	0.00	0.03	0.00
Information Technology	0.86	1.61	0.76	2.17	0.47
Plant and Machinery	2.12	2.87	0.74	5.36	2.36
Marina Infrastructure	0.66	0.84	0.18	1.63	0.19
Total	17.74	30.97	13.23	76.43	16.05

Significant project budget variances recorded for the month are detailed below:

- Freehold Land (under by \$3.0 million)
 - Purchase of Lot 1001 Tindal Avenue has not eventuated yet, \$2.80 million.

- Parks Infrastructure (under by \$3.25 million)
 - The parks capital program is collectively under spent, with the only significant budget variance being for Coogee Beach Master Plan works at \$0.99 million under.
- Buildings (under by \$2.62 million)
 - The Operations Centre upgrade (stage 2) project contributed \$0.42 million to the underspend budget variance, with all other variances due to timing issues only.
- Roads Infrastructure (under by \$2.19 million) due to timing variance:
 - Verde Drive/Prinsep Road was \$0.89 million underspent.
 - Jandakot Rd (Berrigan to Solomon) at \$0.85 million under YTD budget.
- Information Technology (under by \$0.76 million):
 - Various software and technology infrastructure projects were collectively \$0.76 million under the YTD budget.
- Plant and Machinery (under by \$0.74 million):
 - The light fleet replacement program is lagging the YTD budget by \$0.64 million. There was \$2.48 million in plant purchases on order and awaiting delivery at month's end.

Capital Funding

Capital funding sources are highly correlated to capital spending, the sale of assets and the rate of development within the City (determining developer contributions received). Material variances identified for the month were:

- Capital grants & subsidies (over by \$0.89 million):
 - Roads to Recovery grant received of \$0.37 million allocated to Verde Drive project but not originally budgeted. This was addressed at the mid-year budget review and will be reflected in February's report.
- Developer Contribution Plans – contributions received were collectively under YTD budget by \$0.55 million
- Proceeds on sale of assets – vehicle trade-ins were collectively \$0.25 million under YTD budget.

Reserve Transfers

- Transfers from reserves of \$18.63 million were \$12.20 million under YTD budget.
 - Reserve funding transfers for the City's capital works program were collectively \$11.18 million below YTD budget, mainly due to the construction delays in the Wetlands Education Centre (\$0.70 million) and Prinsep Drive/Verde Road (\$1.15 million). Purchase of Lot 1001 Tindal Avenue also has not eventuated yet (\$2.80 million).
- Transfers to financial reserves of \$14.85 million were \$1.23 million under YTD budget, \$0.40 million of which was due to less interest received, attributed to the current economic downturn.

Cash and Investments

The closing cash and financial investment holding at month's end totalled \$202.85 million, down from \$204.00 million the previous month. \$138.81 million of this comprised the City's financial reserves (up from \$130.44 million last month). Another \$4.13 million was held against the City's bonds and deposits liability. The remaining \$59.91 million represented available cash funding to cover operational requirements over the remainder of the 2019-20 FY.

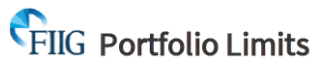
Investment Performance, Ratings and Maturity

The cash rate was most recently cut by the Reserve Bank of Australia (RBA) at its October meeting to a record low of 0.75 per cent and it has been kept at this rate until the last meeting in February. The statement issued with the decision indicated the RBA's expectation that economic growth was weaker than initially expected due to the ongoing drought and the effects of bushfires. On top of these, the coronavirus outbreak in China had affected Australia's economic condition which was expected to further reduce the export growth over March quarter. Fortunately, the RBA expects growth to pick up during the second half of 2020 as Australia recovers from these unfavourable conditions. The gradual growth is supported by a turnaround in mining investment and, further out, dwelling investment and consumption.

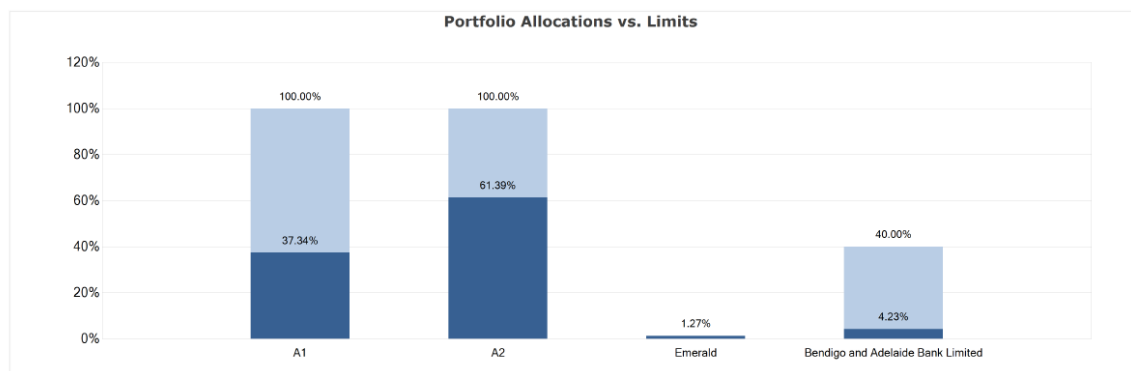
The City's investment portfolio yielded a weighted annualised return of 1.79 percent for the month (down from 1.89% last month and 1.99% the month before). This outperformed the City's target rate of 1.55 percent (RBA cash rate of 0.75 percent plus 0.80 percent performance margin) by 0.24 percent. Interest from investments to the end of the month was \$2.59 million, slightly behind the YTD budget setting of \$2.63 million.

The City's surplus funds are invested in term deposits (TD) with Australian Prudential Regulation Authority (APRA) regulated Australian and foreign owned banks. Current investments held are compliant with Council's Investment Policy, other than those made under previous policy and statutory provisions. This includes Australian reverse mortgage funds with a face value of \$2.562 million and book value of \$0.987 million (net of a \$1.575 million impairment provision), which continue paying interest and returning capital (\$0.44 million returned to date of the original \$3.0 million). Term deposits with foreign owned banks totalling \$29.8 million also now sit outside Council policy. These are redeemed and reinvested with Australian banks as and when they fall due (last one September 2020).

The City's investments fall within the following Standard and Poor's short term risk rating categories:



Compliant ☒
City of Cockburn
31 Jan 2020



Category	Item	Limit Type	Limit	Actual	Variance	Test
Group	A1	Maximum	100.00%	37.34%	62.66%	Compliant
	A2	Maximum	100.00%	61.39%	38.61%	Compliant
	Emerald	Maximum	1.27%	1.27%	0.00%	Compliant
	Bendigo and Adelaide Bank Limited	Maximum	40.00%	4.23%	35.77%	Compliant

Figure 1: Portfolio allocations compared to Investment Policy limits

Given the negative outlook for interest rates, the current investment strategy seeks to secure the best rate on offer for the longest period possible, subject to cash flow planning and policy requirements. The Council's investment policy was recently amended in order to take greater advantage of the higher interest rates offered by A2 financial institutions (policy limit increased from 60% to 100%).

The City's TD investment portfolio duration as at the end of the month was 160 days (slight increase from 159 days last month). The maturity profile of the City's TD investments is graphically depicted below, showing adequate maturities across the next six months to meet liquidity requirements (generally at least \$13.5 million each month):

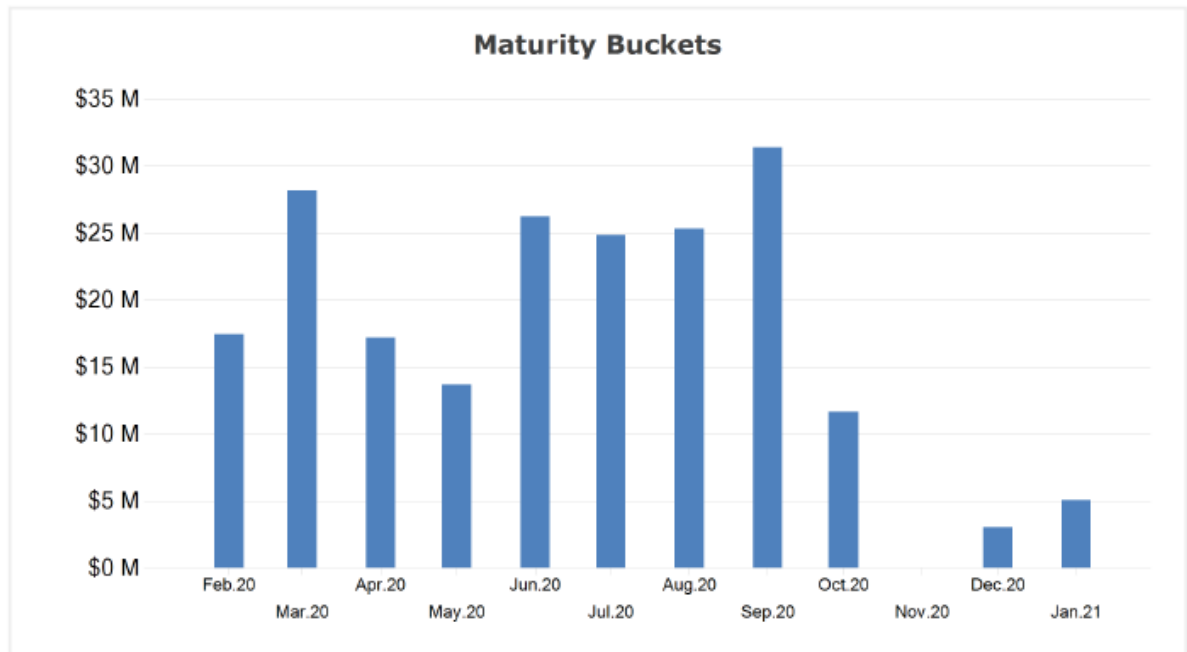


Figure 2: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 64% of its TD investment portfolio with banks considered non-funders of fossil fuel related industries (slight up from 61% last month). The amount invested with fossil fuel free banks will fluctuate month to month in line with policy limits and the deposit rates available at time of placement.

Rates Debt Recovery

At month's end, the City had \$28.1 million in outstanding rates and property charges (reduced from \$35.4 million last month). This amount excluded \$1.05 million in prepaid rates (that will be applied to next year's rates charges). This represented 21.9 percent in uncollected charges against the \$132.9 million total rates levied to month's end (inclusive of prior year outstanding balances and part year rating).

In terms of overdue rates accounts, the City had 732 properties owing \$2.28 million under legal debt recovery processes (626 properties owing \$1.68 million last month).

Budget Amendments

The following budget amendments require Council adoption:

- Depreciation adjustments to the following infrastructure:
 - Roads and footpath infrastructure increased by \$2.26 million.
 - Coastal infrastructure increased by \$0.56 million.
 - Marina infrastructure decreased by \$0.61 million.
- Depreciation adjustments to the following property, plant and equipment:
 - Leased equipment increased by \$0.12 million.
 - Shark barrier increased by \$0.05 million.
 - Cockburn ARC gym equipment increased by \$0.02 million.

The attached financial report includes a schedule with these proposed budget changes and the associated funding sources.

Description of Graphs and Charts

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

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

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

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

Trust Fund

At month's end, the City held \$5.99 million within its trust fund, comprising fully the total POS cash in lieu contributions held for future recreation requirements across specific suburbs within the City.

Strategic Plans/Policy ImplicationsLeading and Listening

Deliver sustainable governance through transparent and robust policy and processes

Listen to and engage with our residents, business community and ratepayers with greater use of social media

Budget/Financial Implications

The 2019-20 FY revised budget surplus contained in the December Statement of Financial Activity of \$304,765 remains unchanged with the adoption of the budget amendments contained in this report. However, the City's net operating result of \$1.45 million will be reduced by the \$2.40 million non-cash depreciation adjustment. This will result in a net operating deficit of \$0.95 million and negatively impact several statutory financial ratios.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Council's adopted budget for revenue, expenditure and the closing financial position could factually misrepresent actual financial outcomes if the recommended budget amendments are not adopted. Further, some services and projects could be disrupted if budgetary requirements are not appropriately addressed.

Advice to Proponent(s)/Submissioners

N/A

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

Nil

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 January 2020

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Operating Revenue							
Financial Services	111,922,624	110,737,681	1%	1,184,943	✓	114,284,412	117,846,000
Information Services	-	875	-100%	(875)		1,500	1,500
Human Resource Management	100,923	170,329	-41%	(69,406)		292,000	292,000
Library Services	29,533	32,752	-10%	(3,219)		56,146	56,146
Recreation & Community Safety	7,887,608	7,779,220	1%	108,388		13,058,788	13,034,278
Community Development & Services	5,444,382	5,402,296	1%	42,086		8,599,857	8,599,857
Corporate Communications	91,256	49,250	85%	42,006		118,600	118,600
Governance & Risk	2,137	467	358%	1,670		800	800
Statutory Planning	519,260	544,180	-5%	(24,920)		1,002,000	1,002,000
Strategic Planning	2,055,986	1,956,046	5%	99,940		3,126,262	3,126,262
Building Services	773,057	848,068	-9%	(75,011)		1,334,014	1,334,014
Environmental Health	326,273	283,708	15%	42,564		333,500	333,500
Waste Services	6,145,698	5,973,108	3%	172,590		8,577,255	8,558,998
Parks & Environmental Services	187,702	677,061	-72%	(489,359)	X	885,884	1,482,623
Engineering Services	163,583	122,250	34%	41,333		291,000	281,000
Infrastructure Services	978,071	820,850	19%	157,221		1,003,350	1,003,350
	136,628,091	135,398,141	1%	1,229,951		152,965,367	157,070,927
Total Operating Revenue	136,628,091	135,398,141	1%	1,229,951		152,965,367	157,070,927
Operating Expenditure							
Governance	(2,332,383)	(1,866,834)	25%	(465,548)	X	(3,748,867)	(3,530,263)
Strategy & Civic Support	(560,909)	(723,761)	-23%	162,852		(1,209,377)	(1,188,978)
Financial Services	(4,350,548)	(4,274,333)	2%	(76,215)		(6,300,250)	(6,218,115)
Information Services	(3,904,340)	(4,163,765)	-6%	259,425	✓	(6,747,811)	(6,410,628)
Human Resource Management	(1,603,680)	(1,691,205)	-5%	87,524		(3,003,966)	(2,952,449)
Library Services	(1,995,740)	(2,383,079)	-16%	387,340	✓	(4,049,223)	(3,988,344)
Recreation & Community Safety	(9,182,556)	(9,825,674)	-7%	643,117	✓	(17,019,937)	(16,874,107)
Community Development & Services	(6,332,723)	(7,314,760)	-13%	982,037	✓	(13,121,283)	(12,774,540)
Corporate Communications	(2,159,472)	(2,355,015)	-8%	195,543		(4,209,054)	(3,997,821)
Governance & Risk	(265,551)	(280,235)	-5%	14,684		(472,875)	(472,875)
Statutory Planning	(758,354)	(784,205)	-3%	25,851		(1,428,683)	(1,428,683)
Strategic Planning	(1,117,561)	(1,087,949)	3%	(29,611)		(1,889,225)	(1,889,225)
Building Services	(903,668)	(952,800)	-5%	49,131		(1,716,537)	(1,716,537)
Environmental Health	(1,066,798)	(1,178,445)	-9%	111,647		(2,021,780)	(2,015,928)
Waste Services	(8,833,449)	(9,429,749)	-6%	596,300	✓	(15,739,861)	(17,144,443)
Parks & Environmental Services	(8,430,285)	(9,273,590)	-9%	843,305	✓	(16,492,309)	(16,489,237)
Engineering Services	(4,658,141)	(4,598,557)	1%	(59,584)		(8,039,233)	(7,989,249)
Infrastructure Services	(5,978,367)	(6,313,430)	-5%	335,063	✓	(11,016,387)	(10,869,941)
	(64,434,526)	(68,497,386)	-6%	4,062,860		(118,226,659)	(117,951,365)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 January 2020

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	1,108,681	933,276	19%	175,405	1,569,949	1,515,474
Add: Depreciation & Amortisation on Non-Current Assets						
Computer Equipment	(870,889)	(907,277)	-4%	36,388	(1,555,332)	(1,555,332)
Furniture and Equipment	(212,827)	(209,454)	2%	(3,373)	(359,052)	(359,052)
Plant & Machinery	(1,917,512)	(1,913,980)	0%	(3,532)	(3,249,355)	(3,249,355)
Buildings	(3,698,228)	(3,723,475)	-1%	25,247	(6,383,100)	(6,383,100)
Infrastructure - Roads	(8,138,522)	(7,110,544)	14%	(1,027,978) X	(12,189,504)	(12,189,504)
Infrastructure - Drainage	(1,556,156)	(1,572,515)	-1%	16,359	(2,695,740)	(2,695,740)
Infrastructure - Footpaths	(1,036,537)	(832,951)	24%	(203,586) X	(1,427,916)	(1,427,916)
Infrastructure - Parks Equipment	(2,750,093)	(2,781,933)	-1%	31,840	(4,769,028)	(4,769,028)
Landfill Infrastructure	(640,988)	(666,743)	-4%	25,755	(1,142,988)	(1,142,988)
Marina Infrastructure	(248,821)	(606,893)	-59%	358,072 ✓	(1,040,400)	(1,040,400)
Coastal Infrastructure	(325,720)	-	0%	(325,720) X	-	-
Leased Equipment	-	(24,038)	-100%	24,038	(41,200)	(41,200)
	(21,396,293)	(20,349,803)	5%	(1,046,490)	(34,853,615)	(34,853,615)
Total Operating Expenditure	(84,722,138)	(87,913,912)	-4%	3,191,775	(151,510,325)	(151,289,506)
Change in Net Assets Resulting from Operations	51,905,953	47,484,228	9%	4,421,725	1,455,042	5,781,421
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant and Machinery	122,983	125,238	-2%	(2,255)	(38,092)	(590,592)
Freehold Land	1,218,364	1,440,000	-15%	(221,636) X	6,740,000	-
Furniture and Equipment	-	-	0%	-	-	-
Buildings	(259,197)	-	0%	(259,197) X	-	-
	1,082,150	1,565,238	-31%	(483,088)	6,701,908	(590,592)
Capital Expenditure						
Computer Equipment	(856,639)	(1,612,707)	-47%	756,068 ✓	(2,166,009)	(1,165,620)
Furniture and Equipment	(25,000)	(29,472)	-15%	4,472	(29,472)	-
Plant & Machinery	(2,121,388)	(2,865,200)	-26%	743,812 ✓	(5,363,000)	(3,870,000)
Land	(4,467)	(3,000,000)	-100%	2,995,533 ✓	(3,000,000)	-
Buildings	(3,051,299)	(5,673,477)	-46%	2,622,178 ✓	(15,925,644)	(10,244,500)
Infrastructure - Roads	(5,420,992)	(7,615,227)	-29%	2,194,235 ✓	(26,133,835)	(19,303,359)
Infrastructure - Drainage	(504,027)	(762,568)	-34%	258,541 ✓	(2,319,397)	(1,318,000)
Infrastructure - Footpaths	(717,689)	(767,320)	-6%	49,631	(2,125,791)	(1,439,268)
Infrastructure - Parks Equipment	(3,626,841)	(6,438,001)	-44%	2,811,160 ✓	(10,617,844)	(4,812,000)
Infrastructure - Parks Landscaping	(465,057)	(901,137)	-48%	436,080 ✓	(1,568,440)	(620,000)
Landfill Infrastructure	(285,949)	(467,191)	-39%	181,242	(5,556,251)	(179,000)
Marina Infrastructure	(661,168)	(840,470)	-21%	179,302	(1,626,176)	(425,000)
Note 1.	(17,740,515)	(30,972,770)	-43%	13,232,255	(76,431,859)	(43,376,747)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 January 2020

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Add: Land - Vested in Crown	(317,441)	-	0%	(317,441) X		(2,500,000)	-
Add: Transfer to Reserves	(14,854,804)	(16,084,201)	-8%	1,229,397 ✓		(44,953,831)	(27,595,783)
Add Funding from							
Non-Operating Grants and Subsidies	2,341,336	1,450,073	61%	891,263 ✓		7,497,256	6,058,933
Non-Government Contributions	44,630	142,062	-69%	(97,432)		3,832,174	2,150,000
Developers Contributions Plans: Cash	2,066,576	2,619,601	-21%	(553,025) X		4,080,000	4,080,000
Proceeds on Sale of Assets	2,126,050	2,443,500	-13%	(317,450) X		8,207,500	915,000
Reserves	18,626,777	30,831,281	-40%	(12,204,503) X		55,831,219	17,646,331
	25,205,369	37,486,516	-33%	(12,281,148)		79,448,149	30,850,264
Non-Cash/Non-Current Item Adjustments							
Depreciation on Assets	20,755,305	19,683,060	5%	1,072,245 X		33,710,627	33,710,627
Amortisation on Assets	640,988	666,743	-4%	(25,755)		1,142,988	1,142,988
Profit/(Loss) on Assets Disposal	(1,082,150)	(1,565,238)	-31%	483,088 X		(6,701,908)	590,592
Loan Repayments	(1,944,995)	(1,987,200)	-2%	42,205		(3,974,400)	(2,500,000)
Non-Current Rehabilitation Asset Provision	5,171,553	5,171,553	0%	-		5,171,553	-
Non-Current Accrued Debtors	(282,585)	-	0%	(282,585) ✓		-	-
Non-Current Leave Provisions	123,558	-	0%	123,558		-	-
Deferred Pensioners Adjustment	22,565	-	0%	22,565		-	-
	23,404,239	21,968,918	7%	1,435,321		29,348,860	32,944,207
Add: Surplus/(Deficit) B/F July 1	7,236,184	7,236,495	0%	(311)		7,236,495	2,000,000
Less: Surplus/(Deficit) C/F	75,921,135	68,684,424	11%	7,236,711		304,765	12,771
	-	-	-	-		-	-

Notes to Statement of Financial Activity

Note 1.

Additional information on the capital works program including committed orders at end of month:

Assets Classification	Actuals \$	Commitments at Month End \$	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget \$	Uncommitted at Month End \$
Computer Equipment	(856,639)	(310,575)	(1,167,214)	(1,612,707)	(2,166,009)	998,795
Furniture and Equipment	(25,000)	-	(25,000)	(29,472)	(29,472)	4,472
Plant & Machinery	(2,121,388)	(2,534,679)	(4,656,067)	(2,865,200)	(5,363,000)	706,933
Land	(4,467)	(174,816)	(179,284)	(3,000,000)	(3,000,000)	2,820,716
Buildings	(3,051,299)	(2,066,282)	(5,117,581)	(5,673,477)	(15,925,644)	10,808,063
Infrastructure - Roads	(5,420,992)	(4,970,153)	(10,391,145)	(7,615,227)	(26,133,835)	15,742,690
Infrastructure - Drainage	(504,027)	(218,433)	(722,460)	(762,568)	(2,319,397)	1,596,937
Infrastructure - Footpaths	(717,689)	(501,204)	(1,218,893)	(767,320)	(2,125,791)	906,898
Infrastructure - Parks Equipment	(3,626,841)	(1,389,709)	(5,016,549)	(6,438,001)	(10,617,844)	5,601,295
Infrastructure - Parks Landscaping	(465,057)	(275,622)	(740,678)	(901,137)	(1,568,440)	827,762
Landfill Infrastructure	(285,949)	(3,199,656)	(3,485,606)	(467,191)	(5,556,251)	2,070,645
Marina Infrastructure	(661,168)	(190,988)	(852,155)	(840,470)	(1,626,176)	774,021
	(17,740,515)	(15,832,117)	(33,572,632)	(30,972,770)	(76,431,859)	42,859,227

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	201,861,040	183,326,997	119,367,230	134,040,426
Rates Outstanding	27,485,513	3,500,000	3,500,000	3,500,000
Rubbish Charges Outstanding	128,095	50,000	50,000	50,000
Sundry Debtors	4,049,073	2,884,300	2,884,300	2,884,300
GST Receivable	625,063	-	-	-
Prepayments	183,206	100,000	100,000	100,000
Accrued Debtors	1,949,498	-	-	-
Stock on Hand	(2,771)	15,000	15,000	15,000
	236,278,716	189,876,297	125,916,530	140,589,726
Current Liabilities				
Creditors	(9,823,516)	(5,768,600)	(6,154,801)	(6,154,801)
Income Received in Advance	(1,255,949)	(1,200,000)	(1,200,000)	(1,200,000)
GST Payable	(218,589)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(4,059,832)	(4,000,000)	(4,000,000)	(4,000,000)
Provision for Long Service Leave	(3,043,055)	(2,400,000)	(2,400,000)	(2,400,000)
Provision for Rehabilitation Assets	-	-	-	-
	(18,400,941)	(13,368,600)	(13,754,801)	(13,754,801)
Net Current Assets	217,877,775	176,507,697	112,161,728	126,834,925
Add: Non Current Investments	987,040	1,000,000	1,000,000	1,000,000
	218,864,815	177,507,697	113,161,728	127,834,925
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(138,814,270)	(103,125,623)	(106,995,314)	(127,822,154)
Deposits & Bonds Liability *	(4,129,410)	(5,697,650)	(5,861,650)	-
	75,921,135	68,684,424	304,765	12,771
Closing Funds (as per Financial Activity Statement)	75,921,135	68,684,424	304,765	12,771

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)				12,771
Various		ABC allocation adjustments	OCM 12/09/19		54,475			67,246
CW	5983	Balancing DCP13 funded project	OCM 14/11/19				30,668	36,578
GL	105	Forfeited incomplete bonds	OCM12/12/19			270,187		306,765
OP	9705	Welcome Kit Residence - error in populating budget	OCM12/12/19				2,000	304,765
				Closing Funds Surplus (Deficit)	54,475	270,187	32,668	304,765

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 January 2020

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	105,518,245	104,989,592	528,653	106,151,121	105,622,468	107,680,000
02 Specified Area Rates	584,376	530,000	54,376	609,376	555,000	490,000
05 Fees and Charges	20,488,230	19,543,014	945,215	30,942,018	29,996,803	29,361,458
10 Grants and Subsidies	5,856,156	6,257,209	(401,054)	9,904,196	10,305,250	13,203,983
15 Contributions, Donations and Reimbursements	873,102	818,387	54,715	1,396,089	1,341,374	1,191,014
20 Interest Earnings	3,307,983	3,259,938	48,045	5,192,518	5,144,473	5,144,473
25 Other revenue and Income	-	-	-	-	-	-
Total Operating Revenue	136,628,091	135,398,141	1,229,951	154,195,318	152,965,367	157,070,927
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(32,156,442)	(32,595,190)	438,748	(57,072,620)	(57,511,368)	(57,343,930)
51 Employee Costs - Indirect Oncosts	(526,536)	(608,559)	82,023	(1,496,446)	(1,578,469)	(1,578,469)
55 Materials and Contracts	(21,861,092)	(24,740,151)	2,879,060	(38,679,456)	(41,558,516)	(39,976,260)
65 Utilities	(3,035,804)	(3,352,027)	316,223	(5,408,717)	(5,724,940)	(5,724,940)
70 Interest Expenses	(437,388)	(405,113)	(32,275)	(842,500)	(810,225)	(2,284,625)
75 Insurances	(1,497,782)	(1,560,700)	62,918	(1,497,782)	(1,560,700)	(1,560,700)
80 Other Expenses	(4,919,482)	(5,235,646)	316,163	(9,166,278)	(9,482,441)	(9,482,441)
85 Depreciation on Non Current Assets	(20,755,305)	(19,683,060)	(1,072,245)	(34,782,872)	(33,710,627)	(33,710,627)
86 Amortisation on Non Current Assets	(640,988)	(666,743)	25,755	(1,117,233)	(1,142,988)	(1,142,988)
Add Back: Indirect Costs Allocated to Capital Works	1,108,681	933,276	175,405	1,745,354	1,569,949	1,515,474
Total Operating Expenditure	(84,722,138)	(87,913,912)	3,191,775	(148,318,550)	(151,510,325)	(151,289,506)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	51,905,953	47,484,228	4,421,725	5,876,768	1,455,042	5,781,421
NON-OPERATING ACTIVITIES						
11, 16 Non-Operating Grants, Subsidies and Contributions	2,385,966	1,592,135	793,831	12,123,261	11,329,430	8,208,933
18 Developers Contributions Plans: Cash	2,066,576	2,619,601	(553,025)	3,526,975	4,080,000	4,080,000
95 Profit/(Loss) on Sale of Assets	1,082,150	1,565,238	(483,088)	6,218,820	6,701,908	(590,592)
Total Non-Operating Activities	5,217,251	5,776,974	(559,723)	19,051,615	19,611,338	11,698,341
NET RESULT	57,123,204	53,261,202	3,862,002	24,928,383	21,066,380	17,479,762

Notes to Statement of Comprehensive Income

Note 1.

Additional information on main sources of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Recreation & Community Safety</u>				
Recreational Services	469,325	351,068	601,830	601,830
Law and Public Safety	416,470	307,420	462,551	462,551
Cockburn ARC	6,462,567	6,588,420	11,193,223	11,193,223
	7,348,362	7,246,907	12,257,604	12,257,604
<u>Waste Services:</u>				
Waste Collection Services	2,679,616	2,566,032	2,647,216	2,647,216
Waste Disposal Services	3,441,236	3,382,916	5,699,662	5,699,662
	6,120,852	5,948,948	8,346,878	8,346,878
<u>Infrastructure Services:</u>				
Port Coogee Marina	933,789	814,141	991,850	991,850
	933,789	814,141	991,850	991,850
	14,403,003	14,009,996	21,596,331	21,596,331

Note 2.

Additional information on Salaries and Direct On-Costs by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(1,474,569)	(1,410,896)	(2,497,136)	(2,497,136)
Finance and Corporate Services Division	(4,706,794)	(4,621,035)	(8,086,106)	(8,044,589)
Governance and Community Services Divi	(11,793,174)	(12,113,902)	(21,415,210)	(21,402,210)
Planning and Development Division	(3,220,146)	(3,346,302)	(5,910,862)	(5,910,862)
Engineering and Works Division	(10,961,759)	(11,103,056)	(19,602,054)	(19,489,132)
	(32,156,442)	(32,595,190)	(57,511,368)	(57,343,930)

Note 3

Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(1,059,605)	(840,883)	(1,794,392)	(1,555,389)
Finance and Corporate Services Division	(2,855,620)	(3,134,427)	(4,790,694)	(4,361,376)
Governance and Community Services Divi	(6,431,008)	(8,081,858)	(13,819,459)	(13,067,775)
Planning and Development Division	(491,583)	(599,111)	(994,712)	(988,860)
Engineering and Works Division	(11,023,275)	(12,083,872)	(20,159,259)	(20,002,861)
Not Applicable	0	0	0	0
	(21,861,092)	(24,740,151)	(41,558,516)	(39,976,260)

City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31/07/2020

<i>Account Details</i>	<i>Opening Balance</i>		<i>Interest Received</i>		<i>t/t's from Municipal</i>		<i>t/t's to Municipal</i>		<i>Closing Balance</i>	
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>
<i>Council Funded</i>										
Bibra Lake Management Plan	579,591	579,591	12,170	3,771	-	-	(64,810)	(64,810)	526,951	518,552
Carry Forward Projects	5,932,650	5,932,650	-	-	8,780,584	8,780,584	(13,775,774)	(6,954,097)	937,460	7,759,137
CIHCF Building Maintenance	7,746,691	7,746,691	130,254	54,717	1,486,079	866,879	(15,000)	(3,500)	9,348,024	8,664,787
Cockburn ARC Building Maintenance	2,054,346	2,054,346	40,502	13,883	1,640,000	-	-	-	3,734,848	2,068,229
Cockburn Coast SAR	16,840	16,840	-	86	30,000	-	(8,887)	(8,887)	37,954	8,040
Community Infrastructure	19,187,585	19,187,585	298,919	129,333	9,500,000	-	(1,511,284)	(385,051)	27,475,220	18,931,867
Community Surveillance	778,372	778,372	16,733	5,011	200,000	-	(139,633)	(107,856)	855,472	675,527
Environmental Offset	311,136	311,136	6,085	2,103	-	-	-	-	317,221	313,238
Greenhouse Action Fund	572,893	572,893	8,367	3,775	200,000	-	(96,000)	(37,670)	685,260	538,997
HWRP Post Closure Management & Contaminated	2,373,754	2,373,754	46,777	17,737	1,100,000	641,667	(135,000)	(5,577)	3,385,531	3,027,581
Information Technology	302,718	302,718	3,803	2,046	200,000	-	(5,000)	-	501,521	304,764
Insurance	1,806,509	1,806,509	31,946	12,059	500,000	-	-	-	2,338,455	1,818,569
Land Development and Investment Fund	9,638,807	9,638,807	99,069	70,307	7,029,081	1,585,264	(4,748,612)	(141,793)	12,018,345	11,152,585
Major Building Refurbishment	14,878,218	14,878,218	263,171	100,541	1,627,464	-	(175,000)	-	16,593,853	14,978,759
Municipal Elections	80,756	80,756	-	546	-	-	-	-	80,756	81,302
Naval Base Shacks	1,132,099	1,132,099	21,677	7,648	30,000	-	(50,000)	(645)	1,133,776	1,139,102
Plant & Vehicle Replacement	11,016,204	11,016,204	185,588	70,283	3,000,000	-	(4,222,356)	(1,332,329)	9,979,436	9,754,159
Port Coogee Marina Assets Replacement	1,291,632	1,291,632	5,705	8,726	300,000	-	(60,000)	(1,600)	1,537,337	1,298,757
Port Coogee Special Maintenance - SAR	1,644,432	1,644,432	31,375	10,687	400,000	-	(204,154)	(180,312)	1,871,653	1,474,808
Port Coogee Waterways - SAR	94,237	94,237	2,852	637	60,000	-	(50,000)	-	107,089	94,874
Port Coogee Waterways - WEMP	1,360,710	1,360,710	33,847	9,119	-	-	(100,000)	(50,000)	1,294,557	1,319,828
Roads & Drainage Infrastructure	12,944,727	12,944,727	290,552	81,921	-	-	(10,639,009)	(2,440,427)	2,596,270	10,586,221
Staff Payments & Entitlements	1,679,842	1,679,842	32,136	10,761	125,000	-	(190,000)	(142,900)	1,646,978	1,547,704
Waste & Recycling	15,481,387	15,481,387	283,137	104,381	944,000	-	(5,529,251)	(258,948)	11,179,273	15,326,819
Waste Collection	3,288,540	3,288,540	41,263	22,079	1,414,645	-	(100,000)	(48,477)	4,644,448	3,262,143
Welfare Redundancies	43,561	43,561	-	294	-	-	-	-	43,561	43,855
POS Cash in Lieu (Restricted Funds)	-	-	-	-	-	-	-	-	-	-
	116,238,238	116,238,238	1,885,928	742,451	38,566,853	11,874,394	(41,819,770)	(12,164,877)	114,871,249	116,690,206
<i>Grant Funded</i>										
Aged and Disabled Asset Replacement	372,120	372,120	8,628	2,394	57,505	33,545	(95,000)	-	343,253	408,059
Family Day Care Accumulation Fund	11,342	11,342	-	77	-	-	-	-	11,342	11,418
Naval Base Shack Removal	595,485	595,485	10,649	4,024	50,000	-	-	-	656,134	599,510
Restricted Grants & Contributions	6,625,483	6,625,483	-	-	-	-	(6,071,451)	(6,460,646)	554,032	164,838
Underground Power - Service Charge	-	0	-	-	-	-	-	-	-	0
Welfare Projects Employee Entitlements	1,044,584	1,044,584	12,646	6,685	-	-	-	-	1,057,230	1,051,269
	8,649,014	8,649,014	31,923	13,180	107,505	33,545	(6,166,451)	(6,460,646)	2,621,991	2,235,094
<i>Development Cont. Plans</i>										
Cockburn Coast DCP14	73,383	73,383	-	496	-	-	(43,110)	-	30,273	73,879
Community Infrastructure DCP 13	5,708,631	5,708,631	144,588	43,608	3,000,000	1,639,885	(7,737,037)	-	1,116,182	7,392,125
Hammond Park DCP	3,069,175	3,069,175	24,032	20,945	250,000	162,960	(6,914)	-	3,336,293	3,253,080
Munster Development	1,350,746	1,350,746	21,830	9,128	80,000	-	(7,765)	-	1,444,811	1,359,874

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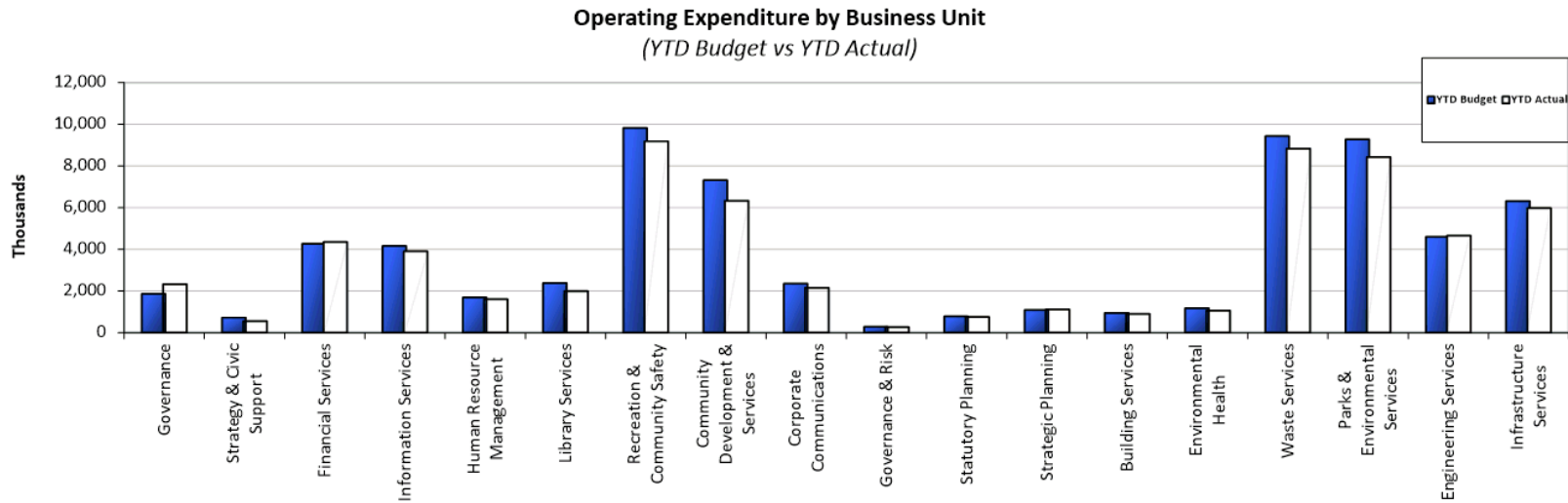
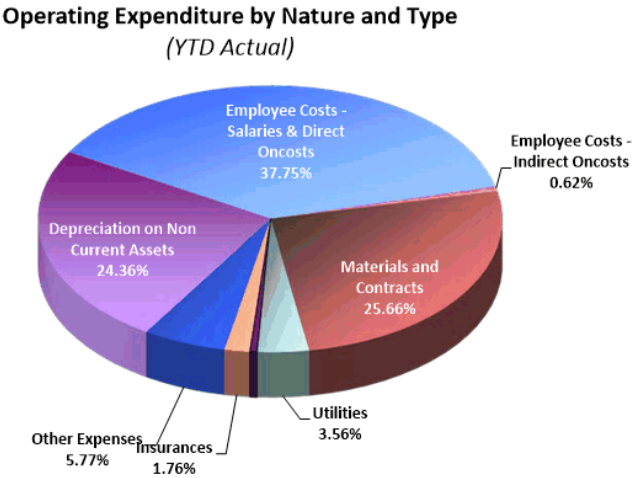
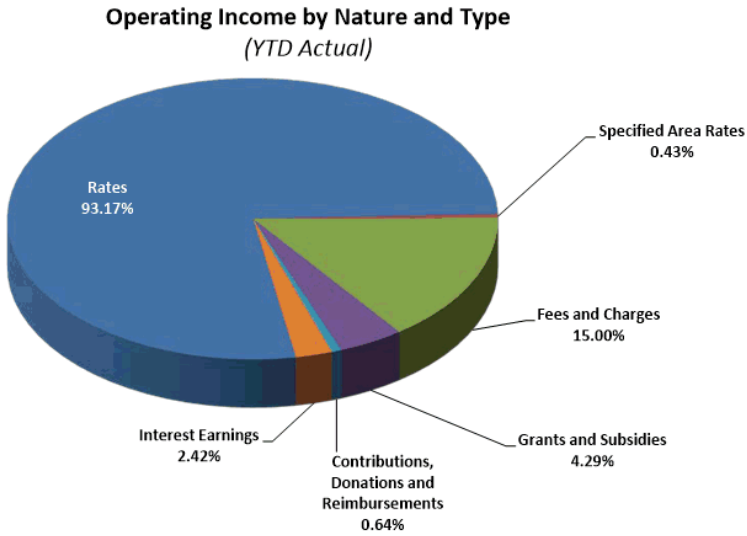
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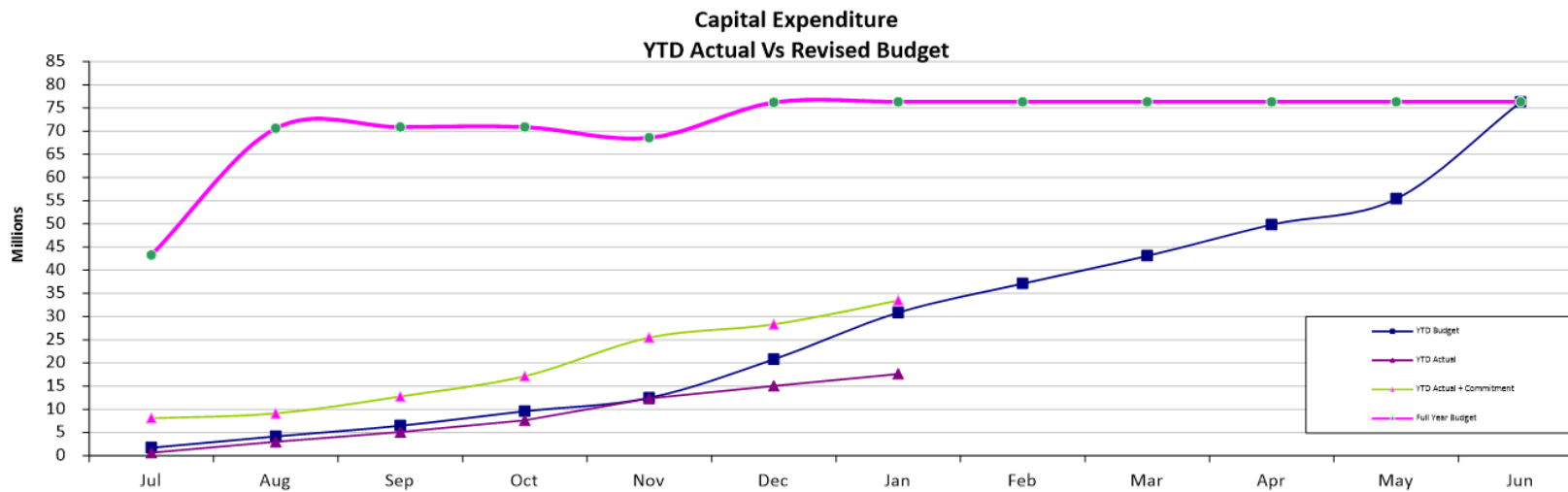
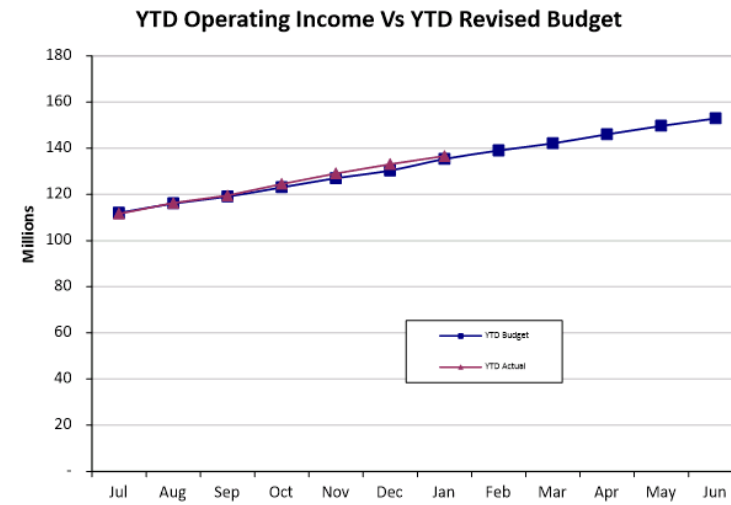
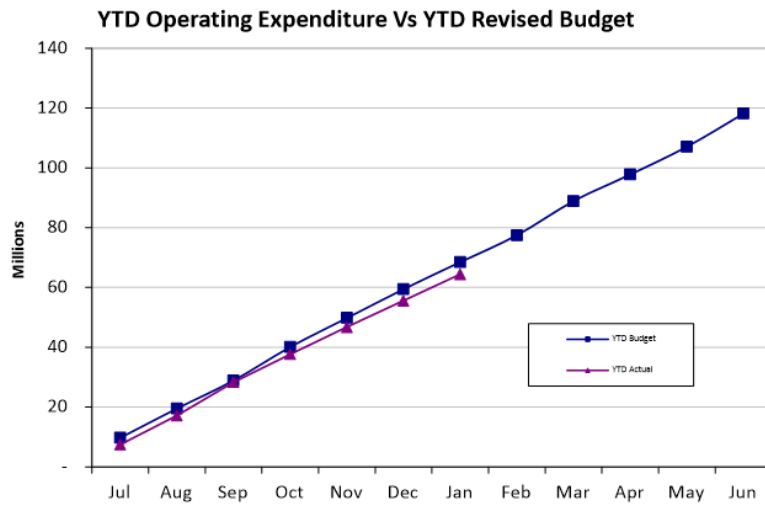
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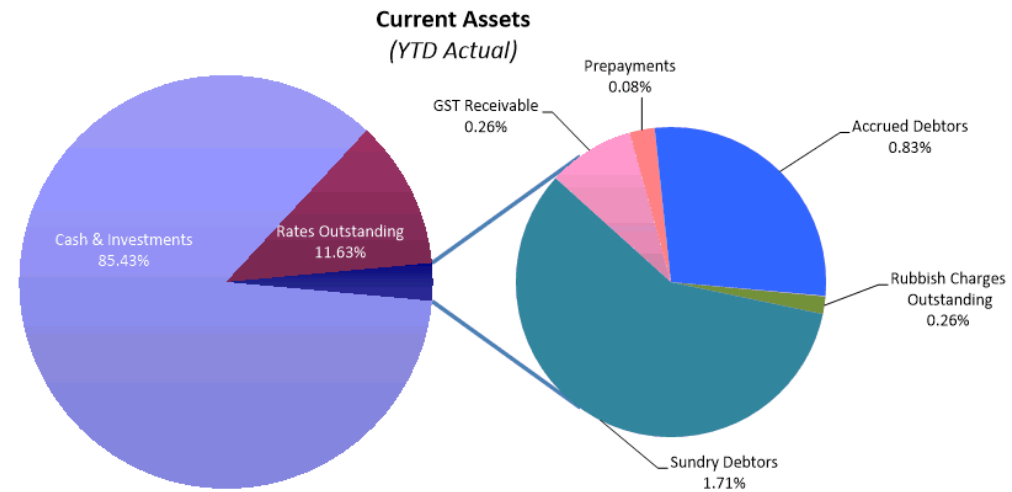
City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31/07/2020

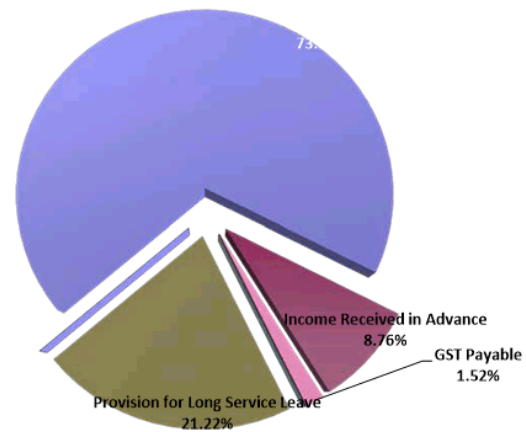
<i>Account Details</i>	<i>Opening Balance</i>		<i>Interest Received</i>		<i>t/t's from Municipal</i>		<i>t/t's to Municipal</i>		<i>Closing Balance</i>	
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>
Muriel Court Development Contribution	189,874	189,874	179	2,060	250,000	144,442	(22,929)	-	417,124	336,375
Packham North - DCP 12	80,659	80,659	1,146	545	100,000	-	(9,163)	-	172,642	81,204
Solomon Road DCP	649,076	649,076	16,500	4,386	-	-	(4,676)	-	660,900	653,463
Success Nth Development Cont. Plans	3,851,777	3,851,777	40,540	26,030	50,000	-	(3,776)	-	3,938,541	3,877,807
Thomas St Development Cont. Plans	13,550	13,550	294	92	-	-	-	-	13,844	13,642
Wattleup DCP 10	19,333	19,333	3,394	429	250,000	56,127	(6,914)	(1,254)	265,814	74,635
Yangebup East Development Cont. Plans	1,816,937	1,816,937	18,907	12,566	-	61,616	(1,356)	-	1,834,487	1,891,119
Yangebup West Development Cont. Plans	875,848	875,848	10,212	5,919	100,000	-	(1,356)	-	984,704	881,767
	17,698,991	17,698,991	281,622	126,204	4,080,000	2,065,030	(7,844,998)	(1,254)	14,215,615	19,888,971
<i>Total Reserves</i>	142,586,243	142,586,243	2,199,473	881,836	42,754,358	13,972,968	(55,831,219)	(18,626,777)	131,708,855	138,814,270

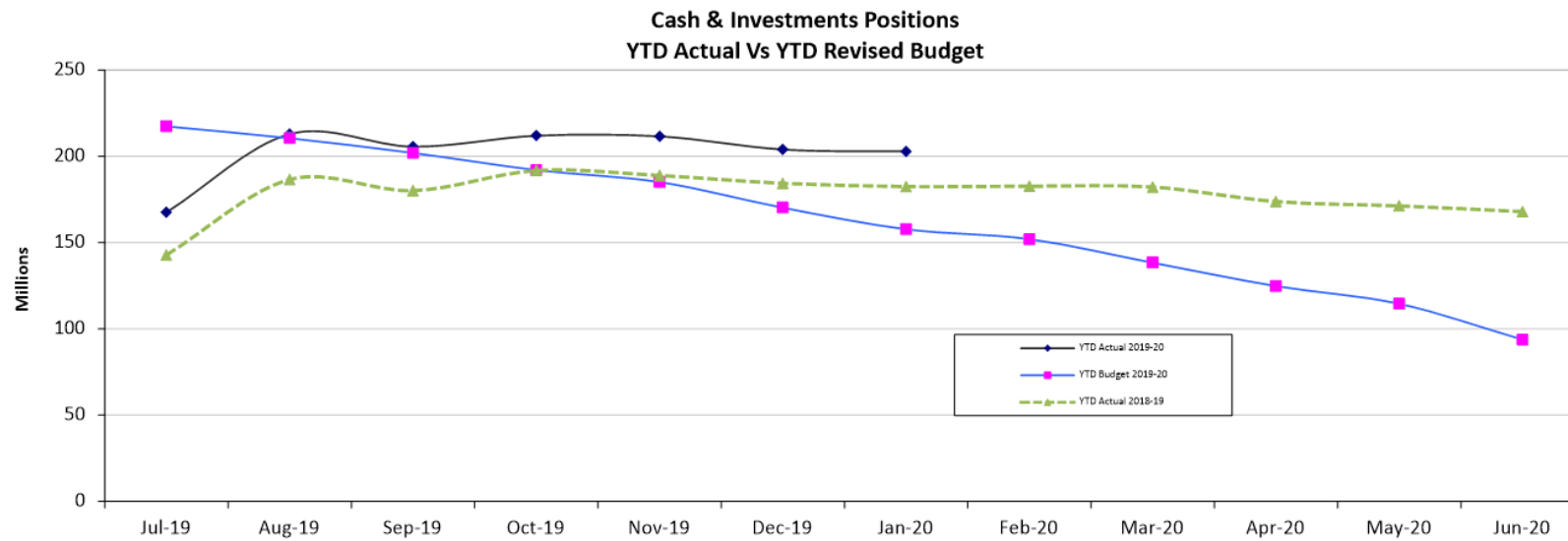
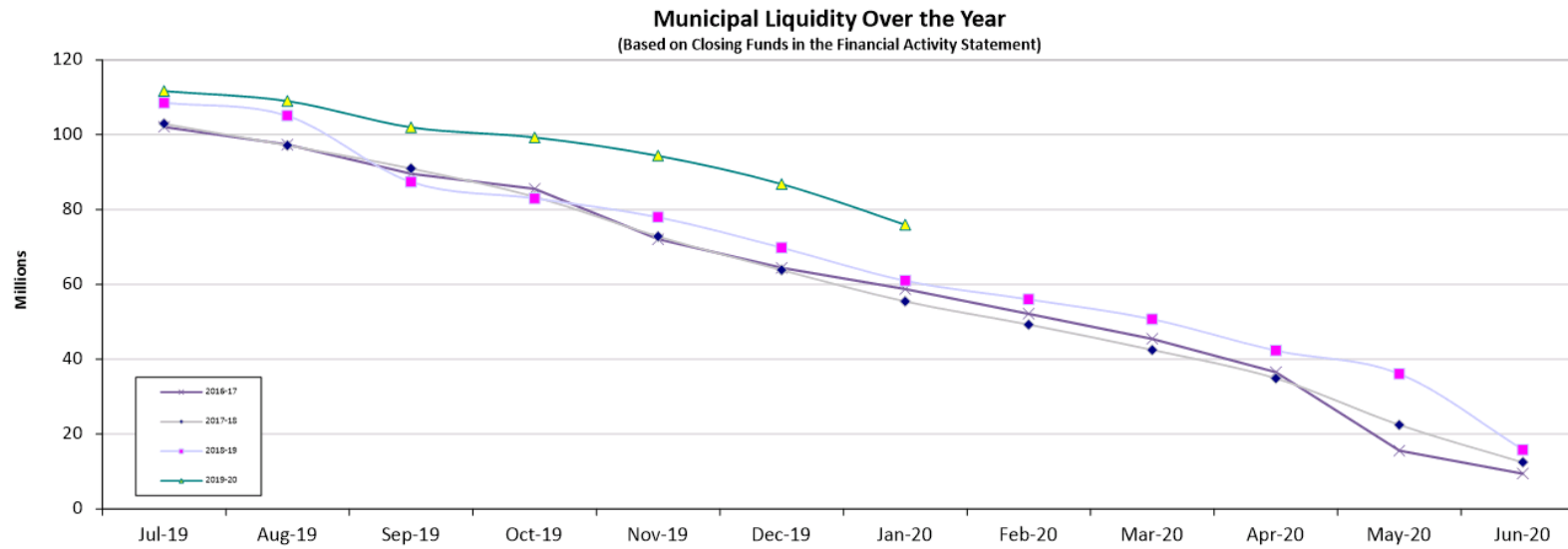






Current Liabilities
(YTD Actual)





DETAILED BUDGET AMENDMENTS REPORT
for the period ended 31 January 2020

PROJECT/ACTIVITY LIST		DESCRIPTION	ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
						RESERVE	REVENUE	MUNICIPAL	NON-CASH
GL 650	Road Constructions	Adjusting road and footpath infrastructure depreciation	ADD	2,257,584					(2,257,584)
GL 125	Information Technology	Adjusting leased assets depreciation	ADD	118,950					(118,950)
GL 841	Coastal Services	Adjusting coastal infrastructure depreciation	ADD	563,580					(563,580)
OP6255	Marina Services	Adjusting marina infrastructure depreciation	LESS	(608,388)					608,388
OP6249	ECO Shark Barrier	Adjusting shark barrier depreciation	ADD	54,992					(54,992)
OP8817	Cockburn ARC Building Maintenance	Adjusting ARC gym equipment depreciation	ADD	20,000					(20,000)
				2,406,718	0	0	0	0	(2,406,718)

15.3 SALE OF LAND FOR RECOVERY OF OUTSTANDING RATES

Author(s) C D'Ascenzo

Attachments 1. Sale of Land for Recovery of Outstanding Rates
(CONFIDENTIAL)

RECOMMENDATION

That Council, pursuant to section 6.68(2)(b) of the *Local Government Act 1995*, exercises its power of sale under Part 6 Division 6 Subdivision 6 of the *Local Government Act 1995* over Property Number 3315354 noting that the City of Cockburn has not made an attempt to recover the outstanding money under section 6.56 of the *Local Government Act 1995* within the last 3 years for the reason that the owner cannot be located notwithstanding the City of Cockburn making reasonable efforts to do so.

Background

Under Section 6.64(1)(b) of the *Local Government Act 1995*, if any rates or service charges due to a local government have been unpaid for at least three years, the local government may take possession of the land and proceed to sell it.

Submission

N/A

Report

The subject property has rates and charges outstanding in excess of three years, for which the City has been unable to recover or enter into an acceptable payment arrangement. It has been almost four years since the last payment received towards rates for this property and all attempts since to make contact with the ratepayer (owner) have failed. All of the City's recent correspondence and notices have not been responded to and the owner cannot be located. This has caused all attempted legal recovery action to be unsuccessful.

The following summarises the efforts to locate the owner to date:

1. The City attempted to institute legal proceedings against the owner to recover the arrears on numerous occasions.
2. Legal proceedings were not unsuccessful as the City nor its solicitors (CS Legal) were able to locate the owner.
3. The City attempted to locate the owner by:
 - (a) causing its solicitors to conduct general skip tracing on the owner;

- (b) causing its solicitors to conduct probate and related searches on the owner;
 - (c) causing its solicitors to engage a private investigation firm to conduct a detailed skip trace on the owner;
 - (d) attending or contacting all possible addresses for the owner;
 - (e) causing its solicitors to make enquiries with neighbours of the possible addresses for the owner; and
 - (f) causing its solicitors to attempt to make contact with members of the owner's immediate family.
4. To date, the property remains abandoned and the City has not been able to locate the owner after making reasonable attempts to do so.

Given the high level of the debt and the amount of time that has been afforded to attempt to contact the ratepayer to either clear or reduce the debt, it is appropriate to apply Part 6 Division 6 Subdivision 6 of the *Local Government Act 1995* empowering the sale of land in relation to unpaid rates and charges for property number 3315354.

The procedure for the sale of land is lengthy. However, the City will be able to recover the outstanding debt and associated legal costs in the event that the property is sold.

The further history of recovery efforts and attempts to locate the owner, including property details is included in the confidential attachment.

Council has previously resolved as part of its Debtors Management Policy (AFCS9) to actively pursue the recovery of rate arrears as specified in the *Local Government Act 1995*, including the power to sell land.

Strategic Plans/Policy Implications

Leading and 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

Sale of the property will benefit the City by the collection of \$13,129.58 of outstanding rates and charges (as at 19 February 2020). Any additional costs associated with the sale of the property will also be recoverable from the proceeds of sale.

Legal Implications

Part 6 Division 6 of the *Local Government Act 1995*.

Community Consultation

N/A

Risk Management Implications

If the City does not proceed with recovery action it will negatively impact the rates debtors' outstanding balance, as rates and charges will continue to accumulate for the property. Additionally, the City needs to be seen taking proactive action in the recovery of rates as a disincentive for delinquent ratepayers.

Advice to Proponent(s)/Submitters

N/A

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

Nil

16. ENGINEERING & WORKS DIVISION ISSUES

16.1 PEDESTRIAN CROSSING ON BEELIAR DRIVE BETWEEN DUNRAVEN DRIVE AND THE GRANGE

Author(s) J Kiurski

Attachments

1. Pedestrian Movement Surveys [↓](#)
2. Images for Pedestrian Bridges Over Roads [↓](#)
3. Images of Zebra and Wombat Crossings [↓](#)
4. Images of Mid-Block Signalised Crossings - Puffin and Pelican Crossings [↓](#)
5. GTA Consultant Technical Note [↓](#)

RECOMMENDATION

That Council:

- (1) note the report;
- (2) recommend the City support design and signalisation of the intersection of Beeliar Drive and Dunraven Drive;
- (3) approve funds of \$100,000 for traffic modelling and design of traffic control signals; and
- (4) list the project for consideration in the 2020/2021 Financial Year Budget.

Background

At the 12 December 2019 Ordinary Council Meeting Cr Philip Eva requested the following Matter to be noted for Investigation without Debate:

A report be presented to a future Council meeting on the feasibility of a bridge or a pedestrian crossing with traffic lights being installed on Beeliar Drive in between Dunraven Drive and The Grange, Beeliar.

Reason

Beeliar Drive is becoming increasingly dangerous for residents and local school students to cross as this is also a main crossing point for several schools.

The subject site of this report is the section of Beeliar Drive between Dunraven Drive and The Grange, Beeliar - Figure 1 shows the location of the study area.



Figure 1 – Location of the subject site

Submission

N/A

Report

Planning and designing good pedestrian infrastructure with well-connected and amenable facilities will benefit the whole community. Pedestrian road crossing facilities are developed as on-road infrastructure or grade separated crossing (overpass or underpass) infrastructure.

Main Roads Western Australia (MRWA) is responsible for the care, control and management of the major road and highway network throughout Western Australia. MRWA owes a duty of care to those utilising the road reserve and associated facilities, to ensure they are safe and not exposed to injury.

MRWA owns or has maintenance responsibilities for all bridges on or over declared highways, freeways and main roads, and bridges over rail on local government roads. Further to this, MRWA provide funding and technical assistance to local governments for the management of their bridges.

The Public Transport Authority of WA (PTA), under the same Ministerial portfolio, is responsible for rail bridges, including rail bridges over roads.

Grade separated crossings, overpass or pedestrian bridges are generally only provided along arterial roads with high traffic volumes and speeds to encourage pedestrian patronage across grade separated facilities. These facilities are owned and managed by MRWA, PTA or Local Government authorities.

Department of Transport, Department of Planning, Disability Services Commission and the Royal Automobile Club of Western Australia, Local Government Authorities, Public Transport Authority, Main Roads WA and the Institute of Public Works Engineering Australia, developed and supported the comprehensive Planning and Designing for Pedestrians: Guidelines which outline good practice for the design and construction of pedestrian facilities in Western Australia.

Existing Road Network

Beeliar Drive

The section of Beeliar Drive is between Dunraven Drive and The Grange. Beeliar Drive is a dual-lane divided carriageway with a large median Island. Beeliar Drive is classified as a Distributor A Road in the MRWA Metropolitan Functional Road Hierarchy and operates under a sign posted speed limit of 70km/h.

Review of MRWA SCATS data indicates that Beeliar Drive carried an average weekday traffic flow of 28,372 vehicles per day at the intersection of Beeliar Drive/Hammond Road in December 2019.

Bus Routes 522, 531 and 532 run along Beeliar Drive with bus stops provided approximately 100m west of the intersection of Dunraven Drive and Beeliar Drive.

There are two mid-block pedestrian crossings 20m and 75m west of Beeliar Drive/Dunraven Drive. They are located within a large raised median that separates Beeliar Drive into two separate carriageways that enable pedestrians to cross the road as two short one-way roads using the median as a refuge.

The crossings are connected to the existing bus stops via the footpath network within the area. Figure 2 shows the location of the mid-block pedestrian crossings on Beeliar Drive.

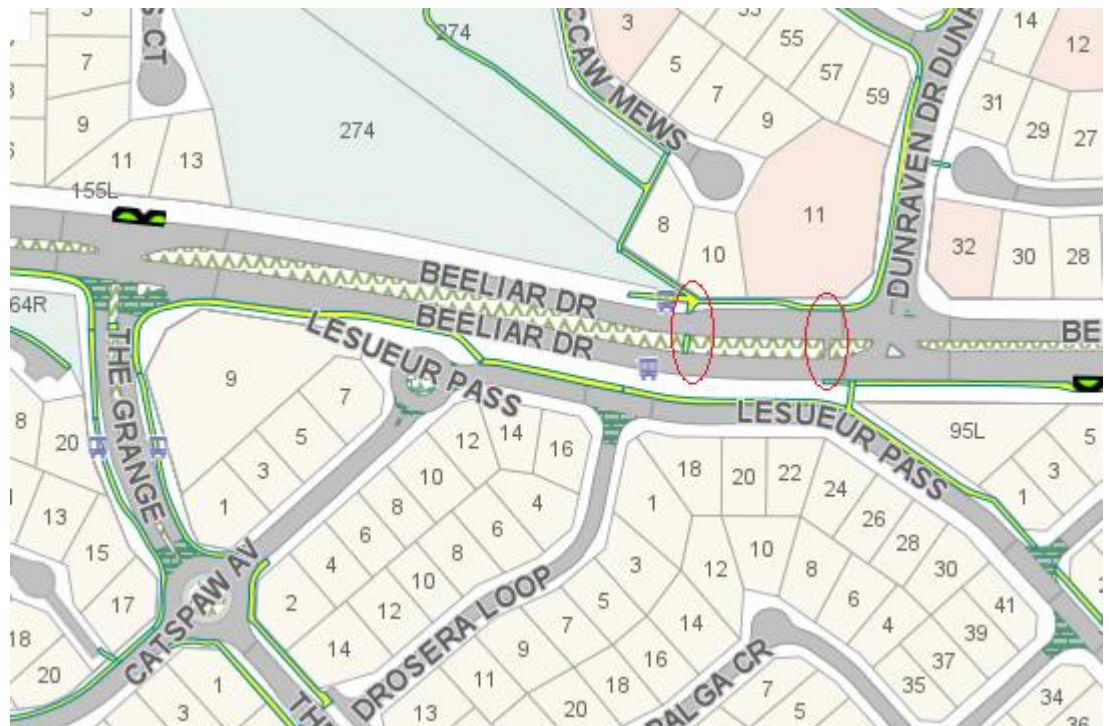


Figure 2 – Location of the Mid-Block pedestrian crossings

Dunraven Drive

Dunraven Drive is classified as a Local Distributor Road in the MRWA Metropolitan Functional Road Hierarchy and operates under sign posted speed limit of 60km/h. It is single lane in each direction, divided carriageway with existing centreline markings and has a median island traffic calming treatment on the approach to Beeliar Drive.

Traffic count data obtained by the City indicates that Dunraven Drive carried an average weekday traffic flows of 6,063 vehicles per day in 2018, north of Beeliar Drive. The AM peak hour occurred between 8.00am and 9.00am, and the PM peak hour occurred between 3.00pm and 4.00pm with 542 and 530 vehicles per hour respectively.

At the existing full-movement T-intersection of Beeliar Drive and Dunraven Drive, there is an existing left turn lane from Beeliar Drive into Dunraven Drive (approximately 70m length) and a right turn lane approximately 80m length.

The Grange

The Grange is classified as a Local Distributor Road in the MRWA Metropolitan Functional Road Hierarchy and operates under sign posted speed limit of 60km/h. It is single lane in each direction, divided carriageway with a median island in close proximity to the intersection with Beeliar Drive.

Traffic count data obtained from the MRWA indicates The Grange carried an average weekday traffic flow of 2782 vehicles per day in 2019/2020 south of Catspaw Avenue. The AM peak hour occurred between 8.00am 9.00am and the PM peak hour occurred between 2.45pm and 3.45pm with 273 and 280 vehicles per hour respectively.

At the existing full-movement T-intersection of Beeliar Drive and The Grange there exist left and right turn lanes from Beeliar Drive onto The Grange. They are approximately 60m in length.

Crash Data Analysis

MRWA Crash Analysis Reporting System (CARS) provides detailed crash data for roads and intersections in Western Australia. Crash data between the intersections of Beeliar Drive/The Grange and Beeliar Drive/Dunraven Drive was reviewed to identify existing road safety issues. Crash data indicates this section of Beeliar Drive recorded a total of 36 crashes during the five-year period ending in December 2018.

The crash data obtained from MRWA is summarised below:

- Crashes at the intersection of Beeliar Drive and Dunraven Drive intersection: There were 18 reported crashes including four injury crashes and 14 non injury crashes;
- Crashes at the intersection of Beeliar Drive and The Grange intersection: There were 14 reported crashes including two injury crashes and 12 non injury crashes;
- Crashes at Mid-block on Beeliar Drive between Dunraven Drive and The Grange: There were four reported crashes including 1 injury crash and 3 non injury crashes.

Crash data reveals that the majority of crashes at the subject site occurred at two T-intersections (18 and 14 at intersections and four at mid-block) with no pedestrian crashes reported during the 5-year period in this section of Beeliar Drive.

Investigation of Options to Improve Pedestrian Safety

The City has undertaken an investigation of possible options to improve pedestrian safety along the concerned section of Beeliar Drive. To investigate the need of a mid-block crossing, the City arranged 12-hour pedestrian movement surveys on 13 February 2020.

This section of Beeliar Drive has been separated into 24 Zones for the indication of pedestrian movements. The 12 hour survey presented 51 crossings northbound and 26 crossings southbound, Figure 3 shows the AM and PM pedestrian movements between Dunraven Drive and

The Grange. Details of pedestrian movement surveys are included in Attachment 1.



Figure 3 - the AM and PM pedestrian movements between Dunraven Drive and The Grange

The three most frequent crossing sites along Beeliar Drive between Dunraven Drive and The Grange were identified as:

- Site 1 - the mid-block section of Beeliar Drive (between 30m east of The Grange and 30m west of Dunraven Drive),
- Site 2 - intersection of Beeliar Dr and The Grange and
- Site 3 - intersection of Beeliar Drive and Dunraven Drive.

A total of four options for a mid-block pedestrian crossing on Beeliar Drive have been investigated as shown below:

Option 1: Provide a Pedestrian Bridge at Mid-Block

A pedestrian bridge at mid-block is a grade separation, which provides the highest level of protection for pedestrians and minimises the disruption to road traffic. Grade separated crossings are rarely provided except at freeways and other limited access roads which carry large traffic volumes at high speeds.

Dimensional standards and the vertical clearances to road for pedestrian bridges must be approved by MRWA. Attachment 2 shows some images of pedestrian bridges over roads.

Any proposed bridge along Beeliar Drive will be assessed for the relevant level of RAV Network access by MRWA Structures Engineering Branch.

The height of bridge must safely accommodate a load/vehicle height of 4.6m. Overhead clearance and the gradient of ramps and landings will determine the total length of the bridge.

The choice over whether to use a bridge or other pedestrian crossing facilities depends upon the particular location. A bridge can be visually obtrusive and generally requires longer ramp sections to clear the road.

Disadvantages for this type of crossing are high capital cost and generally poor patronage due to the level difference and longer walking distance. Many pedestrians prefer to cross at grade, often without using any crossing facility.

Due to natural topography, current width of road reserve and restriction of sight distances (there are existing houses on the north and south site of Beeliar Drive), along with the high capital cost indicates a pedestrian bridge at Mid-block is not feasible and is not recommended.

Option 2: Provide a Zebra and Wombat Crossings at Mid-block

According to the Planning and Designing for Pedestrians: Guidelines, zebra crossings can only be installed on roads with no more than one lane of traffic in each direction and a maximum posted speed of 50km/h with maximum 85% percentile speed of 60km/h.

Wombat crossings are generally installed in combination with zebra crossings, also in low speed environments. The crossing has a platform that is in contrast with crossing markings, such as black or red asphalt and 100mm elevation (maximum of 75mm on bus routes). Attachment 3 shows some images of mid-block zebra and wombat crossings.

According to the MRWA Mid-Block Crossing Warrants, a zebra crossing may be considered if in two separate hours on an average weekday:

- The number of pedestrians crossing in close proximity of the site (generally within 30 m) exceeds 60 per hour ,
- The number of vehicles exceeds 600 per hour (total both directions),
- The product of the number of pedestrians crossing and vehicles passing the site exceeds 90,000 in the same hour.

The recent pedestrian surveys indicate that none of the three sites has more than 60 pedestrian movements per hour crossing Beeliar Drive and therefore the first dot point above is not satisfied and a mid-block zebra crossing would not be approved by MRWA.

Option 3 - Pelican and Puffin Signalised Crossings

The puffin crossing is a development of the pelican crossing. Above ground detectors sense the presence of people crossing the road and adjust the crossing times as required. Extra time is allocated for slower moving pedestrians such as the elderly and people with a disability.

A pelican and puffin crossing may be considered for locations with high pedestrian and traffic volumes which meet MRWA warrants or alternative crossing guidelines for roads with speeds $\leq 70\text{km/h}$.

A pelican and puffin crossing may be considered if any of the following conditions exist (extract from Planning and Designing for Pedestrians Guidelines):

- (a) *For each of three hours on an average day:*
 - i. *Pedestrian volumes exceed 350 persons per hour*
 - ii. *Vehicular traffic exceeds 600 vehicles per hour (one direction) or 1000 vehicles per hour (total both directions) where there is a central pedestrian refuge*
- (b) *For each of eight hours on an average day:*
 - i. *The pedestrian volume exceeds 175 persons per hour*
 - ii. *Vehicular traffic exceeds 600 vehicles per hour (one direction) or 1000 vehicles per hour (total both directions) where there is a central pedestrian refuge*
 - iii. *There is no zebra crossing, footbridge or underpass within a reasonable distance.*
- (c) *At a school where, in two separate one hour periods of a typical school day:*
 - i. *There are no fewer than 50 persons crossing the roadway*
 - ii. *At least 600 vehicles pass the site subject*
 - iii. *The product of the number of pedestrians crossing and vehicles passing in the same hour exceeds 40,000*
- (d) *The pedestrian and traffic volume is sufficient to justify a zebra crossing but pedestrians would be in danger at an 'unprotected' pedestrian crossing. This could be due to the width of the carriageway, traffic speed or traffic volume*

- (e) *A zebra crossing exists and two or more pedestrian accidents of the type susceptible to the correction by signals have occurred on or near the crossing within the past three years*
- (f) *A zebra crossing is justified and pedestrian volumes are very heavy and coincide with high traffic volumes to the extent that excessive delays to road traffic are likely*

The recent pedestrian surveys indicate the existing pedestrian volumes do not satisfy points (a), (b) and (c) above and as a zebra crossing is not justified, points (d), (e) and (f) are not satisfied. Therefore, a mid-block pelican and puffin signalised crossings would not be approved by MRWA. Attachment 4 shows some images of pelican and puffin signalised crossings.

Pelican crossings (Pedestrian Light Control Crossing) are pedestrian activated traffic signals located at mid-block locations. They are used where pedestrian crossing activity is concentrated along short sections of road carrying high traffic volumes.

The signal sequence is similar to signalised intersections except that a flashing yellow period is included for motorists soon after the display of the flashing red figure commences for pedestrians. Drivers may then proceed through the crossing with caution during the flashing yellow phase but must give way to pedestrians still on the crossing.

Warrants for pelican crossings are discussed in the previous section for Pelican and Puffin Signalised Crossings:

- Roads with a speed limit ≥ 70 km / hr
- Where pedestrians cross over a long section of road
- Where pedestrian crossing volumes and traffic volumes are low
- Close to an intersection (should be combined with a signalised intersection treatment).

Beeliar Drive is a major distributor road and operates under a sign posted speed limit of 70km/h with high traffic volumes. Therefore it is considered an inappropriate location for a mid-block signalised crossing with a zebra crossing.

Option 4: Signalised Intersection Crossings

The City has undertaken review of documents with respect to upgrading the existing intersections at Beeliar Drive/Dunraven Drive or Beeliar Drive/The Grange to traffic control signals which include signalised pedestrian crossings.

Planning and Designing for Pedestrians: Guidelines - Section 9.5 – Signalised Intersection Crossings defines the objective of such a crossing is *to illustrate facilities at traffic signalised intersections that regulate the conflict between pedestrians and vehicles.*

Further, the WAPC Traffic Assessment Guideline for Development - Traffic Assessment Guidelines Volume 3 (for Subdivisions) and Volume 5 (Technical Appendix) provide an alternative consideration of the warrant for installing pedestrian priority crossing facilities.

Basically, the maximum traffic volume providing a safe pedestrian gap for a four lane divided road with refuge (in this case Beeliar Drive) is 1,600 vehicles per hour. If the traffic volume during the peak hour is higher than this number, for roads with more than one lane of traffic in each direction, a signalised crossing would be the only appropriate priority crossing facility.

MRWA SCATS data indicates that Beeliar Drive carried an average weekday traffic flow of 28,372 vehicles per day in December 2019. If conservatively assuming traffic flow during peak hours is 10% of average daily traffic, 2,837 vehicles per hour is still significantly higher than the warrant outlined in WAPC guidelines and therefore a signalised crossing would satisfy the warrant.

In addition, a Technical Note prepared by GTA consultants dated May 2018 (refer Attachment 5) undertook traffic analysis and modelling for the intersection of Beeliar Drive/Dunraven Drive and investigated options to address the traffic congestion issues at this intersection.

GTA recommends installation of traffic control signals by 2020 and traffic control signals were found to operate satisfactorily for the High growth scenario of R60 development up to 2031.

Accordingly, the City recommends upgrading the existing intersection of Beeliar Drive/Dunraven Drive, or the intersection of Beeliar Drive/The Grange to traffic control signals based on the following reasons:

- A pedestrian bridge is not recommended;
- A mid-block crossing is not justified and is considered inappropriate at this section of Beeliar Drive in accordance with relevant guidelines; and
- Signalization of an existing intersection is the preferred option as this not only can improve pedestrian safety, but also addresses traffic congestions issues.

Lastly, further investigation is recommended on which intersection would be the better option to upgrade and conduct detailed traffic modelling and traffic signal design for submission to MRWA for approval.

Initial consultation with MRWA (Traffic Services Co-Ordinator South West) indicates that MRWA will consider a submission from the City for traffic signals at the subject location on the condition that detailed traffic modelling is provided in the form of a technical report.

Strategic Plans/Policy Implications

City Growth

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

Moving Around

Identify gaps and take action to extend the coverage of the cycle way, footpath and trail networks.

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

Community, Lifestyle and Security

Provide for community facilities and infrastructure in a planned and sustainable manner.

Economic, Social and Environmental Responsibility

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

Leading and Listening

Listen to and engage with our residents, business community and ratepayers with greater use of social media.

Budget/Financial Implications

It is proposed an investigation is conducted on the option of upgrading the existing intersections to traffic control signals. This requires detailed traffic modelling and signal design and is required to be approved by MRWA. City officers have estimated this investigation could cost \$100,000. It is proposed to list the project for consideration by Council in the 2020/2021 budget.

Legal Implications

N/A

Community Consultation

Public consultation with the adjacent or impacted property owners will be carried out when detailed design for traffic control signals is completed and approved by MRWA, should Council approve the project to be included in the 2020/2021 budget.

Risk Management Implications

The proposed modification will improve pedestrian safety and road capacity at the Beeliar Drive intersections. Should Council not approve the recommendation, the community concerns about pedestrian safety will remain.

Advice to Proponent(s)/Submitters

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 March 2020 Ordinary Council Meeting.

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

Nil.

Site 1: Mid-block Between Intersection of Beeliar Dr / The Grange and Beeliar Dr / Dunraven Dr

Client	City of Cockburn
Location	1. Beeliar Dr (btwn 30m East of The Grange & 30m West of Dunraven Dr)
Date	Thu, 13th Feb 2020
Survey Time	7:00-19:00 (12hrs)
Description	Pedestrian Survey



Client City of Cockburn
Location 1. Beeliar Dr (btwn 30m East of The Grange & 30m West of Dunraven Dr)
Date Thu, 13th Feb 2020
Survey Time 7:00-19:00 (12hrs)
Description Pedestrian Survey



Note: The section of Beeliar Drive has been separated as 24 Zones for indication of pedestrian movements.

For example: No .1 pedestrian movement shown in Table below means a person moved from Zone 4 to Zone 21 between 7:00:17 and 7:00:54 hours. Details of all pedestrian movement are included in the next two pages.

AM				
No.	Start Time	Starting Zone	Ending Zone	End Time
1	7:00:17	4	21	7:00:54
2	7:07:59	13	9	7:09:02
3	7:09:29	18	9	7:10:43
4	7:09:49	10	13	7:10:23
5	7:11:50	13	9	7:12:47
6	7:13:33	13	9	7:15:54
7	7:18:00	18	7	7:18:36
8	7:20:36	17	9	7:21:23
9	7:22:27	15	9	7:23:46
10	7:29:36	10	24	7:30:12
11	7:32:16	15	8	7:32:50
12	7:32:16	15	8	7:32:50
13	7:32:24	15	10	7:32:43
14	7:35:55	15	10	7:36:25
15	7:45:30	15	12	7:46:00
16	7:45:43	14	12	7:47:36
17	7:46:00	13	12	7:46:38
18	7:46:00	13	12	7:46:38
19	7:46:00	13	12	7:47:18
20	7:54:28	14	12	7:55:09
21	8:04:53	18	8	8:07:46
22	8:04:53	18	8	8:07:46
23	8:04:53	18	8	8:07:46
24	8:06:50	18	12	8:08:45
25	8:10:58	14	9	8:12:10
26	8:12:10	9	17	8:14:39
27	8:12:10	9	17	8:14:39
28	8:12:10	9	17	8:14:39
29	8:15:09	16	9	8:19:35
30	8:15:40	15	9	8:16:14
31	8:17:36	18	9	8:19:35
32	8:18:40	15	9	8:19:35
33	8:18:40	15	12	8:19:26
34	8:18:40	15	12	8:19:26
35	8:18:40	15	12	8:19:26
36	8:23:04	12	18	8:25:50
37	8:58:33	7	24	9:00:40
38	8:58:33	7	24	9:00:40
39	8:59:30	9	13	9:00:04
40	9:05:56	7	18	9:06:20
41	9:07:00	19	6	9:07:18
42	9:11:40	20	12	9:14:13
43	10:40:39	17	8	10:41:34

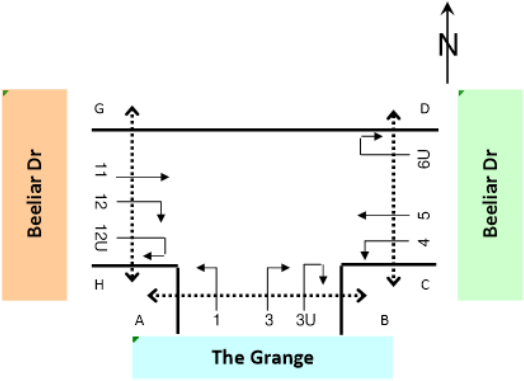
PM				
No.	Start Time	Starting Zone	Ending Zone	End Time
1	13:12:41	12	17	13:14:20
2	13:12:41	12	17	13:14:20
3	13:41:24	15	10	13:42:06
4	15:09:34	9	15	15:11:20
5	15:27:50	14	12	15:28:24
6	15:27:55	15	10	15:28:21
7	15:34:20	8	13	15:35:10
8	15:35:32	18	9	15:38:26
9	15:34:15	13	9	15:38:26
10	15:34:15	13	9	15:38:26
11	15:34:58	10	13	15:35:30
12	15:35:10	10	13	15:35:47
13	15:37:11	9	13	15:37:56
14	15:47:00	9	16	15:47:59
15	15:47:00	9	17	15:49:14
16	16:17:30	9	16	16:18:22
17	16:22:05	9	17	16:24:14
18	16:22:55	15	10	16:23:20
19	16:36:35	16	9	16:38:32
20	16:43:35	9	16	16:44:05
21	16:55:00	15	12	16:55:30
22	16:55:00	15	12	16:55:59
23	16:04:20	18	7	16:04:50
24	17:24:40	15	9	17:25:40
25	17:29:10	12	18	17:30:30
26	17:40:00	15	10	17:41:03
27	17:40:00	15	10	17:41:03
28	17:40:00	15	12	17:41:20
29	18:15:26	10	13	18:15:50
30	18:19:20	19	12	18:22:41
31	18:21:20	15	10	18:21:49
32	18:25:30	17	7	18:26:06
33	18:25:30	17	7	18:26:06
34	18:56:12	4	20	18:56:49

Crossing Data	
Northbound	Southbound
51	26

Site 2: Intersection of Beeliar Dr / The Grange

Job No. : W345
Client : City of Cockburn
Suburb : Video Surveys Feb 2020
Location : 2. Beeliar Dr / The Grange

Day/Date : Thu, 13th Feb 2020
Weather : Fine
Description : Classified Intersection Count
: Pedestrian Data



Note: Pedestrian access points at the intersection have been marked as A, B, C and D for indication of pedestrian movements.

For example: There were no pedestrian movements at the intersection between 7:00 and 8: 15 and there was one person moved from A to B between 8:15 and 8:30. Details of all pedestrian movements are included in the next page.

Direction	Pedestrians						
Time Period	B to A	A to B	D to C	C to D		H to G	G to H
7:00 to 7:15	0	0	0	0		0	0
7:15 to 7:30	0	0	0	0		0	0
7:30 to 7:45	0	0	0	0		0	0
7:45 to 8:00	0	0	0	0		0	0
8:00 to 8:15	0	0	0	0		0	0
8:15 to 8:30	0	1	0	0		0	0
8:30 to 8:45	0	0	0	0		0	0
8:45 to 9:00	0	0	0	0		0	0
9:00 to 9:15	1	0	1	0		0	0
9:15 to 9:30	0	1	0	0		0	0
9:30 to 9:45	0	1	0	0		0	0
9:45 to 10:00	0	0	0	0		0	0
10:00 to 10:15	0	0	0	0		0	0
10:15 to 10:30	0	0	0	0		0	0
10:30 to 10:45	0	1	0	0		0	0
10:45 to 11:00	0	0	0	0		0	0
11:00 to 11:15	0	0	0	0		0	0
11:15 to 11:30	0	0	0	0		0	0
11:30 to 11:45	0	0	0	0		0	0
11:45 to 12:00	0	1	0	0		0	0
12:00 to 12:15	0	0	0	0		0	0
12:15 to 12:30	0	0	0	0		0	0
12:30 to 12:45	0	0	0	0		0	0
12:45 to 13:00	0	0	0	0		0	0
13:00 to 13:15	0	0	0	0		0	0
13:15 to 13:30	0	0	0	0		0	0
13:30 to 13:45	0	1	0	0		0	0
13:45 to 14:00	0	0	0	0		0	0
14:00 to 14:15	0	0	0	0		0	0
14:15 to 14:30	0	0	0	0		0	0
14:30 to 14:45	0	0	0	0		0	0
14:45 to 15:00	1	0	0	0		0	0
15:00 to 15:15	0	0	0	0		0	0
15:15 to 15:30	0	0	0	0		0	0
15:30 to 15:45	0	0	0	0		0	0
15:45 to 16:00	0	0	0	0		0	0
16:00 to 16:15	0	1	0	0		0	0
16:15 to 16:30	0	0	0	0		0	0
16:30 to 16:45	0	0	0	0		0	0
16:45 to 17:00	0	0	0	0		0	0
17:00 to 17:15	0	1	0	0		0	0
17:15 to 17:30	1	1	0	0		0	0
17:30 to 17:45	0	2	0	0		0	0
17:45 to 18:00	0	0	0	0		0	0
18:00 to 18:15	0	0	0	0		0	0
18:15 to 18:30	0	2	0	0		0	0
18:30 to 18:45	1	0	0	0		0	0
18:45 to 19:00	0	0	0	0		0	0
12hr Totals	4	13	1	0		0	0

Site 3: Intersection of Beeliar Dr / Dunraven Dr

Job No.

: W345

Client

: City of Cockburn

Suburb

: Video Surveys Feb 2020

Location

: 3. Beeliar Dr / Dunraven Dr

Day/Date

: Thu, 13th Feb 2020

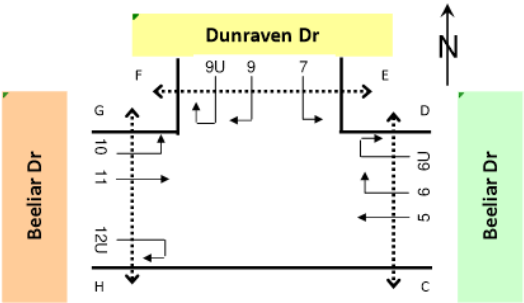
Weather

: Fine

Description

: Classified Intersection Count

: Pedestrian Data



Note: Pedestrian access points at the intersection have been marked as C, D, E, F and G for indication of pedestrian movements.

For example: There were no pedestrian movements at the intersection between 7:00 and 7:15 hours and there was one person moved from G to H between 7:15 and 7:30. Details of all pedestrian movements are included in the next page.

Direction	Pedestrians					
Time Period	D to C	C to D	F to E	E to F	H to G	G to H
7:00 to 7:15	0	0	0	0	0	0
7:15 to 7:30	0	0	0	0	0	1
7:30 to 7:45	0	0	0	0	0	5
7:45 to 8:00	0	0	0	0	0	4
8:00 to 8:15	0	0	0	0	0	3
8:15 to 8:30	0	0	0	0	0	3
8:30 to 8:45	0	0	0	0	0	0
8:45 to 9:00	0	0	0	0	0	0
9:00 to 9:15	0	0	0	0	1	0
9:15 to 9:30	0	0	0	0	0	0
9:30 to 9:45	0	0	0	0	0	0
9:45 to 10:00	0	0	0	0	0	0
10:00 to 10:15	0	0	0	0	0	0
10:15 to 10:30	0	0	0	0	0	0
10:30 to 10:45	0	0	0	0	0	0
10:45 to 11:00	0	0	0	0	0	0
11:00 to 11:15	0	0	0	0	0	0
11:15 to 11:30	0	0	0	0	0	0
11:30 to 11:45	0	0	0	0	0	0
11:45 to 12:00	0	0	0	0	0	0
12:00 to 12:15	0	0	0	0	1	0
12:15 to 12:30	0	0	0	0	0	0
12:30 to 12:45	0	0	0	0	0	1
12:45 to 13:00	0	0	0	0	0	0
13:00 to 13:15	0	0	0	0	0	0
13:15 to 13:30	0	0	0	0	0	0
13:30 to 13:45	0	0	0	0	0	0
13:45 to 14:00	0	0	0	0	0	0
14:00 to 14:15	0	0	0	0	0	0
14:15 to 14:30	0	0	0	0	0	0
14:30 to 14:45	0	0	0	0	0	0
14:45 to 15:00	0	0	0	0	2	0
15:00 to 15:15	0	0	0	0	1	0
15:15 to 15:30	0	0	0	0	0	1
15:30 to 15:45	0	0	0	0	3	1
15:45 to 16:00	0	0	0	0	0	0
16:00 to 16:15	0	0	0	0	0	0
16:15 to 16:30	0	0	0	0	0	0
16:30 to 16:45	0	0	0	0	1	0
16:45 to 17:00	0	0	0	0	2	0
17:00 to 17:15	0	0	0	0	0	0
17:15 to 17:30	0	0	0	0	1	0
17:30 to 17:45	0	0	0	0	0	0
17:45 to 18:00	0	0	0	0	0	0
18:00 to 18:15	0	0	0	0	0	0
18:15 to 18:30	0	0	0	0	0	0
18:30 to 18:45	0	0	0	0	0	0
18:45 to 19:00	0	0	0	0	0	0
12hr Totals	0	0	0	0	12	19

IMAGES FOR PEDESTRIAN BRIDGES OVER ROADS



East Falls Church’s Lee Highway pedestrian bridge





Pedestrian Bridge over Queens Road



Perth Children's Hospital bridge to Kings Park. WIA GOVERNMENT



A pedestrian, cyclist bridge spanning the Loop 101 freeway in Chandler, Arizona



IMAGES OF ZEBRA AND WOMBAT CROSSINGS AT MID-BLOCK



IMAGES OF MID-BLOCK SIGNALISED CROSSINGS - PUFFIN AND PELICAN CROSSINGS





DRAFT

Technical Note

Project Code: W149890 **Project Name:** Yangebup Entry Intersection Analysis
Date: 25/05/2018 **Version No.** A-Dr
Author: Rodney Ding
Reviewer: Neale McCracken
SUBJECT: Intersection Performance Review and Recommendations
Page 1 of 10

Introduction

GTA Consultants (GTA) has been commissioned by the City of Cockburn to conduct and document development scenario modelling to inform the intersection upgrade timing and format for the intersection of Beeliar Drive and Dunraven Drive in Yangebup (the study intersection). The suburb is established with no further external links propose; however, the City is planning to rezone the suburb for a higher lot density to permit suburban infill development.

This study considers the Yangebup suburb residential cell east of Spearwood Avenue. Access to this area is taken from the south at the study intersection, from the east at Osprey Drive, which was recently upgraded to a signalised intersection, and from the west at Spearwood Avenue, itself soon to be upgraded in late 2018.

Methodology

The scope of this report is to assess the requirement to upgrade the study intersection. The broad methodology involved the following steps:

- o Calculation of the expected traffic generation of the increased density scenarios (low, medium and high density)
- o Develop a base case 2015 intersection traffic flow scenario using recorded 2015 traffic flows
- o Develop a base case 2018 traffic model using 2015 traffic flows together with current traffic growth rates on Beeliar Drive and no growth on Dunraven Drive
- o Assess the base case scenario and recommend changes if required to improve the current performance of the intersection
- o Develop a 2020 traffic flow scenario, representing traffic flows at the time that density increases commence, together with the above intersection improvements, to examine if the intersection can still function adequately
- o Undertake assessments for a "do-nothing" case and low, medium and high density cases for the intersection based on 2021, 2026 and 2031 time horizons to determine if and when the intersection should be modified and what format that should take.

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GTA Memo 2014

Traffic Flow Increases

The assessment was based on three build-out scenarios, as advised by the City of Cockburn (low, medium and high density). In addition to these three scenarios there is the "do-nothing" case i.e. no further development in the study area.

Advice from the City of Cockburn was that the densities to be applied for the various scenarios would be as summarised below in Table 1.

Table 1: R-Code Densities for Scenarios

Scenario	Typical R#
Current	R20
Low	R30/40
Medium	R40
High	R60

Source: City of Cockburn

Each of the above densities would lead to a different traffic generation for the overall study area. Also, as discussed with the City of Cockburn, approximately 50 new dwellings per year are expected to be constructed if and when approval for new densities is given, estimated to be approximately 2020.

Another consideration in the preparation of the assessment scenarios is that existing dwellings might be demolished to take advantage of the higher densities. In this case there would be a slight reduction in traffic generation through the demolition of these dwellings. However, for each development lot, there is expected to be a net increase in traffic flows due to the increase in the number of dwellings constructed on the lot.

The summary of the effects of these new densities on the traffic generation is summarised below in Table 2.

Table 2: Daily Vehicle Trip Generation Rates (per single R20 lot being replaced by higher densities)

Scenario	Vehicle Trip Rate (per R-Code Type)	R20 Trip Rate (to be subtracted)	New Generation (to be added)	Net Change
Current (R20)	9 vpd	9 vpd	9 vpd	0 vpd
Low (R30/R40)	8 vpd	9 vpd	14 vpd	+5 vpd
Medium (R40)	7 vpd	9 vpd	14 vpd	+5 vpd
High (R60)	6.5 vpd	9 vpd	19.5 vpd	+10.5 vpd

vpd – vehicles per day

Based on a construction rate of 50 new dwellings per year, the traffic generation of these additional 50 dwellings summarised below in Table 3. This is the increase in traffic flows per day (vehicles per day) generated by the whole subject area.

Table 3: Daily Traffic Generation Increase (per 50 dwellings)

Scenario	R20 Trip Rate (to be subtracted)	New Generation (to be added)	Nett Change
Current	450	450	0
Low	257	400	+143
Medium	225	350	+125
High	150	325	+175

The high growth scenario will generate the highest increase in traffic flows with an extra 175 vehicle movements per day for each year of development. The medium scenario will generate the lowest increase in traffic flows due to the lower traffic generation rate of 7 trips per dwelling for the R40 zoning compared to the higher 8 trips per dwelling for the lower R30/40 zoning with an average zoning of R35.

With the above annual increase in traffic flows for each of scenarios the expected overall increase in traffic flows for each assessment time horizon is expected to be as below in Table 4.

Table 4: Traffic Increase at Assessment Year

Scenario	2021	2026	2031
Current	0	0	0
Low	+143	+858	+1573
Medium	+125	+750	+1375
High	+175	+1050	+1925

In 2031 there is expected to be up to an extra 1,925 trips per day generated by the high growth scenario. With three intersections serving the subject area, this extra traffic can use three intersections to enter and exit the suburb. Based on the current traffic flows recorded on each of the roads exiting the suburb, this extra traffic was apportioned based on the following Table 5.

Table 5: Traffic Apportionment

Road	Traffic Flow	%
Dunraven Dr	5,472 ¹	24.4%
Osprey Dr	9,800 ²	43.8%
Yangebup Rd	7,114 ³	31.8%

Based on the external traffic flows, approximately 24.4% of the expected future increase in traffic flows for the study area is expected to utilise Dunraven Drive to enter and exit the subject area. Based on this expected utilisation and the traffic increases in Table 4, the expected increase in traffic flows in Dunraven Drive for the various scenarios is shown in Table 6.

¹ Source: City of Cockburn midblock traffic counts 2015

² Source: Main Roads WA SCATS Counts 2018

³ Source: City of Cockburn midblock traffic counts 2015

Table 6: Traffic Increase at Assessment Year for Dunraven Dr

Scenario	2021	2026	2031
Low	+35	+210	+385
Medium	+31	+183	+336
High	+43	+257	+471

In terms of percentage increases for ease of use in the following SIDRA Intersection assessment, the above traffic flow increases as a percentage of the current traffic flows on Dunraven Drive are summarised below in Table 7.

Table 7: Percentage Increase at Assessment Year for Dunraven Dr

Scenario	2021	2026	2031
Current	0	0	0
Low	+0.6%	+3.8%	+7.0%
Medium	+0.6%	+3.4%	+6.1%
High	+0.8%	+4.7%	+8.6%

From the above table, the annual increase in traffic flows on Dunraven Drive is expected to vary from 0.6% per annum for the low and medium density scenarios to 0.8% per annum for the high density scenario.

The annual increase in traffic flows on Beeliar Drive was based on information supplied by Main Roads WA, as extracted from the Regional Operations Model (ROM). Main Roads WA provided two points of data, 2016 and 2031:

- o 2016 ROM: 21,000
- o 2031 ROM: 35,000

Based on these two points, Beeliar Drive is expected to increase by approximately 3.5% per annum up to 2031.

Intersection Assessment Site Observations

A site visit was undertaken on Tuesday 8th May 2018 (PM Peak) and Wednesday 9th May 2018 (AM Peak) to observe how traffic generally operated at study intersection under peak traffic flow conditions. During the site visits the following observations were made:

- o Traffic currently overflows from the right turn pocket on Beeliar Drive in the AM peak, this then interrupts the traffic flow on Beeliar Drive.
- o There are long delays for vehicles waiting to turn right from Dunraven Drive into Beeliar Drive in the PM peak (after school peak period), with delays of more than two minutes in some instances.
- o The Safe Intersection Sight Distance (SISD) is 130m from the stopped position of a vehicle in right turn lane in Dunraven Drive along the western approach of Beeliar Drive was found to be significantly less than the minimum required for an assumed 80km/h design speed (181m). The available sight distance appears to have decreased from

the required SISD when the intersection was originally constructed with the combination of the construction of a bus shelter in May 2009 and the set-back of the holding line for right turn vehicles implemented in May 2010. This limited sight distance makes it difficult for drivers turning right from Dunraven Drive to find a safe gap in traffic approaching from the west along Beelihar Drive. Refer to Figure 1 below.

Figure 1: Available Intersection Sight Distance (130m)



Image Source: Nearmap.com

It is recommended that the bus shelter be relocated further west along Beelihar Drive to allow the sight distance to be increased to the required SISD on the western approach to the intersection.

The delays and long queues in the Beelihar Drive east approach could be reduced with the modification of the left turn pocket on the western approach to a slip lane under priority control. This will require traffic turning left into Dunraven Drive to give way to traffic turning right from Beelihar Drive into Dunraven Drive. This modification to the left-turn lane would require the lane to be lengthened to approximately 100m due to drivers being required to come to a stop rather than a free-flow turn. The modified arrangement would require the relocation of the bus stand, which may also solve the SISD issue.

SIDRA Intersection Assessment

The intersection was assessed based on a various scenarios and time horizons.

Firstly, the intersection was assessed based on the current 2018 scenario with the traffic flows derived from 2015 traffic counts with traffic growth applied to Beelihar Drive traffic based on the model traffic increases from 2016 to 2031. The SIDRA model was calibrated with the adjustment of gap acceptance parameters so that the model as close as possible reflected the observed queue lengths and delays. The resulting assessment for 2018 is summarised below in Table 8 for the critical right-turn movements at the intersection.

Table 8: 2018 – Existing Operating Conditions

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	RT from Beeliar Dr	1.02	92	105
	RT from Dunraven Dr	0.35	70	8
PM	RT from Beeliar Dr	0.65	32	20
	RT from Dunraven Dr	0.81	130	23

DOS – Degree of Saturation, # - Intersection DOS

From the above, and as reflected in current site observations, the right-turn pocket in Beeliar Drive on the eastern approach to the intersection, periodically overflows into the adjacent through lane in the AM peak period. This is due to the high eastbound traffic volume on Beeliar Drive together with the limited gaps in this traffic due to no upstream traffic signals providing regular gaps.

To reduce queueing, the recommended treatment is for the left turn on the western approach to be modified to be placed under a give-way slip arrangement. This will reduce the opposing flows for right turn traffic turning into Dunraven Drive from the east and should reduce queues on that approach. This was modelled for the base 2018 case with the effects summarised below in Table 9 for the same critical right-turn movements.

Table 9: 2018 – Expected Operating Conditions with Modified Left-turn slip

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	RT from Beeliar Dr	0.45	15	16
	RT from Dunraven Dr	0.33	66	7
PM	RT from Beeliar Dr	0.30	15	9
	RT from Dunraven Dr	0.81	120	22

As discussed above, the modification of the left turn on the western approach is expected to improve the performance and reduce the queues on the right-turn pocket on the eastern approach to the intersection. In the AM peak queues are expected to decrease significantly to approximately 16m and thus contained within the right turn pocket and not interfere with the traffic flow for westbound traffic on Beeliar Drive.

However, there still appears to be an issue with the right turn movements from Dunraven Drive into Beeliar Drive, even for the base 2018 year.

Two options were examined to try to address this:

- a) Treatment of the intersection without traffic control signals; or,
- b) Treatment of the intersection with traffic control signals.

The effects of each of the above treatments is discussed below.

Option (a) was examined with the intention of modifying the intersection within the current road reservation. The option chosen is for right turn traffic in Dunraven Drive to turn left into Beeliar Drive with a new U-turn facility provided in Beeliar Drive east of the intersection to allow vehicles to undertake a U-turn after turning left to then proceed west along Beeliar Drive.

The performance of this intersection is summarised below in Table 10.

Table 10: 2018 – Expected Operating Conditions with Modified LT slip and LTO from Dunraven Dr

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	RT from Beeliar Dr	0.45	15	16
	LT from Dunraven Dr	0.31	9	9
PM	RT from Beeliar Dr	0.30	15	9
	LT from Dunraven Dr	0.56	13	22

From the above it can be seen that this modification will improve the performance of the Dunraven Drive approach to Beeliar Drive and allow the intersection to function adequately in 2018.

This base case modification of the intersection (modification of the left slip on the western approach and modification of the north approach for all traffic to turn left) was assessed for the "do-nothing" no development scenario for 2020, 2021, 2026 and 2031 with the results shown below.

Table11: 2020 – Expected Operating Conditions with Modified LT slip and LTO from Dunraven Dr

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	RT from Beeliar Dr	0.47	15	17
	LT from Dunraven Dr	0.32	9	10
PM	RT from Beeliar Dr	0.34	16	10
	LT from Dunraven Dr	0.60	14	24

In 2020 prior to the commencement of any increase in build-out of the area, the intersection is expected to operate satisfactorily with the proposed modifications. With the increased traffic growth from the initial implementation year of 2021 to 2031, the expected performance of the modified intersection is noted in the following three tables.

Table12: 2021 – Expected Operating Conditions with Modified LT slip and LTO from Dunraven Dr

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	RT from Beeliar Dr	0.49	16	18
	LT from Dunraven Dr	0.33	10	10
PM	RT from Beeliar Dr	0.36	17	10
	LT from Dunraven Dr	0.63	15	25

Table 13: 2026 – Expected Operating Conditions with Modified LT slip and LTO from Dunraven Dr

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	RT from Beeliar Dr	0.63	22	23
	LT from Dunraven Dr	0.40	11	12
PM	RT from Beeliar Dr	0.50	24	14
	LT from Dunraven Dr	0.81	24	39

Table 14: 2031 – Expected Operating Conditions with Modified LT slip and LTO from Dunraven Dr

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	RT from Beeliar Dr	0.88	46	44
	LT from Dunraven Dr	0.50	14	16
PM	RT from Beeliar Dr	0.78	51	25
	LT from Dunraven Dr	1.18	193	269

From the above, it can be seen that the intersection should operate satisfactorily to somewhere between 2026 and 2031, where the delays and queues on Dunraven Drive become significant and then would need to be addressed again at that time. Further assessment indicates that this would be close to 2029, when queues on Dunraven Drive would extend back beyond Cervantes Loop, blocking that intersection.

Given that the above recommended treatment would offer only a short-term solution even for the do-nothing case, other options were considered.

A roundabout option was discarded as a large multi-lane roundabout would not be able to fit within the available road reservation or could only fit with extensive and costly roadworks using private land outside the road reservation.

The only other viable option would be the signalisation of the intersection.

This option includes the modification of the left-turn lane on the western approach to the intersection and also includes a three-phase signalisation of the intersection:

- Through movements on Beeliar Dr with filter right turn from Beeliar Dr east into Beeliar Dr
- Dunraven Dr right turn movement into Beeliar Dr
- Leading right turn from Beeliar Dr eastern approach into Dunraven Drive.

This option was tested on the worst-case scenario for traffic flows, this being the high density (R60) scenario for 2031. The expected performance of a signalised intersection in this traffic flow scenario is shown in Table 15.

Table 15: 2031 – Expected Operating Conditions with Modified LT slip and Traffic Signals HIGH Growth

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
AM	Through from Beeliar Dr E	0.63	6	124
	RT from Beeliar Dr E	0.92	64	101
	LT from Dunraven Dr	0.37	22	49
	RT from Dunraven Dr	0.20	49	8
	LT from Beeliar Dr W	0.30	13	33
	Through from Beeliar Dr W	0.81	18	231
	Intersection	0.92	16	231
PM	Through from Beeliar Dr E	0.63	6	135
	RT from Beeliar Dr E	0.90	78	78
	LT from Dunraven Dr	0.77	50	112
	RT from Dunraven Dr	0.56	63	22

Peak Hour	Movement	DOS	Average Delay (sec)	95 th Percentile Queue (m)
	LT from Beeliar Dr W	0.18	16	28
	Through from Beeliar Dr W	0.82	12	294
	Intersection	0.90	15	294

With signalisation of the intersection, this is expected to offer satisfactory performance for the high growth scenario up to 2031. At that point in time, the right turn lane on the eastern approach to the intersection may need to be lengthened as queues begin to exceed the pocket length in the AM peak period.

Summary of Findings & Recommendations

The key findings of this assessment are:

- There is periodically traffic overspilling from the right turn pocket into the adjacent through lane on Beeliar Drive in the AM peak, this then interrupts through traffic;
- There are long delays for vehicles waiting to turn right from Dunraven Drive into Beeliar Drive in the PM peak (after school peak period) with delays of more than two minutes in some instances; and,
- The 130m sight distance from the right turn lane in Dunraven Drive along the western approach of Beeliar Drive was found to be significantly less than the required Safe Intersection Sight Distance (SISD) for an assumed 80km/h design speed (181m).
 - The available sight distance appears to have been decreased from the original SISD that would have been available when the intersection was constructed.
 - This is due to a combination of the set-back of the give-way line for right turning vehicles (implemented in May 2010) and the construction of a bus shelter in May 2009. This limited sight distance makes it difficult for drivers turning right from Dunraven Drive trying to be able to pick a safe gap in traffic approaching from the west along Beeliar Drive.

Based on SIDRA Intersection assessments, the Beeliar Drive right-turn lane overspill issue can be addressed by changing the control of left-turn lane on Beeliar Drive to give-way slip lane (similar to the left-turn slip lane at Grange Drive) and lengthened to 100m. This has a significant benefit for intersection capacity and safety and is recommended to be carried out as soon as practical.

The above modification will also require reallocation of the bus shelter on Beeliar Drive. This bus shelter currently reduces the intersection sight distance and should be located outside the SISD area.

The above is shown on the attached schematic plan.

Looking at the various scenarios, another key finding from the SIDRA Intersection assessment was that the intersection will not function adequately from an assumed implementation of higher lot yields from 2020 onwards (allowing time for advertising etc of the new zonings).

Two options were examined to try to address this:

- a) Treatment of the intersection without traffic control signals; or,
- b) Treatment of the intersection with traffic control signals.



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Option (a) was examined with the intention of modifying the intersection within the current road reservation. The option finally chosen required right turn traffic in Dunraven Drive to turn left into Beeliar Drive and then a new U-turn facility provided east of the intersection in Beeliar Drive constructed to allow these vehicles to undertake a U-turn after turning left to then proceed west along Beeliar Drive. This option could not be made to operate satisfactorily, even for the "do-nothing" case of no redevelopment with the R20 zoning remaining for the base 2020 year.

Option (a) might also include a dual lane roundabout, but this was not assessed as it would not fit within the road reserve and would require significant road widenings and road reservation modifications to make fit.

The other option of traffic control signals was found to operate satisfactorily for the HIGH growth scenario of R60 development up to 2031.

Based on the above the recommended treatments are:

- o Modify the left turn lane on the Beeliar Drive west approach to a slip lane under Give Way control and lengthened to 100m;
- o Relocate the bus bay on the west approach of Beeliar Drive as a result of the above proposed road works; and,
- o Installation of traffic control signals by 2020.

Beyond 2031 as traffic volumes continue to increase there may be the requirement to lengthen the right turn pocket in Beeliar Drive.

The above is shown on the attached schematic plan.



16.2 LEACHATE EVAPORATION FACILITY, HENDERSON WASTE RECOVERY PARK - PROCUREMENT EXEMPTION**Author(s)** L Davieson**Attachments** 1. Leachate Evaporation - Cost Summary
(CONFIDENTIAL)**RECOMMENDATION**

That Council:

- (1) pursuant to Part 4 of the *Local Government (Functions and General) Regulations 1996* under Division 2 Regulation 11(2)(f), accepts the proposal from Envirovap Pty Ltd to supply and operate the accelerated evaporation plant at the Henderson Waste Recovery Park, exercising an exemption from the requirements of the City of Cockburn's Procurement Policy; and
- (2) enters into a contract with Envirovap Pty Ltd to provide the service for a period of three (3) years for an estimated cost of \$300,000 ex GST per year, with the option of two (2) contract extensions of two (2) years each to a maximum of four years.

Background

Leachate management is a constant challenge for most landfills with leachate collection systems. Excessive leachate levels on the lined landfill cells can cause damage to the cell liner or breach the anchor bunds. Both scenarios can potentially contaminate the soil and groundwater with significant remediation cost. In June 2012, the City of Cockburn (the City) developed a Leachate Management Strategy to ensure the leachate levels were addressed in both the long and short term at the Henderson Waste Recovery Park (HWRP).

The actions to reduce the volumes of leachate include;

1. Infiltration into existing gas wells to encourage decomposition and methane production;
2. Reticulation of leachate over uncapped cell areas;
3. Utilizing the floor of Cell 7 and batters to Cells 1, 2 and 3 to evaporate leachate;
4. Evaporation from leachate ponds; and
5. Accelerated Leachate Evaporation Plants.

Submission

N/A

Report

A proposal was received to research and develop an accelerated evaporation unit adjacent the Methane Power Plant from Envirovap Pty Ltd in January 2014. The trial proved to be effective as the process resulted in a sludge that could be buried in landfill.

Compliance

Procurement Services undertook a review of the initial data supplied in 2014 to determine the compliance status of the proposal. In accordance with the exemption allowable under the Procurement Policy a trial for the technology commenced.

Intent/ Requirements

The intent of the report is to analyse and select a suitable solution in order to manage leachate at HWRP by a qualified, experienced and equipped contractor.

Assessment

The need to reduce the leachate levels has been known for a number of years. Significant reductions have not been possible over the years, due to uncapped landfill cells and the significant leachate legacy burden. In the past, leachate reduction strategies have centred on low cost approaches of reticulating leachate onto active cells to evaporate leachate. This practice has merit and will continue.

However, while this method is cost effective it can only be deployed during the summer months or on windy days. Any gains made in the summer months are lost to a large extent when rainwater percolates down the waste profile of uncapped landfill Cells and producing additional leachate. The large surface area (Cells 4, 5 and 6) of uncapped cells further adds to the problem.

In an attempt to apply the Leachate Reduction Strategy 2012, leachate Ponds A and B were constructed as part of the Cell 7 capital works project. The extent of leachate legacy became apparent when the Cell 7 and Cells 1, 2 and 3 were joined. Large volumes of leachate were transferred from Cells 1, 2 and 3 to these ponds to allow the construction of Cell 7 to be completed. Evaporation of leachate still occurs today at a slow pace.

In the summer of 2013/14, the City was approached by Envirovap Pty Ltd with technology which accelerates the evaporation of leachate using power from methane generators. This process requires the leachate to be pumped into a feed discharge system where leachate trickles over evaporation media. The airflow across the evaporation media causes evaporation. Any discharge (solids) from this process is captured and disposed to landfill. Later design iterations of these units will be fitted

with solar booster, heat pumps to improve performance in cooler months. Ongoing prototypes have been further modified to improve efficiency and further reduce the evaporation cost per litre rate.

The trial of the technology commenced in late January 2014 with the installation of two leachate evaporation units in order to supplement our current leachate management strategy. The trial has been successful to date reducing leachate volumes in a cost effective manner. Given the scale of the volume of leachate, nine additional units have been constructed and are currently positioned on Cell 3.

The leachate supply pipework connects directly from the leachate pond into the units. Envirovap Pty Ltd manages the process and maintenance of the units including the heating of the leachate to maximise the evaporation. The by-product of this process is a sludge made up of leachate sediment that can be returned to landfill or transported off site. The technology produces no other noise, dust or odour emissions. The units are designed to fit within a sea container and are therefore modular and fully transportable. The City has not found any similar technology that is currently available.

Alternatives

Alternate methods of leachate remediation/reduction are available in the market. They can be divided into chemical (activated carbon adsorption) and biological (mechanical aeration) methods. These on site systems treat leachate to remove the contaminants resulting in a less contaminated leachate. These technologies are cost prohibitive to operate, resulting in an undesirable liquid residue that requires significant capital investment to be installed.

The City could choose to transport leachate off site for treatment and disposal. This option is also cost prohibitive with contractors requiring similar infrastructure. The installation of leachate pond fountains to assist in the evaporation also increases leachate evaporation. This method will work in the warmer months but could result in odour emissions, resident complaints, licence non-compliance and ongoing operation/maintenance costs.

A Pre-treatment Bio-reactor system is also available. This system will cost approximately \$140,000 and would be capable of treating 80,000 litres of leachate per day. Ongoing dosing of the leachate would be required together with maintenance which will add to the annual costs. This method is not suitable for the City given that:

- The system, at best, will produce a better quality leachate with fewer odours, but the treatment will not result in a reduction in leachate volume;

- Leachate from a the City's putrescible landfill would be of a quality that the Department of Water, Environmental Regulation would not accept as being suitable to discharge on our site as stormwater; and
- Given the volume of leachate, the remaining treated leachate would still need to be transported off site.

A chemical leachate engineering solution is available for full leachate treatment capable for treating leachate to a standard that would be acceptable to discharge to sewer (subject to regulatory approval). This will cost approximately \$3,000,000 with ongoing charges per litre. HWRP is currently not connected to deep sewer and would require a significant capital and/or transport and disposal cost of the modified leachate.

No Western Australian landfills utilises leachate destruction or processing plants, opting instead for high pressure aerators on existing ponds to reduce leachate. High pressure aerators are not a viable option for the HWRP given the volume of leachate caused by the City's inability to cap landfill cells as they are completed.

Summation

Considering the alternatives, costing options and the significant volume of leachate, it is recommended that Council accepts the ongoing proposal by Envirovap Pty Ltd for the supply and operation of the accelerated evaporation plant at the Henderson Waste Recovery Park as the most advantageous option.

The recommendation is based on:

- Successful completion of the trial with the technology to evaporate leachate over six years;
- Experience of their personnel to perform the services as required;
- Sound understanding of the requirements of the HWRP site; and
- The best overall value for money

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community.

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

Leading & Listening

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

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

The current cost of service is approximately \$50,000 per year under the trial. In warmer months the addition of 9 units plus the renovated trial units will evaporate 200,000 litres per week when connected in series. The winter months may result in a 50% drop in the leachate evaporation due to increased humidity, however for budgeting purposes, a conservative 10% reduction is planned to ensure adequate funds are available should performance expectation be exceeded. Funds are available in the current budget under OP 8304.

Legal Implications

Section 3.57 of the *Local Government Act 1995* and Part 4 of the *Local Government (Functions and General) Regulations 1996* under Division 2 Regulation 11(2) (f) refers to the power of the Local Government to approve a company or their services as a sole supplier due to the unique nature of the services. Given leachate evaporation units are not available from other manufacturers; the Council can authorise City officers to enter into a contract with Envirovap Pty Ltd to provide their technology without engaging a Tender process.

Community Consultation

As the leachate operation is entirely carried out within the HWRP with no interaction with the public and no odour issues there has been no requirement for public consultation.

Risk Management Implications

Failure to appropriately manage leachate volumes as well as the risks associated with the service is described below:

- Excessive stored leachate on a cell liner results in significant increase in risk that leachate will breach the liner floor or perimeter anchor walls and contaminate ground water aquifers,
- Unseasonal weather events – a wet summer or storms etc. that increase the volume of water converting to leachate;
- The impact of the other options to the potential noise, dust and odour complaints from neighbours, and

- Any delay in this approval will result in more leachate creation that will require management and reduction. Significant challenges were faced in the winter of 2019 in managing the increasing leachate volumes within the existing cells and ponds.
- Environmental contamination of leachate will require expensive remediation techniques that must be avoided.

Advice to Proponent(s)/Submitters

Envirovap Pty Ltd has been advised the matter will be considered by Council at the March 2020 Ordinary Meeting of Council.

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

Nil

16.3 C100406 (RFT 02/2017) CONTRACT EXPIRY - PROCESSING SERVICES FOR RECYCLABLE MATERIALS

Author(s) L Davieson and A Natale

Attachments

1. Legal Advice (**CONFIDENTIAL**)
2. Confidential Data (**CONFIDENTIAL**)
3. Suez Proposal - March 2020 (**CONFIDENTIAL**)
4. SMRC Contact March 2020 (**CONFIDENTIAL**)

RECOMMENDATION

That Council:

- (1) terminates the current contract C100406 (RFT 02/2017) Processing Services for Recyclable Materials by mutual agreement with Suez Recycling and Recovery Pty Ltd, effective 31 March 2020;
- (2) accepts the proposal from Suez Recycling and Recovery Pty Ltd for a period of two (2) years from 1 April 2020 for the processing of recyclable materials for the estimated value of \$1,762,280 per year (Ex GST) based on mutually acceptable terms and conditions;
- (3) incorporates a revenue share model for the introduction of the Container Deposit Scheme (CDS) when introduced on 2 June 2020 as detailed in the proposal by Suez Recycling and Recovery Pty Ltd;
- (4) accepts the application of clause 11(2)(f) of the *Local Government (Functions and General) Regulation 1996*, where the Council has good reason to believe that because of the unique nature of the situation, it is unlikely that there is more than one viable supplier; thereby exempting the contract from a tender process; and
- (5) amends the 2019-2020 Municipal Budget by increasing OP 9556 -Recyclables Entry Fees by \$400,000 (funded from the Waste Collection Reserve) to cover increased service costs from 1 April to 30 June 2020.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

Background

The City of Cockburn provides a weekly 240 litre MGB recycling collection service for residential and commercial properties throughout the local government district. This material is currently processed at the Suez Recycling Materials Recovery Facility (MRF) in Bibra Lake, as resolved by Council at the 9 March 2017 Ordinary Council Meeting.

As a consequence, the City has contracted with Suez Recycling and Recovery Pty Ltd (Suez) for an initial three (3) years for its co-mingled recyclables collected from the yellow top bin. The contract initial term will end on 30 June 2020 with an additional two (2) year extension available by mutual agreement. The City collects approximately 13,000 tonnes of recyclable material annually. Weekly tonnages of recyclable materials vary depending on presentation rates and seasonal fluctuations.

Under the contract, the contractor is required to;

- receive the recyclable material delivered by the principal;
- process the recyclable materials and separate them into individual recyclates, suitable for sale to the market;
- market and sell the sorted recyclates;
- dispose the residual waste at a suitably licensed disposal facility; and
- provide comprehensive reports detailing recyclable materials received and residual waste and recyclates sold to the satisfaction of the requirements of the Department of Environment Regulation's Annual Compulsory Waste Census and the City.

The City provided written notice to Suez Recycling and Recovery Pty Ltd in November 2019 of its intention to apply a contract extension option. Two (2) principal instigated options are available through the contract. The principal instigated options can apply an additional twelve (12) month period followed by a further twelve (12) month period for a total maximum period of five (5) years for the contract.

Submission

N/A

Report

Suez responded to the City's Notice on 9 December 2019. Suez and City representatives met to discuss the contract on Thursday 13 February 2020, with a written confirmation of their offer in writing on 18 February 2020 (refer Attachment 3).

Compliance

Procurement Services undertook an initial compliance assessment as well as seeking legal advice (refer Attachment 1) and an opinion from a WALGA representative on the governance concerns in respect to the *Local Government Act 1995* and the *Local Government (Functions and General) Regulations 1996*.

Intent/Requirements

The intent is to appoint a suitable contractor to provide processing services for recyclable materials that has the capacity and qualification to undertake the services, in accordance with the City's requirements.

Assessment

The City's current contract C100406 concludes the initial contract period on 30 June 2020, with two (2) possible twelve (12) month extension options. The processing contractor Suez, located at Bibra Lake Materials Recovery Facility, has formally requested a renegotiation prior to any continuation of the existing contract. Suez currently processes co-mingle recyclables as collected by the City Waste Team from the yellow lid bin.

The recycling waste market in Western Australia over the last two years has changed considerably, responding to significant world and local events. This included the enforcement of the China National Sword Policy in March 2018, with restrictions applied for all marketable recyclables above a contamination threshold of 0.5%.

Further in August 2019, the Council of Australian Governments (COAG) agreed Australia should establish a timetable to ban the export of waste plastic, paper, glass and tyres, while building Australia's capacity to generate high value recycled commodities and associated demand. COAG waste definitions, scope and timeframes are expected in March 2020.

In November 2019, the Cleanaway Waste Management Ltd (Cleanaway) Material Recovery Facility in South Guildford was damaged due to a significant fire, causing disruption to 20 Local Governments, with an estimated 100,000 tonnes of recyclates. After State Government support, Cleanaway have agreed with the South Metropolitan Regional Council (SMRC) to process some recyclable materials. With the SMRC and Suez facilities at capacity, it is unlikely supplementary recyclables will be catered for. Storage of recyclates at any facility is a fire risk with no commercially viable options to sell, re-use, destroy or dispose of certain commodities of recyclates.

Waste collection and processing of recyclables is an essential service provided by local governments. In normal market conditions, the City would seek tenders to source appropriate services from licenced processors as required by the *Local Government (Functions and General) Regulations 1996*. In 2017, the City received four (4) submissions where processors demonstrated a competitive market.

During this period the recyclates commodity market in Asia was unrestricted with favourable revenues being generated from the sale of recyclates. The current market conditions represent an inelastic gate fee as demonstrated by the pricing behaviour of current market operators. The current supply market can be best described as having

limited excess capacity and transferring purchasing power to processors, with significant cost pressure, rapid price setting and a shared risk model inflicted and expected from local governments.

There are numerous factors increasing the uncertainty of the cost for recycling in Western Australia, including the proposed bans and the ongoing changes to country's import restrictions. Local governments need to focus on product stewardship, material contamination on the kerb and the adoption of a risk sharing model based on a basket of recyclates impacting volumes and commodity processes.

Suez has proposed an open book commodity review mechanism with auditable quarterly reviews with verifiable weighbridge tickets and sales agreements. The Suez proposal is based on a commencement date of 1 April 2020.

The Container Deposit Scheme (CDS) will commence on Tuesday, 2 June 2020 in Western Australia. This scheme will enable empty beverage containers to be refunded at approved point locations and receive 10 cents for every eligible container. This scheme aims to increase recovery and recycling and reduce containers disposed of as litter or to landfill.

This Scheme will provide opportunities for social enterprise with benefits for community organisations as well as complement existing collection and recycling activities for recyclable waste. The CDS will produce revenue for local governments as funded by drink manufacturers, distributors and importers of the original supply of eligible beverage containers into Western Australia.

According to WALGA the CDS is likely to have a positive impact on the cost of recyclable processing even though the extent is unclear. Suez has offered a revenue share model in respect to the revenue stream from the CDS as part of their proposal. More detail is available within the confidential attachments.

Legislation

The *Local Government (Functions and General) Regulations 1996* are not clear in their interpretation of the treatment of variations on ongoing sourcing contracts, especially when applied in the context of market forces currently being experienced in the supply of waste services in Western Australia. In respect to Division 2, regulation 11(1) states *"Tenders are to be publicly invited if the consideration under the contract is, or is expected to be, more, or worth more, than \$150 000 unless sub-regulation (2) states otherwise."* Sub-regulation 11 (2) then allows the inviting of tenders to be exempted under several scenarios.

The inviting of tenders is exempted under sub-regulation 11(2)(j) where *"the contract is a renewal or extension of the term of a contract"*. The legal advice obtained by the City provided a legal opinion in respect to legislative compliance associated with the Suez offer for a varied contract extension. In summary, this concluded that the City cannot

claim that “(a) the variation is necessary in order for the goods or services to be supplied and does not change the scope of the contract; or (b) the variation is a renewal or extension of the term of the contract as described in regulation 11(2)(j).” as is stipulated by Regulation 21A (Varying a contract for the supply of goods or services). In this respect the City is unable to avail itself of the available extensions on the existing contract and must therefore enter into a new contract.

However, under sub-regulation 11(2)(f), an exemption from inviting tenders is also allowed when “the local government has good reason to believe that, because of the unique nature of the goods or services required or for any other reason, it is unlikely that there is more than one potential supplier”. This is quite relevant to the circumstances currently faced by the City on its recyclables processing contract. The City holds the belief that the current supply market for recyclables processing is in a unique situation, in that it is highly uncompetitive and where other local governments have been forced into alternative arrangements and faced compromised positions. There is also an escalating concern on the ongoing availability of processing capacity within the supply market.

The current state of flux and variability in the recyclables processing supply market does indicate a unique situation (for the reasons noted above), when considering the availability of services and providers in Western Australia. Under these circumstances, a standalone contract is considered permissible, given the supply market limitations (escalating capacity issues, differing terms) and the advantages provided by the existing contractor (differential in total cost of operating the service).

Summation

Suez is considered to have the capacity to meet the City’s requirements within its current processing allocation. However, this may change if the proposed contract is substantially delayed. The contract value is a calculated sum based on estimated volumes that does not represent the actual cost of the service.

The recommendation is based on:

- The City needs to maintain a waste processing service in full;
- The market will remain in a state of flux until new or additional operators make available additional capacity to process recyclables in Perth;
- The City has no known direct alternatives for the provision of this service and need to urgently engage a licenced operator in either a temporary or contractual term basis to ensure no landfilling occurs;
- The Contract will need to incorporate sufficient time to ensure additional or new capacity has returned to the market;
- The technical performance of the contract will be maintained as required;

- The City is required to meet its current waste, sustainability and community obligations of the Council;
- The inclusion of the CDS for the new contract conditions; and
- The City has been offered a commercial/market compliant outcome which minimises the transportation cost to the City.

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

Improve water efficiency, energy efficiency and waste management within the City's buildings and facilities and more broadly in our community.

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

Leading and Listening

Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management.

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

In the 2017-2018 the budget for Waste Services was reduced due to the significantly reduced budget gate fee for OP9556 in the processing of recyclables at the Suez Bibra Lake MRF. This was a saving of approximately \$3 - 3.5m over the three year initial contract period.

Due to the location of the Suez MRF, it is estimated that the six recycle trucks will travel about 170,000kms less per year than an alternative journey to the SMRC in Canning Vale. This saving is estimated at \$435,000 per year for the City. For comparison, the capacity and conditions for the option of the SMRC was investigated and is shown in Attachment 4.

The budget increase for the proposed contract will be significant with the expected gate fee to increase by over eight times the current expenditure, excluding the benefits associated with transport and the CDS (refer Attachment 2).

The increased cost will be factored into the draft 2020/21 annual budget, with a \$400,000 adjustment required this year to cover the 1 April to 30 June 2020 period.

Legal Implications

Section 3.57 of the *Local Government Act 1995* and Part 4, Division 2 of the *Local Government (Functions and General) Regulations 1996* refers.

Community Consultation

N/A

Risk Management Implications

The risk associated with the above expectation includes financial as well as reputational. This will be dependent on the outcome derived from the procurement process as impacted by the external supply market and the capacity to supply a processing service by market operators. The supply risk associated with this process is significant. The other significant risk is reputational with the loss of community confidence if the City's recyclables were landfilled and the significant investment in a decade of waste education will be lost. Due to the cost of the contract for processing recyclables the risk level is assessed as high.

Advice to Proponent(s)/Submitters

N/A

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

Nil

17. COMMUNITY SERVICES DIVISION ISSUES

17.1 C100703 (RFP 21/2019) LEISURE MANAGEMENT SOFTWARE

Author(s) B McEwin

Attachments 1. C100703 (RFP21-2019) Confidentials Leisure Management Software **(CONFIDENTIAL)**

RECOMMENDATION

That Council:

- (1) accept the proposal submitted by Perfect Gym Solutions Pty Ltd for RFP 21/2019 Leisure Management Software, for a lump sum contract of \$325,850 (Ex GST), for a period of three (3) years, in accordance with the submitted Schedule of Rates; and the additional Schedule of Rates for determining variations and/or additional services;
- (2) accept the direct debit contract by Integra Pay Pty Ltd as the proposed debit provider as submitted by Perfect Gym Solutions Pty Ltd for RFP 21/2019, for an estimated contract value of \$379,009 (Ex GST), for a period of three (3) years, in accordance with the submitted Schedule of Rates; and
- (3) amends the 2019/2020 Municipal Budget by adding \$135,000 against a new OP Project – Leisure Management Software Conversion (funded from the EM Budget Contingency allocation).

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

Background

The City of Cockburn (the Principal) is seeking proposals from a suitably qualified and experienced provider to supply and implement industry leading software and supporting equipment to upgrade or replace the Principals existing Leisure Management Software (LMS) operating at the Principals recreational facility.

The Principal is seeking an agile software platform, with the ability to integrate with a range of software programs, including an appropriate and cost effective direct debit payment provider for member and customer fortnightly payment processing. The City may award multiple contracts to ensure the Principal requirements are met.

The proposed Contract/s shall be in place for a period of three (3) years from the date of award; 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.

Proposal number RFP 21/2019 - Leisure Management Software, was advertised on Wednesday, 25 September 2019 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 25 September 2019 and Thursday, 17 October 2019 inclusive.

Submission

The Request for Proposal closed at 2:00pm (AWST) Thursday, 17 October 2019 with four (4) submissions received from the following companies.

Tenderer's Name	Registered Business Name
Jonas Leisure	Centaman Systems Pty Ltd
Intelligenz	Intelligenz Pty Ltd
Links Modular Solutions	Links Modular Solutions Pty Ltd
Perfect Gym	Perfect Gym Solutions Pty Ltd

Report

Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

	Compliance Criteria
(a)	Compliance with the Request document
(b)	Compliance with the Conditions of Responding and Tendering
(c)	Compliance with the General and Special Conditions of Contract
(d)	Completion of Qualitative Criteria
(e)	Compliance with and completion of the Price Schedule in the format provided
(f)	Compliance with ACCC Requirements and completion of Certificate of Warranty.
(g)	Attendance at Mandatory Briefing Meeting

Compliance Proposals

Procurement Services undertook the initial compliance assessment and all four (4) submissions were deemed compliant and released for evaluation.

Evaluation Criteria

Evaluation Criteria	Weighting Percentage
Proposal and Methodology	20%
Demonstrated Experience	10%
Respondent's Resources	15%
Functionality	15%
Sustainability	10%
Price	30%
TOTAL	100%

Tender Intent/ Requirements

The intent of this request is to select a suitably qualified and experienced provider to supply and implement industry leading software and supporting equipment to upgrade or replace the Principals existing Leisure Management Software (LMS) operating at Cockburn ARC.

Evaluation Panel

The proposal submissions were evaluated by the following:

Name	Position / Organisation
Brett McEwin	Cockburn Aquatic and Recreation Centre Manager
Sally McIntyre	Information and Communications Technology Manager
Shaun Hodgson	Business Systems Analyst
Samantha Seymour-Eyes	Manager Corporate Communications
Michal Callister	Customer Success Coordinator
Probity Role Only	
Stephen White	Contracts Officer

Scoring Table – Combined Totals

Tenderers Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	30%	100%
Perfect Gym**	47.22%	21.63%	68.85%
Intelligenz	34.12%	30.00%	64.12%
Links Modular Solutions	41.60%	21.29%	62.89%
Jonas Leisure	41.50%	18.15%	59.65%

** Recommended Submission

*Evaluation Criteria Assessment*Methodology

Perfect Gym scored highest in this criterion followed by Jonas Leisure. Both Perfect Gym and Jonas Leisure provided detailed methodology for the conversion and continuous improvement of the Leisure Management Software, the operating business functions and level of service as per the Principal's requirements. Links Modular Solutions and Intelligenz demonstrated a satisfactory response.

Demonstrated Experience

All submissions demonstrated to the panel their experience in providing similar services. Perfect Gym and Links Modular Solutions scored highest in this criterion, demonstrating several years of experience in providing services of a similar nature to other Local Governments and private enterprise. Jonas Leisure and Intelligenz demonstrated satisfactory experience in providing similar services.

Respondent's Resources

Perfect Gym scored highest in this criterion with Links Modular Solutions and Jonas Leisure demonstrating they have the necessary knowledge and resources to achieve the requirements. Perfect Gym, Jonas Leisure and Links Modular provided comprehensive information on their nationwide after-hours service desk support. Intelligenz provided a satisfactory response to this criterion.

Functionality

Respondents were required to demonstrate how the functionality of their proposed solution would meet sixteen (16) desired user journey requirements whilst demonstrating how their solution could achieve each user journey. Perfect Gym scored highest demonstrating the greatest level of compliance. Links Modular Solutions demonstrated a

satisfactory level of functionality. The remaining respondents did not meet the complete requirements of the request.

Sustainability

All submissions demonstrated a good response for this criterion, with Perfect Gym providing the best understanding of the Principal's sustainability values and objectives, with a range of sustainability practices in place across the organisation. The remaining respondents demonstrated a satisfactory response to comply with the Principals social and economic criteria.

Summation

The evaluation panel recommends that Council accept the proposal by Perfect Gym Pty Ltd for RFP 21/2019 – Leisure Management Software as the most advantageous contractor for the City. Referees were consulted and considered Perfect Gym Pty Ltd well positioned to provide the service in line with the Principals expectations. They strongly supported their capacity, software functionality and personnel to deliver the scope of works set out in the requirements.

The recommendation is based on;

- Well demonstrated and extensive experience in performing similar works for other Local Governments and private enterprise;
- A range of personnel, systems and resources that have the experience and contingency measures to undertake the scope of works and ongoing service requirements;
- Demonstration of a detailed methodology and proposed upgrades to meet the key objectives in the request;
- A comprehensive knowledge of key trends relating to software development based on providing a seamless customer and employee experience; and
- The direct debit service provided the best value for money.

Strategic Plans/Policy Implications

Community, Lifestyle and 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.

Leading and 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 2020/2021 draft annual budget contains a recurrent allocation of \$220,000 for software and bank charges at the ARC. This will cover expected annual costs of \$182,136 (Ex GST) for software support and licensing and direct debit fees (as per the pricing model). There is also one-off implementation costs totalling \$158,450 (Ex GST), requiring a budget allocation of \$135,000 to be included in the 2019-20 budget (balance to be funded from existing allocations).

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

Failure to accept the proposal may result in following concerns:

- Programs and services at Cockburn ARC may not meet customer expectation, due to poor software systems; and
- Increase in public complaints and dissatisfaction in service standards, potentially resulting in loss of revenue and impacting the City's brand and reputation

Advice to Proponent(s)/Submitters

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 March 2020 Ordinary Council Meeting.

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

Nil

18. EXECUTIVE DIVISION ISSUES

18.1 LOCAL GOVERNMENT HOUSE TRUST - DEED OF VARIATION

Author(s)	S Downing
Attachments	1. Deed of Variation - Local Government House Trust ↓ 2. Excerpt - Clause 12 of Trust Deed 1994 ↓

RECOMMENDATION

That Council:

- (1) consent to the attached Deed of Variation for the Local Government House Trust; and
- (2) advise the Board of Management – Local Government House Trust of the Council's consent to vary the Trust Deed.

Background

The City of Cockburn is a unit holder and beneficiary to the Local Government House Trust, holding 8 units as advised in WALGA's recent Quarterly Report Q4 2019.

The Trust's Board of Management is seeking to vary the Trust Deed in order to assist the Trust's income tax exempt status. As stipulated by the Deed, the Trust requires consent of at least 75 per cent of all beneficiaries in order to execute this variation.

As a beneficiary, the City of Cockburn is requested to consent to the enclosed Deed of Variation supported by a resolution of Council and to communicate this consent to the Board of Management, Local Government House Trust.

Report

The Local Government House Trust (The Trust) exists primarily to provide building accommodation for the Western Australian Local Government Association. Since January 2014, the Trust has provided WALGA with accommodation at 170 Railway Parade West Leederville.

The current trust deed commenced in 1993 and was amended in 2002 to reflect the merger of the metropolitan and country associations into WALGA. The current Trust Deed pronounces WALGA as Trustee and unit holders as Beneficiaries, with the Trustee holding property and associated monies 'upon Trust' and in proportion to the units provided.

Commencement date of the current deed is 17 February 1993, with a vesting date 79 years from commencement - which means that the Trust ends in 2072.

The Trust is exempt from income tax on the basis of being a State/Territory Body (STB) pursuant to *Division 1AB of the Income Tax Assessment Act 1936*.

Trust Deed Variation

Trust Deed amendments set out in the Deed of Variation are based on legal advice and are intended to assist the Trust's income tax exempt status by strengthening the position that the Trust is a STB.

Legal advice identified that the Trustee's ability to retire and appoint a new Trustee might affect the Trust's classification as a STB. This view, while based upon highly technical grounds, is a risk nonetheless.

Subsequently the Deed of Variation aims to strengthen the position that the Trust is a STB through the following amendments:

1. removing the existing Trustee's power to retire and appoint a new Trustee (Clause 2.1 and 2.2 (22.3) of the Deed of Variation),
2. enabling the beneficiaries to appoint and remove a Trustee (Clause 2.2 (22.4) of the Deed of Variation), and
3. ensuring that the Board of Management is the 'governing body' of the Trust (Clause 2.3 of the Deed of Variation).

The three proposed amendments when applied to the relevant clauses inserted by the Deed of Variation dated 5 June 2002 will subsequently read as follows (proposed amendments shown as *italic* text):

1. Variation 2.1 amends clause 22.1 to point to additional clause:

22.1 Any Trustee of the Trust may retire as Trustee of the Trust
Subject to clause 22.3, the right to appoint any new or additional trustee or trustees of the Trust is hereby vested in the retiring or continuing trustee. A corporation or incorporated association may be appointed as Trustee of the Trust.

2. Variation 2.2 inserts two new clauses:

22.3 *The retiring or continuing trustee shall only be entitled to appoint any new or additional trustee of the Trust with the consent of not less than 75% of the Beneficiaries.*

22.4 *The Beneficiaries may at any time by Special Resolution:*

- (a) remove a Trustee from the office as Trustee of the Trust;*
- and*
- (b) appoint such new or additional Trustee.*

3. Variation 2.3 insert a new clause 13A

13A *Delegation to the Board of Management*

Unless the Beneficiaries otherwise direct (such direction to be given by not less than 75% of the Beneficiaries), the Trustees shall delegate all of the powers authorities and discretions contained in subclauses (a) to (x) of clause 12 to the Board of Management. The Trustees shall, at the direction of the Board of Management, do such things as may be necessary to give effect to the exercise of a power, authority or discretion by the Board of Management.

The first two amendments outlined above remove powers granted to the Trustee in the 2002 Deed Variation resulting from the merger to a single Association representing WA Local Governments. These amendments which previously facilitated the transfer of trusteeship to the then new Western Australian Local Government Association are removed, but with the clarification that any appointment must be with the consent of the beneficiaries.

The final amendment intends to confirm that power rests with the Board of Management. As the Board of Management comprises Local Governments, this satisfies the requirements of a STB for tax purposes. This amendment reflects the actual operation of the Trustee in implementing the decisions of the Board of Management whilst retaining sufficient operational discretion to place and renew investments and pay suppliers.

These amendments provide greater power to beneficiaries through the Board of Management, and as such it is anticipated they will be considered acceptable.

Strategic Plans/Policy Implications

Leading and Listening

Deliver sustainable governance through transparent and robust policy and processes.

Budget/Financial Implications

There are 620 units issued to Local Governments in WA of which the City of Cockburn has been issued with eight (8) units in the trust. The value of the eight units as at 30 June 2019 was \$140,137.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

As with all trust documents, there is a need to ensure that they are regularly reviewed and updated as per the requirements of this trust deed.

Advice to Proponent(s)/Submitters

N/A

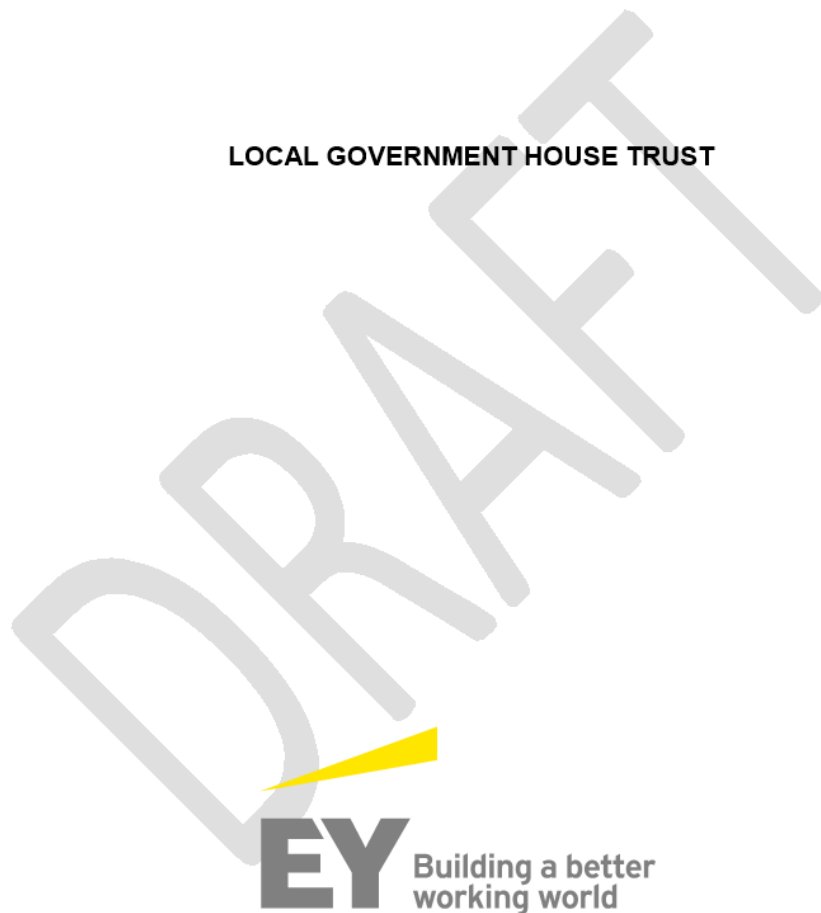
Implications of Section 3.18(3) *Local Government Act 1995*

Nil

Attachment 1

DEED OF VARIATION

LOCAL GOVERNMENT HOUSE TRUST



LAW

PERTH

11 Mounts Bay Road, Perth WA 6000

Telephone (08) 9429 2222 Facsimile: (08) 9429 2434

eylawperth@au.ey.com www.ey.com

Our Ref: 4WAL / 2004 7043

Attachment 1

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THIS DEED dated the _____ day of _____ 2019

BY

WESTERN AUSTRALIAN LOCAL GOVERNMENT ASSOCIATION of Level 1, 170 Railway Parade, West Leederville in the State of Western Australia (the 'Trustee')

RECITALS

- A. By Deed of Trust undated but stamped 12 February 1980 ('Original Trust Deed') made between CHARLES WILSON TUCKEY, LYAL GORDON RICHARDSON, GORDON LAWRENCE KILPATRICK, HARRY STICKLAND and MAXWELL RAY FINLAYSON (the 'Original Trustees') and THE LOCAL GOVERNMENT ASSOCIATION OF WESTERN AUSTRALIA and the COUNTRY SHIRE COUNCILS ASSOCIATION (the 'Retired Trustees') the Original Trustees declared that they would hold the property therein referred to as the Headquarters and the monies therein referred to as the Trust Fund upon trust for the beneficiaries specified in the second schedule to the Original Deed upon the terms and conditions therein contained (the 'Original Trust').
- B. By Deed dated 2 October 1981 made between the Original Trustees and the Retired Trustees the Original Trustees retired and appointed the Retired Trustees as the trustees of the Original Trust in their place.
- C. By Deed dated 4 May 1994 (the 'New Deed') the Retired Trustees (in the New Deed referred to as THE LOCAL GOVERNMENT ASSOCIATION OF WESTERN AUSTRALIA (INC) and THE COUNTRY SHIRE COUNCILS' ASSOCIATION OF WESTERN AUSTRALIA (INC)) agreed that the proceeds from the sale of the Headquarters and the Trust Fund and the income thereof should be from 17 February 1993 held upon the terms and conditions set out in the New Deed (the 'Trust').
- D. By Deed of Variation dated 5 June 2002 the Retired Trustees varied the New Deed (collectively, the 'Trust Deed') to provide for a new Clause 22 which provides that any trustee of the Trust may retire as trustee of the Trust and appoint a new trustee to act as trustee of the Trust and that notwithstanding that the original number of trustees of the Trust was five where a corporation or incorporated association is appointed as trustee of the Trust then it shall not be obligatory to appoint more than one new trustee.
- E. By Deed dated 6 June 2002 made between the Retired Trustees and the Trustee, the Retired Trustees retired and appointed the Trustee as the trustee of the Trust.
- F. Clause 21.1 of the Trust Deed provides that the Trustees may at any time and from time to time (with the consent of not less than 75% of the Beneficiaries) by deed revoke add to or vary the trusts of the Trust Deed or declare (inter alia) any new or other powers, authorities or discretions concerning the management, control or investment of the Trust Fund upon the terms contained therein.
- G. The Trustee wishes to add to and vary the Trust Deed and declare (inter alia) new or other powers, authorities and discretions concerning the management, control or investment of the Trust Fund in accordance with the terms of this Deed.
- H. More than 75% of the Beneficiaries have consented in writing to the variations to the New Deed and the records relating to this consent will be placed with the original of this Deed.

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Attachment 1

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NOW THIS DEED WITNESSES**1. DEFINITIONS AND INTERPRETATION**

In this Deed, unless the context otherwise requires:

- 1.1 a word importing the singular includes the plural and vice versa, and a word of any gender includes other genders;
- 1.2 another grammatical form of a defined word or expression has a corresponding meaning;
- 1.3 a reference to a clause, paragraph, recital, schedule or annexure is to a clause, paragraph or recital of, or schedule or annexure to, this Deed, and a reference to this Deed includes any schedule or annexure;
- 1.4 a reference to a document or instrument includes the document or instrument as varied, novated, altered, supplemented or replaced from time to time;
- 1.5 a reference to a person includes a natural person, the estate of an individual, a partnership, body corporate, the trustee of a trust (in the trustee's capacity as trustee of the trust), association, governmental or local authority or agency or other entity;
- 1.6 a reference to a statute, ordinance, code or other law includes regulations and other instruments under it and consolidations, amendments, re-enactments or replacements of any of them;
- 1.7 the meaning of general words is not limited by specific examples introduced by 'including, for example' or similar expressions;
- 1.8 Recitals A to H inclusive form part of and are included in this Deed;
- 1.9 headings are for ease of reference and do not affect interpretation;
- 1.10 'Deed' means this deed;
- 1.11 unless specified otherwise, terms which are defined in the Trust Deed and used in this Deed bear the same meanings in this Deed which are ascribed to them in the Trust Deed; and
- 1.12 in the event of any inconsistency between the provisions of the Trust Deed and the provisions of this Deed, the provisions of this Deed will prevail.

2. OPERATIVE PART

The Trustee in exercise of the power given to the Trustee by clause 21.1 of the Trust Deed and with the consent of more than 75% of the Beneficiaries hereby adds to and varies the Trust Deed and declares (inter alia) the following new or other powers authorities and discretions concerning the management, control or investment of the Trust Fund as follows:

- 2.1 delete the word "The" appearing after the words "Any trustee of the Trust may retire as trustee of the Trust." in the existing clause 22.1 and replace it with the words "Subject to clause 22.3, the";

Attachment 1

EY

2.2 insert after clause 22.2 the following:

“22.3 The retiring or continuing trustee shall only be entitled to appoint any new or additional trustee of the Trust with the consent of not less than 75% of the Beneficiaries.

22.4 The Beneficiaries may at any time by Special Resolution:

- (a) remove a Trustee from the office as trustee of the Trust; and
- (b) appoint such new or additional Trustee.

For the purposes of this clause 22.4, “Special Resolution” means a resolution passed or decision made by not less than 75% of the Beneficiaries.”

2.3 insert a new clause 13A as follows:

“13A **DELEGATION TO THE BOARD OF MANAGEMENT**

Unless the Beneficiaries otherwise direct (such direction to be given by not less than 75% of the Beneficiaries), the Trustees shall delegate all of the powers authorities and discretions contained in subclauses (a) to (x) of clause 12 to the Board of Management. The Trustees shall, at the direction of the Board of Management, do such things as may be necessary to give effect to the exercise of a power, authority or discretion by the Board of Management.”

3. **SEVERABILITY**

3.1 If any provision of this Deed is found by a competent authority (including without limitation a Court) to be void or unenforceable, then such finding shall not affect the other provisions of this Deed.

3.2 If making a subsequent amendment to this Deed avoids any invalidity or unenforceability of any provision of this Deed, the parties may elect to make that amendment, which shall be deemed for all purposes to be effective immediately prior to the occurrence of that invalidity or unenforceability.

4. **FURTHER ASSURANCES**

All parties shall make, execute and do all acts, deeds, documents and things and sign all documents which may reasonably be required to give full effect to this Deed, and the Trustee shall bear the costs of observing, performing and complying with this clause.

5. **COSTS**

The Trustee shall bear and pay the costs of and incidental to the preparation, execution and stamping of this Deed.

6. **RATIFICATION AND CONFIRMATION**

In all other respects the terms of the Trust Deed are hereby ratified and confirmed.

Attachment 1

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7. PROPER LAW

This Deed shall be governed by the laws of the State of Western Australia and the parties submit to the jurisdiction of the Courts of the State of Western Australia.

EXECUTED as a Deed

THE COMMON SEAL of WESTERN)
AUSTRALIAN LOCAL GOVERNMENT)
ASSOCIATION is hereunto affixed in the)
presence of:)

Signature of President

Signature of Chief Executive Officer

Name of President

Name of Chief Executive Officer

Attachment 2 Clause 12 of Trust Deed (Excerpt)

- 10 -

demands outgoings debts and liabilities incurred in respect of the Trust Fund.

10.2 The Trustees may subject to any law in force at the time in relation to this Deed so permitting accumulate all or any part of the income arisen or arising during an accounting period and such accumulation shall be dealt with as an accretion to the Trust Fund but so that the Trustees may at any time or times resort to all such accumulations and pay or apply the whole or any part or parts thereof as if they were income of the Trust Fund for the then current accounting period.

10.3 Subject to Clause 10.2 the Trustees may at any time at their discretion pay the whole or part of the income of the Trust Fund for any accounting period to the beneficiaries in proportion to the number of units of which they are respectively registered as holders at the last day of such accounting period.

11.0 **ADVANCEMENT OF CAPITAL**

The Trustees may at any time and from time to time set aside from the capital of the Trust Fund or raise therefrom any sum or sums of money and pay the same to the beneficiaries in proportion to the number of units in respect of which they are respectively registered at the date of each such payment for their own use and benefit. The payment of any such sum or sums of capital may be made in the same manner and subject to the same provisions as contained in Clause 10.3 in relation to the payment application or setting aside of any income of the Trust Fund.

12.0 **POWERS OF INVESTMENT AND MANAGEMENT**

The Trustees shall apply and invest the Trust Fund in any of the investments from time to time authorised by law for the investment of trust funds by trustees and in addition to and without limiting the powers authorities and discretions vested in the Trustees by law and notwithstanding the trusts hereinbefore declared shall have the following powers authorities and discretions which may be exercised by the Trustees at any time and from time to time in the

Attachment 2 Clause 12 of Trust Deed (Excerpt)

absolute and uncontrolled discretion of the Trustees in carrying out the trusts hereof:

- (a) to invest the Trust Fund and deal with manage transpose and realise the Trust Fund or any part thereof whether real or personal property with such powers in all respects as if the Trustees were the absolute owner thereof;
- (b) to purchase or otherwise acquire any investments for cash or otherwise and upon any terms and conditions and to make any such purchase or acquisition for a sum greater than the amount of the Trust Fund for the time being and to agree to pay for any such investments wholly or in part from any future moneys which may come into the Trustees' hands including dividends profits interest or other income payable in respect of any such investments;
- (c) to sell or otherwise dispose of any real or personal property or interest therein for the time being forming the whole or part of the Trust Fund by public auction tender or private treaty at such price or prices and whether for cash or on terms and generally upon any terms and conditions and to grant options for such sale or disposition as aforesaid;
- (d)
 - (i) to borrow and raise moneys from; or
 - (ii) to secure by mortgage or otherwise howsoever the payment of or obligation to pay money to,any person (including a beneficiary) upon any terms with or without security or interest;
- (e) to vary or transpose any investments and to vary the terms of or property comprised in any security;
- (f) to hold use purchase construct demolish maintain repair renovate reconstruct develop improve sell transfer convey surrender let lease exchange take and grant options or rights in alienate mortgage charge pledge reconvey release or discharge or otherwise deal with any real or personal

Attachment 2 Clause 12 of Trust Deed (Excerpt)

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property PROVIDED THAT in the improvement or development of any part of the Trust Fund the Trustees shall not be bound by the limitation contained in Section 30(1)(c) of the Trustees Act and the Trustees shall not be bound to apply to any Court to exceed such limitation;

- (g) to pay out of the Trust Fund or the income thereof all costs charges and expenses of and incidental to the management of the Trust Fund or to the exercise of any power authority or discretion hereby or by law conferred on the Trustees or in carrying out or performing the trusts hereof which the Trustees may at any time incur including all taxes of whatever kind payable in respect of the Trust Fund and costs in any way connected with the preparation and execution of these presents;
- (h) to act as manager or to employ any persons (including a Trustee hereof or a unit holder) contractors managers solicitors accountants clerks workmen employees servants or agents to transact all or any business of whatever nature including the receipt and payment of money and to decide the remuneration to be allowed and paid and to pay all charges and expenses so incurred and to create or arrange any scheme or superannuation retirement benefit or pension for the benefit of any person so employed;
- (i) to partition or agree to the partition of or to subdivide or agree to the subdivision or strata title or agree to the strata-titling of any land or other property which or any interest in which may for the time being be subject to the trusts hereof and to pay any moneys by way of equality of partition;
- (j) to determine whether any real or personal property or any increase or decrease in amount number or value of any property or holdings of property or any profit loss receipt or payments from for or in connection with any real or personal property shall be treated as and credited or debited to capital or to income and generally to determine all matters as to which any doubt difficulty or question

Attachment 2 Clause 12 of Trust Deed (Excerpt)

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may arise under or in relation to the execution of the trusts and powers of this Deed and every determination of the Trustees in relation to any of the matters aforesaid whether made upon a question formally or actually raised or implied in any of the acts or proceedings of the Trustees in relation to the Trust Fund shall bind all parties interested therein and shall not be objected to or questioned on any ground whatsoever;

- (k) to open accounts with any bank or building society and to operate by and in all usual ways any such accounts;
- (l) to give effectual receipts and discharges for any moneys received by or on behalf of the Trustees or otherwise relating to any of the acts matters and things provided for in these presents;
- (m) to provide and set aside out of the Trust Fund or the income thereof such sum of money as the Trustees shall consider is available or necessary for and to pay or apply the same in or towards the discharge or reduction of any encumbrance debt or other liability for the time being affecting the Trust Fund or any part thereof;
- (n) to let sub-let lease or sub-lease for any period (and including to any beneficiary) and at any rental any real or personal property comprised in the Trust Fund upon any terms conditions or covenants;
- (o) to purchase take on lease sub-lease assignment hire or otherwise acquire any estate or interest in any real or personal property for any price premium rental charge payment fee or other consideration and subject to any terms conditions and covenants;
- (p) to take such action as the Trustees shall think fit for the adequate protection of any part of the Trust Fund and to do all such other things as may be incidental to the exercise of any of the powers authorities and discretions hereby or by law conferred on the Trustees;

Attachment 2 Clause 12 of Trust Deed (Excerpt)

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- (q) to take and act upon the opinion (given in writing) of a solicitor an attorney at law or counsel practising in any country where the Trust Fund or any part thereof may for the time being be or be proposed to be invested in relation to the interpretation or effect of these presents or any other document or statute or as to the administration of the trusts hereof without being liable to any of the beneficiaries in respect of any act done by the Trustees in accordance with such opinion PROVIDED THAT nothing in this provision shall prohibit or impede the Trustees from applying to any Court if it shall think fit or prohibit any unit holder from so doing;
- (r) to allow any beneficiary to occupy have custody of or use any part of the Trust Fund on any terms or conditions as to inventories repair replacement insurance outgoings or otherwise but the Trustees shall not be liable for any loss or damage which may occur to any such part of the Trust Fund during or by reason of any such occupation custody or use except insofar as such loss or damage shall be occasioned by the conscious and wilful default or neglect of the Trustees;
- (s) to permit any part of the Trust Fund to be held or registered in the name of any nominee of the Trustees and to deposit securities deeds and other documents belonging or related to the Trust Fund with any bank or solicitor;
- (t) in the event of any gift stamp or other duties fees or taxes becoming payable in any part of the world in respect of these presents or the Trust Fund or any part thereof in any circumstances to pay all or any part of such duties fees and taxes out of the Trust Fund notwithstanding that such duties fees or taxes or some part thereof are not or may not be recoverable from the Trust Fund by legal process;
- (u) to receive and accept any real or personal property by gift inter vivos or by Will or under the provisions of any other trust or otherwise from any other person as additions to the Trust Fund and to hold the same upon the trusts herein

Attachment 2 Clause 12 of Trust Deed (Excerpt)

set forth and to administer such additions under the provisions hereof;

- (v) at any time and from time to time to ascertain and fix the value of the Trust Fund in accordance with the provisions herein contained and for that purpose to engage such competent valuers or experts as the Trustees may select and the Trustees may cause the value so ascertained and fixed to be entered from time to time in a book kept for that purpose;
- (w) to appoint any date earlier than the Vesting Date to be the Vesting Date;
- (x) during an accounting period to nominate any date not more than 18 months after the date of commencement of the then current accounting period as the last day of that accounting period and thereafter the accounting period shall mean each succeeding 12 month period commencing on the day following such nominated date until the anniversary of such nominated date immediately preceding the Vesting Date and the period thereafter until the Vesting Date.

13.0 DELEGATION OF TRUSTEE POWERS

The Trustees if at any time they are more than one shall act jointly and may delegate the exercise of all or any of the powers authorities or discretions hereby or by law conferred on the Trustees:-

- (a) to the Board of Management constituted by clause 14.0 of this Deed, or
- (b) to any other person or persons,

and execute any power of attorney or other instrument necessary to effectuate such purpose.

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**19.1 PREPARE FOR A POSSIBLE COVID-19 SPREAD TO THE CITY OF COCKBURN**

Author(s) P Oorjitham
Attachments N/A

RECOMMENDATION

That Council note the report.

Background

By email received 26 February 2020, Cr Terblanche submitted the following Motion:

That Council investigate what, if anything can be done from a Local Government perspective, to prepare for a possible COVID-19 spread to the City of Cockburn and especially the possible non-health related preparations that could be taken in advance if a lockdown were to occur.

Reason

It is likely that the World Health Organisation will soon declare COVID-19 a worldwide pandemic, and have warned that the world must prepare now for when that happens. We all know that if you fail to plan, you plan to fail. As such it is important that the City of Cockburn explore how it could best prepare for the COVID-19, especially with a focus on how potential lockdowns and other infrastructure restrictive measures that might be taken, could impact the City, its residents and our quality of life.

Submission

N/A

Report

The COVID-19 epidemic has not yet been declared a Global Pandemic and there have only been 33 cases in Australia (as at 3 March 2020), two in WA.

The City has a Business Continuity Plan for Pandemics (BCPP) that was developed in 2009 and is in the process of being updated for COVID-19. The COVID-19 BCPP will identify essential services and staff to ensure that the City continues to collect waste and the like.

The City's BCPP is an internal document and is not intended for release to the public. It includes the formation of a Pandemic Management Team (PMT) which includes Managers from Waste, Public Health, Engineering and Human Resources. The PMT will meet in March to plan for specific responses to potential future actions demanded by the Western Australian Department of Health (DoH), such as closure of public buildings (libraries, the ARC, the Youth Centre etc.), and maintenance of essential services should staff be requested not to attend their normal work place.

Is important to note that the COVID-19 epidemic, if it reaches Western Australia, will involve a scaled response depending upon where cases are found. This response will be determined by the DoH using various powers under the *Health Act 1911* and other legislation, and Local Governments' role will change over time depending upon how the epidemic evolves. The scenario is very changeable so plans need to be extremely flexible across Perth and Western Australia. For example if a cluster of cases are detected in a locality such as Joondalup, it is highly unlikely that schools and public buildings/events in Cockburn would be impacted. Any decision to close schools and public buildings will be made by DoH, and authority will be given to Police and City Officers, where necessary, to enforce closure of premises. The COVID-19 epidemic, if it becomes a pandemic and results in general community infections, is likely to exist for several months and the response by DoH and all stakeholders will have to evolve over this time.

Currently, as at 3 March 2020, the DoH are in the process of requesting local government authorities to identify possible buildings for fever clinics to be operated by DoH, to check their BCPPs, and to identify stocks of Personal Protective Equipment (PPE) especially face masks. As the scenario is continually evolving the DoH are issuing (approximately every four days) advisory update bulletins to all local government authorities and are making direct contact with them to determine levels of preparedness and capacity to assist. The concept of a lockdown has been witnessed in other countries, and this along with many other actions, are possible in Western Australia, subject to decisions by DoH. The City has not contemplated or planned for the potentially more drastic control measures such as lockdowns and closing bars/restaurants and public venues, because this is unnecessary and there will be ample time to consider this if it eventually becomes a reality.

Strategic Plans/Policy Implications

Economic, Social and Environmental Responsibility

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

Budget/Financial Implications

Unknown until the severity of the pandemic is identified.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Capacity to provide regular services may be diminished depending on the severity of the pandemic

Advice to Proponent(s)/Submitters

N/A

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

Nil

20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**20.1 INVESTIGATION - OPTIONS FOR THE CONTROL OF ROAMING CATS**

Author C Sullivan

Cr Corke has submitted the following Notice of Motion:

That Council investigates options for the control of roaming cats in the municipality. Investigations should cover, but not be restricted to:

- Mandatory sterilisation of all cats;
- A total cat ban initially in greenfield developments, but eventually across the whole City of Cockburn;
- Measures of containment of existing domestic cats and methods of enforcement;
- Non-invasive monitoring of native animals prior to and post the introduction of cat containment measures;
- Effective feline trapping methods; and
- Possible rebates for residents compliant with the new measures.

Reason

Domestic and feral cats cause severe damage to native wildlife and the Council needs to address this matter as soon as possible. The Australian Wildlife Conservancy estimates that more than 75 million native animals are killed by cats (domestic and feral) every day in Australia. That's over 27.5 billion each year.

Native ARC does not support cats roaming and believe cats should be contained to the owner's property at all times and preferably within the residences.

**20.2 REVIEW OF SPEED LIMITS, SIGNAGE AND LINE MARKINGS
IN THE STUDY AREA COVERED BY THE RECENT BANJUP
LOCAL AREA TRAFFIC STUDY**

Author C Sullivan

Deputy Mayor Kirkwood has submitted the following Notice of Motion:

That City Officers, in concert with Main Roads WA, conduct a review of speed limits, signage and line markings in the study area covered by the recent Banjup Local Area Traffic Study.

Reason

Resident concerns about vehicle speed in the Banjup Study Area requires a review of sign posted speed limits to provide better clarity for all road users.

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

22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**22.1 FEASIBILITY - INSTALLATION OF SOUND BARRIER WALL ON THE EASTERN SIDE OF KAREL AVENUE BETWEEN DIMOND COURT AND THE ROE HIGHWAY RESERVE**

Author(s) C Sullivan

Deputy Mayor Kirkwood has requested that City officers submit a report to a future Council Meeting on the feasibility, including cost, of the installation of a sound barrier wall on the eastern side of Karel Avenue between Dimond Court and the Roe Highway reserve.

Reason

With the upgraded dual carriage way on Karel Avenue, there are residential homes along this section backing directly onto this busy road with only a small back fence. This road will soon to be even busier following the completion of this project as well as the Murdoch Activity Centre Link Road. The residents have lost the mature tree scape and mature bushes, which they once had outside their homes for protection from the noise. While some small planting will be replaced it will take years to regrow. The residents along that section of Karel Avenue want relief from the noise and have requested a sound barrier wall since before the start of the project.

23. CONFIDENTIAL BUSINESS

Nil

24. RESOLUTION OF COMPLIANCE

RECOMMENDATION

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

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

25. CLOSURE OF MEETING