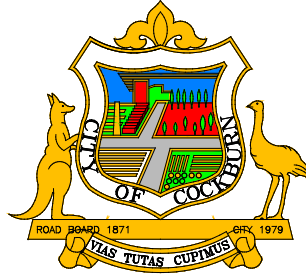


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 8 OCTOBER 2015

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 8 OCTOBER 2015 AT 7:00 PM

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CITY OF COCKBURN

AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 8 OCTOBER 2015 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)

Nil

5 (OCM 8/10/2015) - APOLOGIES AND LEAVE OF ABSENCE

Clr K Allen - Apology

6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil

7. PUBLIC QUESTION TIME

Nil

8. CONFIRMATION OF MINUTES

8.1 (OCM 8/10/2015) - MINUTES OF THE ORDINARY COUNCIL MEETING - 10/9/2015

RECOMMENDATION

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 10 September 2015 as a true and accurate record.

COUNCIL DECISION

9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

10. DEPUTATIONS AND PETITIONS

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

Nil

12. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER

13. COUNCIL MATTERS

Nil

14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 (OCM 8/10/2015) - INITIATION OF PROPOSED SCHEME AMENDMENT NO. 114 - LOCATION: LOT 117 (26) HAMILTON ROAD, HAMILTON HILL - APPLICANT: TPG TOWN PLANNING (109/050) (M CAIN) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 ("Act"), amend City of Cockburn Town Planning Scheme No. 3 by:

1. Rezoning portion of Lot 117 Hamilton Road, Hamilton Hill

- from 'Public Purpose – Water Corporation' to 'Residential' with a coding of R40 as depicted on the Scheme Amendment Map.
2. Reserve portion of Lot 117 Hamilton Road, Hamilton Hill from 'Public Purpose – Water Corporation' to 'Local Road' as depicted on the Scheme Amendment Map.
 3. Amend the Scheme Map accordingly.
- (2) refer the amendment to the Environmental Protection Authority ('EPA') as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment and the amendment is in the opinion of Council consistent with Regulation 25(2) of the Town Planning Regulations 1967 ("Regulations"), the amendment be advertised for a period of 42 days in accordance with the Regulations..

COUNCIL DECISION

Background

The proposed amendment to City of Cockburn Town Planning Scheme No. 3 ("Scheme") comprises a single site for rezoning, located at Lot 117 (No. 26) Hamilton Road, Hamilton Hill. The subject site is located within Hamilton Hill, and located on Hamilton Road opposite the corner of Winfield Street. The purpose of this report is to consider for initiation an amendment to the Scheme. The amendment proposes rezoning a portion of Lot 117 from 'Public Purposes – Water Corporation' to 'Residential' with a coding of R40 (to match adjoining), with the front portion of land to be reserved to 'Local Road'.

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS"). The land is owned and managed by the Water Corporation and has been previously held as a site for water and waste water management. Following a recent survey of land holdings, it has been determined that this land no longer holds any strategic purpose for the Water Corporation in the future. The agency is therefore seeking to effect a sale of the land once the rezoning has been completed. There is not other land use alternative considered suitable, given its discrete size and shape.

Submission

N/A

Report

Background

This Scheme Amendment has been requested by TPG Town Planning on behalf of the Water Corporation as the landowner of the subject site. The purpose of the amendment is to rezone the subject site to provide ultimately for a Residential zoning which will facilitate sale and ultimate development of the land. The residential zoning and coding of R40 will match that of the adjoining locality.

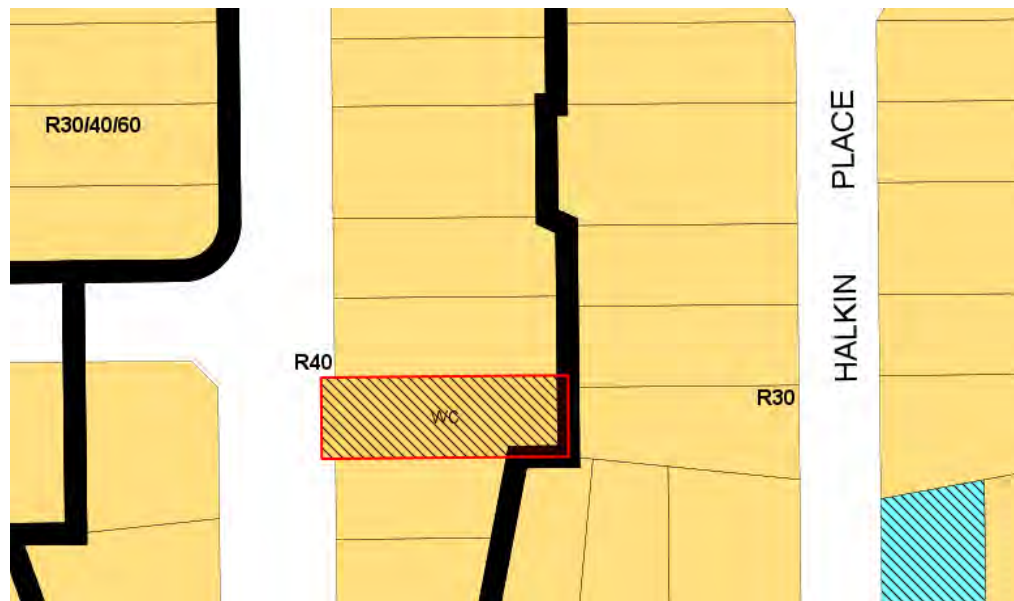
As the site is currently zoned 'Public Purpose – Water Corporation', it is necessary for a Scheme Amendment to be undertaken prior to the land being disposed of.

Proposed Amendment

Located on Hamilton Road within the suburb of Hamilton Hill, the subject site is 1002m² and is owned by the Water Corporation.

In 2014 the Hamilton Hill Revitalisation Strategy was gazetted and rezoned a large majority of the Hamilton Hill area to a range of higher density codings. This process was undertaken in order for the City to continue to achieve infill targets outlined within the Strategic Plan for Perth, known as Directions 2031. The subject site was not rezoned during the Hamilton Hill Revitalisation Strategy process as it was identified by the Water Corporation that the land may still be required in the future as parcel of land for water or wastewater management. Following an asset review however, this site has now been identified to no longer hold any strategic importance and requires rezoning to be suitable for residential development.

This rezoning will be to Residential R40, to match the way in which the surrounding land is zoned. However as indicated by the current zoning plan, the front portion of the land needs to be included within the adjoining road reserve of Hamilton Road, in order to achieve the necessary reserve width of the road. This is shown following:



The applicant has confirmed they intend to do this, and cede the small portion of land at the time of subdivision/development to complete the logical reserve extent of Hamilton Road.

The subject site is ideally located for future residential development due to its location on a main road that has access to public transport and access to local centres.

Conclusion

This report seeks that Council resolve to initiate the Scheme Amendment for the purposes of advertising. It is recommended that Council support the initiation of the Scheme amendment.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.

Budget/Financial Implications

N/A

Legal Implications

Planning and Development Act 2005
Town Planning Regulations 1967

Planning and Development Regulations 2015 (effective as of 19.10.2015)

City of Cockburn Town Planning Scheme No. 3

Community Consultation

In accordance with the Town Planning Regulations 1967 consultation is to be undertaken subsequent to the Local Government adopting the Scheme Amendment and the Environmental Protection Authority advising that the proposal is environmentally acceptable. This requires the amendment to be advertised for a minimum of 42 days.

Attachment(s)

1. Location Plan
2. Proposed Scheme Amendment

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.2 (OCM 8/10/2015) - PROPOSED BANJUP QUARRY (CALLEYA) STRUCTURE PLAN VARIATION - LOTS 9002 JANDAKOT ROAD, LOT 9004 ARMADALE ROAD AND LOT 132 FRASER ROAD, BANJUP - APPLICANT: CREATIVE DESIGN & PLANNING (110/060 (C CATHERWOOD) (ATTACH)

RECOMMENDATION

That Council

- (1) adopts the Schedule of Submissions prepared in respect to proposed variations to Banjup Quarry (Calleya) Structure Plan;
- (2) pursuant to Section 6.2.14.1(a) of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopt the proposed variations to the Banjup Quarry (Calleya) Structure Plan, subject to the following modifications being undertaken:
 1. Update Part 2 of the Structure Plan to indicate the extension of the access nib within the Calleya estate to connect to the western most sump to facilitate effective access and future development.
 2. Update the land for the retirement living village

from Residential R30 to Residential R40 as shown in Attachment 1 of the applicant submission.

3. Update the road and public open space configuration (including updating the public open space calculation table) as shown in Attachment 2 of the applicant submission.
 4. Delete Clauses 2.1(a)(iv), 3.1(a) and 3.4(b) from Table A in Part 1 of the Structure Plan.
 5. The school site to be designated with a notation that a maximum of 0.6211ha will constitute the shared component of public open space with the adjoining district playing oval, leaving the remainder of the 3.5ha school site for complete development.
 6. Annotation of the oval dimensions to be 205m north-south and 165m east-west, with the east-west dimension to achieve a minimum 15m oval separation to the road and minimum 6m separation between rectangular playing fields.
- (3) in pursuance of Clause 6.2.14.3 of the Scheme, forward the Structure Plan once modified to the Western Australian Planning Commission with a request for its endorsement in accordance with the Scheme;
 - (4) advise the proponent and submitters of the above decision; and
 - (5) note the waiving of the additional 1ha open space requirement within the school site as ordinarily required under the City's local planning Policy APD4 'Public Open Space', given the site is likely to need to accommodate buildings for 600 students rather than the ordinary 450 student design.

COUNCIL DECISION

Background

The original Banjup Quarry (Calleya) Local Structure Plan was adopted by Council on 9 May 2013 and endorsed by the WAPC on 22 October 2013. Since then, the first stages of the estate have been developed

giving the developer time to reflect on how the estate's development has been unfolding and where improvements and changes might be considered. This has led the proponent (Stockland) to seek variations to the endorsed Structure Plan.

Detail of the variations is set out in the Report section of this item. In brief, these variations involve:

- Reflecting the required Water Corporation infrastructure (pump station);
- Reconfiguration of the town centre layout including primary school, civic site and oval boundaries;
- Increase in proposed number of dwellings (up to 549 additional dwellings) shown by changes to proposed R-coding;
- Repositioning of the retirement living village;
- Deletion of the 'Light and Service Industry' zone along the north side of Dollier Road and replacement with Public Open Space and a 'Mixed Use' lot on the corner of Solomon and Dollier Roads; and
- Internal roads and Public Open Space configuration.

It is recommended that, subject to a number of modifications, the Proposed Structure Plan be adopted and sent to the WAPC with a request for its endorsement.

Submission

As part of their submission during the advertising period, Stockland has also requested further changes which are:

- Designation of the retirement living village as Residential R40, rather than Residential R30 as advertised;
- Further changes to road and Public Open Space configuration; and
- Acknowledgement of the contraction of the 20 ANEF (Australian Noise Exposure Forecast).

It is not unheard of for an applicant to lodge a submission on their own proposal. What must be kept in mind is any proposed change should not be of the nature which warrants readvertising of the proposal. Discussion of these proposed changes is also set out in the Report section of this item.

Report

The purpose of this report is for Council to consider whether it is prepared to adopt the variation to the Banjup Quarry (Calleya) Structure Plan.

Planning Background

The Banjup Quarry (Calleya) Local Structure Plan applies to the former quarry site located on Lots 9002 Jandakot Road, 'Parent' Lot 9004 Armadale Road and 'Parent' Lot 132 Fraser Road, Banjup. The first stage of the estate known as 'Calleya' has been developed.

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is also located within Development Area 33 ("DA 37") and Development Contribution Area No. 13 ("DCA 13")

Proposed Variations to Structure Plan

The following section discusses the variations:

Reflecting the required Water Corporation infrastructure (pump station)

The proposed variation primarily relates to the northern precinct of the estate (i.e. the land north of the major power lines). A small variation applies to northeast corner of Ginger Loop and Clementine Boulevard to reflect the required Water Corporation infrastructure (pump station).

There is no ability to change this location or the infrastructure itself (it is mandated by Water Corporation) and established as part of the first stages of development. The infrastructure is a Type 90 Wastewater Pump Station which will be at least 30 metres from residential properties, in line with the standards set by the Environmental Protection Agency.

The developer has also advised they will be landscaping around this area (outside the Water Corporation land). Existing landowners have all been provided with images of the same type of pump station to indicate how it might look.

Reconfiguration of the town centre layout including primary school, civic site and oval boundaries

The minor re-alignment of the school boundary was in response to the planned Town Centre 'square' in the southern portion of the site; whereby an increase in size of the square was sought to accommodate space for playground and breakout space. This also resulted in the carpark east of the square to be redesigned to an L-shape, and within the Primary School site; however intended for 'co-use' purposes namely on weekend game-days or other larger community events. The carpark could also be straightened on the basis it is encroaching on the area intended for 'potential' school buildings. The town centre lots have

also been reoriented to improve the relationship to the now proposed town square.

A significant stakeholder in this precinct is the Department of Education who have indicated strong concerns with the reconfiguration of the site and the capacity of it to accommodate the increased student numbers arising from this density increase. They are also concerned with the Council policy requirement to have an additional 1ha open space on their site, if they are to share the playing field with the City. This is discussed further in the Community Consultation section of this Report. The concerns of the Department of Education are supported.

Increase in proposed number of dwellings (up to 549 additional dwellings) shown by changes to proposed R-coding

There is a benefit to the broader metropolitan area by increasing densities as appropriate. Perth cannot continue to develop at low density and accommodate projected population growth. This is an approach mandated at State Government level, which the City of Cockburn appreciates and has been embedding in its own planning for many years.

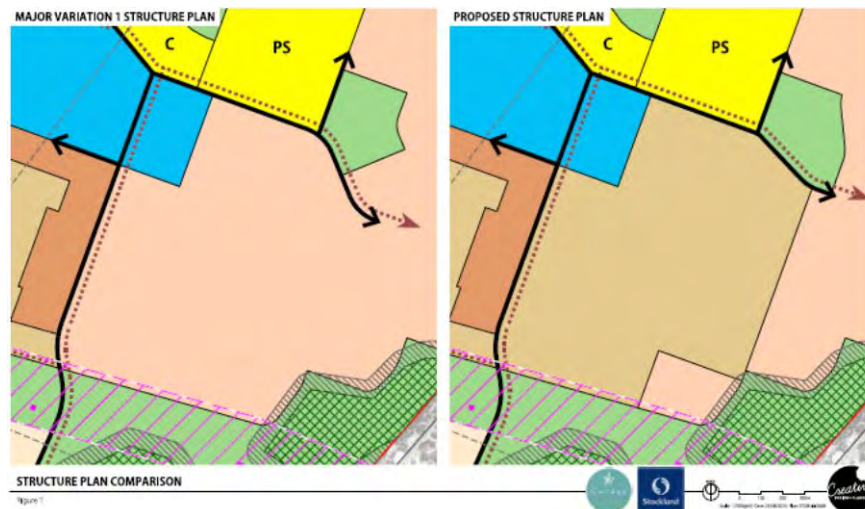
This development area was opened up by the State Government given its location close to a major public transport hub (Cockburn Central) and use of this feature will be strongly encouraged by provision of cycling and pedestrian links to the station and the town centre.

Ultimately the total lot yield for the entire estate will be capped at not more than 2350 dwellings regardless. This is in line with the capacity enabled by the planned road network.

Retirement living village (repositioning and designation of the retirement living village as Residential R40, rather than Residential R30 as advertised

The applicant has sought to reposition the retirement living village from the original plan. During the advertising period, the applicant has further submitted they would like to designate the village as Residential R40, rather than Residential R30 as advertised.

The area is shown in the attachment (extract below):



The plan to the left is as advertised; the plan to the right shows the proposed change. The area proposed to be designated R40 is shown in light brown/taupe.

There is no concern with refining this now to the Residential R40 density. Ultimately the total lot yield for the entire estate will be capped at not more than 2350 dwellings regardless. With this figure already covered in the advertised document, and that portion of the plan surrounded by land still owned by the developer, there is no need to further advertise what was already captured in the advertised 'band' of R30, considering there would be an aged person's density bonus applicable.

Deletion of the 'Light and Service Industry' zone along the north side of Dollier Road and replacement with Public Open Space and a 'Mixed Use' lot on the corner of Solomon and Dollier Roads

It was always anticipated that a new urban estate would have a mix of land uses, not simply residential. In this case, the original plan indicated 'Light and Service Industry' along the Dollier Road frontage. This is now proposed to be replaced with Public Open Space and a small section on the corner of Solomon Road and Dollier Road to be 'Mixed Use' zone. This zone did not exist when the original plan was approved. The types of land uses permitted in that zone are considered by City officers to be more desirable directly adjacent to residential uses than the types of uses available in the 'Light and Service Industry' zone. It was a direct suggestion by City officers to change this small lot to 'Mixed Use' and this was heeded by the applicant. Given this, City officers will be recommending to Council this variation is supported.

Internal roads and Public Open Space configuration

There is no concern with minor realignment to the POS and road configuration (either as advertised or as the additional suggestions in the applicant's submission during advertising). It is City officer's

understanding that these types of changes will be acceptable as part of the subdivision process anyway under the new Planning and Development (Local Planning Schemes) Regulations 2015. The affected areas are surrounded by land still owned by the developer, and there is an overall increase in POS so there is no need to further advertise.

Acknowledgement of the contraction of the 20 ANEF (Australian Noise Exposure Forecast)

With the recent adoption of the latest Jandakot Airport Masterplan, the 20 ANEF has contracted so that it no longer covers land within the Calleya estate. This will apparently be reflected in the new draft State Planning Policy 5.3 Jandakot Airport Vicinity (SPP5.3), however this is yet to be released and cannot be utilised at the time of considering this submission as a basis for modification.

However, the current SPP5.3 (March 2006) contains the following description of an ANEF as:

ANEF

*Australian Noise Exposure Forecast as certified by Airservices Australia and endorsed by the Commonwealth Department of Transport and Regional Services **and as amended from time to time**. At the time of preparation of the policy, the time horizon for the forecast was the year 2024. (emphasis added)*

The advertised revision to this SPP from July 2013 has a similar definition.

The amendment of the ANEF is done as part of the airport master planning process, and as the submitter mentions, there is a new Jandakot Airport Masterplan 2014. In this plan, the 20 ANEF contracts so that it is outside the development. This renders the construction requirements on the lots affected by the 20 ANEF as superfluous as there are no Calleya lots exceeding or within the 20 ANEF any longer.

Given the above definition of the ANEF acknowledges they are amended from time to time, it is possible for the WAPC to delete the superfluous requirement from the Structure Plan relating to the 20 ANEF. This would involve deletion of the following sections of Table A of Structure Plan:

- 2.1(a)(iv);
- 3.1(a); and
- 3.4(b).

It is noted the submitter has further advised they still intend to require all lots within the development to have the laminated 6.38mm glazing.

This is a voluntary measure the developer has initiated which has full support of City officers as a precautionary approach given the proximity of the airport.

Alternatively, if WAPC consider it is not possible to modify the above under the current SPP5.3, then as the submitter mentions, when the new draft is advertised it will become a seriously entertained planning proposal and due regard can be given to the new SPP.

School site

The Department of Education have made it clear in their submission that due to the likely size requirement of the new school (up to 600 children) they are not in a position to have any more than a maximum of 0.6211ha of the school site utilised as part of the shared oval with the adjoining open space. This is a reasonable request to ensure that no future changes to the Structure Plan jeopardise the maximum area of the school site that is unavailable for development. This is recommended as part of the officer recommendation. This involves waiving the 1ha additional open space requirement of the City policy APD4 'Public Open Space' which is also noted in the recommendation. However, it is important to note the minimum oval dimensions which will be required. This will ensure the applicant is clear as to the required oval sizes. The current plan (not dimensioned) appears to be slightly undersized which could compromise the use of this oval by senior clubs. The minimum dimensions acceptable to the City are 205m north-south and 165m east-west. The space needs to be capable of accommodating an oval (to suit Australian Rules and cricket) as well as two rectangular fields (to accommodate soccer). These sporting uses are designated in Development Contribution Plan 13 and Appendix 7 Community facility plan to the local structure plan. To ensure there is adequate spacing between the rectangular fields the separation distances are also specified in the officer recommendation. These will need to be 15m from the road and have a minimum 6m between the rectangular fields.

Conclusion

These changes are an improvement on the original plan and City officers have no concerns with the approval of these variations.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.

Moving Around

- Facilitate and promote healthy transport opportunities.
- Infrastructure that supports the uptake of public transport and pedestrian movement.

Budget/Financial Implications

N/A

Legal Implications

City of Cockburn Town Planning Scheme No. 3
Planning and Development Act 2005.

Community Consultation

The proposal was advertised for a period of 21 days, ending 1 September 2015. Advertising consisted of a newspaper advertisement in the Cockburn Gazette and letters to all landowners within the Calleya local structure plan area and affected government agencies.

A total of 10 submissions were received. Most of these were from government agencies. One was a landowner who has purchased in the estate and two were representing landowners within the broader Banjup locality. The landowner submissions were all objections, the major concern being raised was traffic and road upgrades. There were also a number of statements made that indicated only a cursory review of the advertised documents. City officers acknowledge that submitters most likely would not read the entire suite of documents (totalling more than 1500 pages) so may not have fully appreciated the current situation with issues they have raised. Detailed responses are in the Schedule of Submissions; , some of the main issues are covered in brief below.

Concerns with validity of traffic data used

There was a perception traffic data was outdated and no appreciation was given to surrounding land uses.

The applicant has used the most up to date traffic count data available, as they were asked to by City technical staff. There is no issue with using this. Figures are also modelled out to 2031 at which point there would be full development.

The applicant's transport assessment refers specifically to the surrounding developments, including current analysis for the Jandakot Airport Master Plan 2014 proposal for the replacement of the Jandakot Road/Berrigan Drive intersection roundabout with traffic signals.

Concerns that road upgrades have not been required/provided

Roads upgrades to Jandakot and Solomon Roads and a path along Armadale Road are already secured via a voluntary legal agreement. Their provision is required within 3 months after the creation of the 900th residential lot, or by the 31 December 2017, whichever is earlier. The applicant has already commenced concept designs of the road and footpath upgrades for City officer review.

Armadale Road upgrading is a State Government (Main Roads) matter which the City, together with the adjacent City of Armadale, is strongly lobbying for currently.

It is unreasonable to expect road upgrades to be delivered well ahead of the development which (in part) warrants the upgrade.

Concerns about land resumption for upgrading Jandakot Road

At this point in time there is no identified land resumption necessary from landowners other than Stockland who will be widening Jandakot Road by 10 metres along the northern boundary of their land. Concept designs for the upgrades are not yet approved and these will confirm whether there is any further land required.

Concerns with the school site/shared open space arrangement

The area required for buildings to accommodate the 600 students, rather than the ordinary 450 students, has resulted in the Department of Education setting a maximum 0.6211ha of open space in which it is willing to share. This is reasonable; given the increased lot yield will place increased pressure on the school itself to accommodate ultimate student numbers that may indeed stretch to 600. This is addressed through the officer recommendation.

Attachment(s)

1. Plan indicating current plan and plan including variations (as advertised)
2. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 8 October 2015 Council Meeting.

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

Nil.

14.3 (OCM 8/10/2015) - PROPOSED STRUCTURE PLAN - LOTS 1, 2 & 20 ENTRANCE ROAD, COOGEE - OWNERS: VINKO ZELKO DAMJANOVIC, DOLLY HOCHKIRCHER, EGON HOCHKIRCHER & WINNIE FATOVICH - APPLICANT: WHELANS TOWN PLANNING (110/ 137) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 6.2.9.1 (a) of City of Cockburn Town Planning Scheme No. 3 ("Scheme") adopt the Proposed Structure Plan for Lots 1, 2 & 20 Entrance Road Coogee;
- (2) endorse the Schedule of Submissions prepared in respect of the Proposed Structure Plan for Lots 1, 2 & 20 Entrance Road Coogee;
- (3) advise the proponent and those persons who made a submission of Council's decision; and
- (4) in pursuance of Clause 6.2.10.1 of the Scheme forward the adopted Structure Plan to the Western Australian Planning Commission within 7 days of Councils resolution for endorsement.

COUNCIL DECISION

Background

The Proposed Structure Plan was prepared by Whelans Town Planning on behalf of the landowners. It relates to land within the Packham North District Structure Plan area, namely Lots 1, 2 & 20 Entrance Road, Coogee ("subject site").

The Proposed Structure Plan seeks to affect a residential development outcome across the subject land. The purpose of this report is to consider the Proposed Structure Plan for adoption in light of the advertising process that has taken place.

Submission

Whelans Town Planning on behalf of the land owners has lodged a Structure Plan for Lots 1, 2 and 20 Entrance Road, Coogee ("the subject site").

Report

Planning Background

The subject site is bound by Entrance Road to the north and between residential land to the east and west. The land to the north, south and east is currently being developed for residential development in accordance with the Packham North District Structure Plan.

The land to the west of Cross road, which is approximately 11 hectares in area, is reserved for Parks and Recreation under the Metropolitan Region Scheme ("MRS") and City of Cockburn Town Planning Scheme No. 3 ("TPS3"). This land is extensively covered in native vegetation but does not pose a bushfire threat as the native vegetation is in excess of 100 metres from the subject site (Attachment 2 provides an aerial photograph of the site).

The subject site is zoned 'Urban' under the MRS and 'Development' under TPS3. The subject site is also located within Development Area No. 31 ("DA 31"), Development Contribution Areas No. 12 and 13 ("DCA 12") and ("DCA 13").

Pursuant to Clause 6.2.4 of TPS3, a Structure Plan is required to be prepared and adopted prior to any subdivision or development within a Development Area.

Planning Assessment

Directions 2031 and Beyond ("Directions 2031") and Liveable Neighbourhoods provide the State Government policy framework in which to consider a Proposed Structure Plan. This is supplemented by the City's TPS3, which in conjunction with local planning policies provides the more detailed local planning framework to consider the Proposed Structure Plan.

Under the State Government framework, a target of a minimum of 15 dwellings per gross hectare is set for new Structure Plan areas.

Supporting this, the State Government's Outer Metropolitan Perth and Peel Sub-Regional Strategy identifies the subject land as being part of the "WAT 1" area with a future dwelling target of 900+.

The Proposed Structure Plan incorporates three separate lots covering an area of approximately 1.823 hectares. The proposed density codes are 'R30' with 'R40' opposite the Public Open Space, and along Entrance Road, which will provide for a range of lot sizes from 235m² to 767m², as indicatively provided on the non-statutory subdivision plan within Part 2 of the report.

The indicative subdivision concept plan aims to retain four existing dwellings. Lots 1 and 2 each contain an existing dwelling and Lot 20 contains two existing dwellings all fronting Entrance Road.

The larger lots will provide a diversity of housing options and retention of the current built form and local character of the area. Under the 'R40' density these larger lots will have the potential to be later subdivided should the owners seek to demolish the existing dwellings.

In total the Structure Plan is expected to yield a total of 26 lots with an estimated 36 dwellings in the long term. These additional residential lots will provide for further dwelling diversity in the locality while contributing to the State Government's density targets.

Packham North District Structure Plan

The subject land forms part of the Packham North District Structure Plan area. The purpose of the District Structure Plan is to facilitate the development of the former 'Watsons food plant' and surrounding land that was previously within an odour buffer of the plant for residential and associated uses.

Following the gazettal of Scheme Amendment 70 on 15 October 2010, the 'Watsons' site and the surrounding land was rezoned for residential development purposes subject to the endorsement of Structure Plan/(s).

The adopted District Structure Plan outlines the broad land use framework including the major road network, neighbourhood structure, commercial land and public open space areas.

Structure Plans are required to demonstrate the achievement of a minimum 15 dwellings per gross urban zoned hectare of land and a minimum of 22 dwellings per site hectare of residential land. This

Proposed Structure Plan yields a density of approximately 20 dwelling units per gross urban hectare and 30 dwellings per net site hectare.

The District Structure Plan sets 'Medium Density' locational criteria of 'R30 to R60' for land which is generally surrounding areas of high amenity, such as open space.

The submitted Structure Plan is considered to be in accordance with the provisions of the District Structure Plan. This has been determined on the basis of the Structure Plans' proposed street network, associated densities and areas of Public Open Space conforming to the locations prescribed on the District Structure Plan.

Public Open Space ('POS')

The Structure Plan proposes 0.182 hectares of public open space which equates to 10% of the site area. The POS will form a drainage function in accordance with water sensitive urban design principles.

The POS is proposed with an east-west orientation to coincide with the Packham North District Structure Plan. The POS provision is provided by Lots 2 and 20.

The Structure Plan report specifies, where the landowner of Lot 1 proposes to subdivide in future to achieve 3 or more lots, a separate private legal agreement between the landowner of Lot 1 and Lot 2 will cover any arrangements for the equitable provision of POS sufficient for the Structure Plan. The City of Cockburn is not required to be part of that agreement and will therefore have no involvement with the agreement.

The adopted District Structure Plan included the Packham North District Water Management Strategy and a Local Water Management Strategy. Accordingly the applicant did not provide a separate Local Water Management Strategy as part of the Proposed Structure Plan. Both the Department of Water and the City's engineering services are satisfied with this approach (see Attachment 3 for details).

The future subdivision application/(s) for the subject site will require the provision of an Urban Water Management Plan ('UWMP') which complies with the Packham North Local Water Management Strategy.

Typically, the parkway may contain a shared path, seated resting furniture, appropriate species of tree plantings and mulched dry landscaping. These details will be addressed in detail at subdivision stage.

The parkland will serve the regular small scale needs of the immediate residential population within a five to ten minute walking distance. The predominant use, as outlined within the District Structure Plan, is for informal recreation for individuals and households, especially low level children's play, dog walking and relaxation.

Conclusion

The Proposed Structure Plan yields a density of approximately 20 dwelling units per gross urban hectare and 30 dwellings per net site hectare. The density targets are above the minimum expectation of Directions 2031, Liveable Neighbourhoods and Council's adopted Southern Suburbs District Structure Plan - Stage 3.

In addition the Proposed Structure Plan indicates an area of approximately 10% for public open space which is designed in an east-west orientation in accordance with the District Structure Plan.

The Structure Plan proposes density codes of 'R30' with 'R40' opposite the Public Open Space, and along Entrance Road. The proposed residential development will provide for a range of lot sizes from 235m² to 767m².

Lots 1 and 2 each contain an existing dwelling and Lot 20 contains two existing dwellings all fronting Entrance Road. The proposed Structure Plan provides opportunity for the existing dwellings to be either retained or demolished to allow for further subdivision.

As such it is recommended that Council adopts the Proposed Structure Plan and forward the adopted Structure Plan, pursuant to Clause 6.2.10.1 of the scheme, to the Western Australian Planning Commission within 7 days for endorsement.

Strategic Plan/Policy Implications

Growing City

- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

Moving Around

- Infrastructure that supports the uptake of public transport and pedestrian movement.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

In pursuance of Clause 6.2.8 of the City's Scheme public consultation was undertaken for a period of 21 days. The advertising period commenced 25 August 2015 and concluded 15 September 2015.

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

In total Council received seven (7) submissions from government agencies and service providers. No submissions were received from local residents. All seven of the submissions were in support of the proposal. No objections were received.

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

Attachment(s)

1. Location Plan
2. Proposed Structure Plan Map
3. Schedule of submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 8 October 2015 Council Meeting.

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

Nil.

14.4 (OCM 8/10/2015) - PROPOSED STRUCTURE PLAN - LOT 32 BARFIELD ROAD, HAMMOND PARK - OWNERS: CHING HSI LIAO & MEI LI TSAO - APPLICANT: RPS AUSTRALIA (110/135) (L SANTORIELLO) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 6.2.9.1 (a) of City of Cockburn Town Planning Scheme No. 3 ("Scheme") adopt the Proposed Structure Plan for Lot 32 Barfield Road, Hammond Park, subject to the following conditions:
 1. Part 1:– Delete point 2 and the associated text under section 5.1 and remove number '1' from this section but not the text. Under section 6 include a new section 'Notifications on Title' with points 2 and 3, to be included, as outlined in column 3 of the *'City of Cockburn Part One Structure Plan Report pro-forma'* section 6.1. These points reference 'Bushfire Hazard' and 'BAL' requirements and should be included into the Structure Plan. Section 6.1 (i) is to be amended in line with the City's pro-forma to reference the appropriate section of the BMP, being *'Figure 5: BAL Assessment'*. Section 6.2 is to be amended to reference the '27 August 2015' BMP pursuant to the pro-forma. Insert a new section '7.0 Development Contribution Items and Arrangements' with the following text under column 3;
 - (a) Contribute proportional amount as per DCA 9 and DCA 13 Common Infrastructure requirements as prescribed in City of Cockburn Town Planning Scheme No. 3.
 - (b) Road Upgrades – Barfield Road where it abuts is to be upgraded to a residential standard.
 2. Part 2:– In section 5.4 'Open Space', the road reserve on the west of the high school site is not to be deducted from the total landholding for the purpose of calculating the required Public Open Space. This is to be amended accordingly. Section 5.7 'Detailed Area Plans' should make appropriate mention of the WAPC Planning Bulletin 112/ 2015.
 - (a) Appendix 2: – The 'Local Water Management Strategy ('LWMS')' is to be modified to the satisfaction of the Department of Water ('DoW'), in

consultation with the City of Cockburn, as outlined in their letter dated 7 September 2015.

- (b) Appendix 3: – ‘Bushfire Management Plan’ is to be replaced with the agreed modified final version dated ‘27 August 2015, Project number: 15SGB_2143’.
- (2) endorse the Schedule of Submissions prepared in respect of the Proposed Structure Plan;
- (3) advise the proponent and those persons who made a submission of Council’s decision; and
- (4) pursuant to Clause 6.2.10.1 of the Scheme forward the proposed Structure Plan to the Commission for its endorsement.

COUNCIL DECISION

Background

The Proposed Structure Plan was received by Council on 10 July 2015. It was prepared by RPS Australia on behalf of the landowners Ching Hsi Liao and Mei Li Tsao. The Proposed Structure Plan relates to land within the Southern Suburbs District Structure Plan Stage 3 (‘SSDSP3’) area, namely Lot 32 Barfield Road, Hammond Park (“subject site”).

The subject site is 4.046900 hectares in area with frontages to the east of Hammond Park Catholic Primary School and to the west of Barfield Road. Under the SSDSP3 approximately 2.72 hectares of the subject site is identified for part of a future high school.

The high school is planned to extend south from part of the subject site over parts of Lots 31 Barfield Road and Lot 47 Frankland Avenue, Hammond Park. The future high school site will also extend over part of the northern lot, Lot 33 Barfield Road, Hammond Park.

The future Hammond Park High School site traverses four separate landholdings, as outlined above, including Lot 32. The subject site is the last remaining landholding to be structure planned, to facilitate the future High School and to provide for additional residential land.

The Proposed Structure Plan was advertised for a period of 21 days in accordance with Scheme requirements. The purpose of this report is for Council to consider this proposal in light of the information received

during the advertising process. In total the City received eight (8) submissions during the advertising period which are discussed in the 'Report' section below and elaborated on in detail under Attachment 3 of this report.

Submission

RPS Australia on behalf of the land owners has lodged a Structure Plan for the subject site.

Report

Planning Background

The subject site is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under the City of Cockburn Town Planning Scheme No. 3. The subject site is also located within Development Area No. 26 ("DA 26"), Development Contribution Area No. 9 ("DCA 9") and Development Contribution Area No. 13 ("DCA 13").

Pursuant to Clause 6.2.3.1 of the Scheme *"the development of land within a Development Area is to comply with Schedule 11"*. The specific provisions applicable to DA 26 in Schedule 11 are outlined as follows:

1. *Structure Plan/s adopted and endorsed in accordance with Clause 6.2 of the Scheme to guide subdivision, land use and development.*
2. *To provide for residential development and compatible land uses.*
3. *The provision of the Scheme shall apply to the land uses classified under the Structure Plan in accordance with Clause 6.2.6.3.*

Residential Development

The subject land is located within the Southern Suburbs District Structure Plan – Stage 3 ('SSDSP3') area. The SSDSP3 prescribes a minimum of 15 dwellings per gross urban zoned hectare of land as the minimum standard. The prescribed density target is below the Western Australian Planning Commissions' Directions 2031 and Beyond document ('Directions 2031') but exceeds the targets as set by Liveable Neighbourhoods ('LN'). Approximately 67% of the subject site is reserved for the future high school which influences the scope of the subject site to meet the prescribed density targets as set by the SSDSP3 and Directions 2031.

The Outer Metropolitan Perth and Peel Sub-regional Strategy forms an integral part of the Directions 2031 vision. It provides information about the levels of expected population growth by local government area, and highlights development opportunities and density targets in greenfield areas, including the south-west outer sub region which the City of Cockburn is located.

The Strategy identifies the subject land as being part of the "SOU1" area which has a future dwelling target of 3000+.

The intent of the Proposed Structure Plan is to guide the subdivision and subsequent development of the subject site including an estimated lot yield of 20 dwellings (21% residential), Public Open Space (10%) to be provided as cash-in-lieu and 2.72 hectares for part of a future high school which equates to approximately 67% of the total site area.

The SSDSP3 prescribes a density range of R30-R60 for land surrounding areas of public open space, activity nodes and public transport routes. The subject site is not directly serviced by public transport given the lands current 'rural - residential' nature.

The SSDSP3, as adopted by Council, designates the subject site as a 'Medium Density' area. Residential R35 is identified as the minimum base coding in the 'Medium Density' areas of the SSDSP3.

It is understood that once the high school, and additional residential housing, is developed the current local bus services, being the 525 and 526 buses, are likely to extend further south to service the increased residential catchment area. Alternatively a separate bus service may be formalised.

Currently both the 525 and 526 travel along Barfield Road and turn right along Gaebler Road which is approximately 470 metres north of the subject site. The current associated bus stops are within a 5 minute walking distance of the subject site.

Under the proposed structure plan an R35 density has been applied to the residential land. The proposed R35 density meets the locational criteria as specified by the SSDSP3. The density component of the proposal is considered to meet the planning needs of the area and is expected to provide a diversity of housing options for local and future residents.

Public Open Space (P.O.S)

As discussed above, the proposed Structure Plan does not include the provision of a land component for public open space. This section aims

to explore the reasons for this and to provide a review of the existing and future POS in the area.

The proposed high school 'Public Purpose Reserve' does not generate the need for POS as prescribed under *R43 'Deductions' Element 4 – Public Parkland* of Liveable Neighbourhoods ('LN').

The structure plan has a gross subdivisible area (the lot area subtract the area of the high school component) totalling 1.3269 hectares. This equates to a POS requirement of 1326.9 square metres which under LN equates to a 'Local Park'.

Under LN Local Parks are generally provided for local children's play and as a resting place, designed as small intimate spaces where appropriate. Local parks are generally up to 3000 square meters in area.

Under the Southern Suburbs District Structure Plan Stage 3 Lot 32 is excluded from the need to provide a POS land component. The Structure Plan for Lot 33 was adopted by Council at its meeting held on 11 June 2015 (item 14.1). The lot 33 Structure Plan provided a local park totaling 0.2837 hectares in area which will be developed pursuant to the Lot 33 Structure Plan. The Lot 33 POS is approximately 100 metres north from the proposed residential land under lot 32.

The SSDSP3, as adopted by Council, identifies POS to the south approximately 250 metres from Lot 32. POS will also be provided to the north east of Lot 32 approximately 160 metres away as provided for by the *Lot 8 (No. 107) Barfield Road, Hammond Park Structure Plan*, which was adopted by Council on 9 April 2015.

The future residents of Lot 32 will be located in proximity (a short walking distance) from four separate future areas of POS which will range in size and functionality.

The provision of a small (1326.9 square metre) 'Local Park' on Lot 32 is not considered to be overly beneficial, both from an amenity perspective and also from a Council maintenance perspective. The future high school is likely to have a large area for sporting activity which may provide 'visual' and 'passive' open space benefits to the future residents.

Under the provisions of 153 of the *Planning and Development Act 2005* ('the Act'), the WAPC may agree to cash-in-lieu of public open space if the land area is such that a 10% contribution would be too small to be of practical use, and there is already adequate public parkland taking into account the overall objective of parkland and provision and distribution.

Under Section 154 of the Act, all money received by the City in this way should be applied;

- a) *for the purchase of land, by the City, for parks, recreation grounds or open spaces generally, in the locality in which the land included in the plan of subdivision is situated;*
- b) *in repaying any loans raised by the City for the purchase of any such land; and*
- c) *with the approval of the Minister for Planning, for the improvement or development of land as parks, recreation grounds or open spaces.*

The expenditure of cash-in-lieu funds must be directly related to the use or development of land for public open space purposes. The contemplation of an equivalent POS cash-in-lieu contribution, by the developer to the City, at subdivision stage is considered appropriate in the context of the planning system and the merits and specifics of this proposal. It should be noted that cash-in-lieu is not an 'as of right' option available to developers as specified above in this section. Each application is assessed on its own merits.

Bushfire Management

The existing native vegetation, within the future high school area of lot 32 and the surrounding lots, pose a bushfire threat to future residences within Lot 32.

The Proposed Structure Plan is supported by a Bushfire Management Plan ('BMP') to help mitigate these risks. The BMP has been undertaken in line with the relevant State Planning Policy and the current *Planning for Bushfire Protection Guidelines*.

The BMP also complies with the WAPC draft State Planning Policy 3.7 and the Draft August 2015 Guidelines for Planning in Bushfire-Prone Areas. These documents were recently provided by the WAPC to the City of Cockburn for comment in a letter dated 18 August 2015.

All new dwellings constructed within 100 metres of identified classified vegetation will require the need for increased construction requirements to address AS3959-2009 (*Construction of Buildings in Bushfire Prone Areas*).

A Bushfire Attack Level ('BAL') assessment may be undertaken as part of the subdivision process to confirm the BAL ratings for each individual new lot created.

The BMP does not address bushfire mitigation measures for the proposed high school site. This will be undertaken by the Department of Education. The Department of Education have advised the City of Cockburn that the future high school is expected to be operating by the 2020 school year with anticipated construction commencing in 2018.

The future high school site is not proposed, at this stage, to be cleared (or partly cleared) until construction commences.

The Proposed Structure Plan and BMP were referred to the *Department of Fire and Emergency Services* ('DFES') during the 21 day advertising period. No comment was received by the City of Cockburn from DFES during the advertising period in response to the Structure Plan referral.

The Fire Management Plan is considered to comply with the State Governments Draft August 2015 Guidelines for *Planning in Bushfire-Prone Areas* and will be implemented at subdivision stage.

The Structure Plan, pursuant to the statutory section in Part 1, designates land within 100 metres of the residential land of the subject site as 'Designated Bushfire Prone.' This provides the appropriate head of power to enforce AS3959-2009 under the Building Code of Australia, at building licence stage, and at subdivision stage.

Conclusion

The proposed Structure Plan yields a density of approximately 25.8 dwellings per hectare (net residential) as per Liveable Neighbourhoods. This equates to 56 people with an estimated 2.8 people per household.

The density targets are restricted by road design and the large high school reservation of which approximately 67% of the subject site is reserved for the future Hammond Park High School.

The proposed Structure Plan does not provide for a public open space land component but rather proposes to provide a proportional 10% cash-in-lieu component at subdivision stage. Section 154 of the Planning and Development Act 2005 outlines the manner in which the cash-in-lieu money is to be applied.

A review of the SSDSP3 and the future POS in the locality reveals that the future residents of Lot 32 will be within a short walking distance to benefit from various areas of future POS. These areas of POS will range in size and functionality pursuant to the various recently adopted Council Structure Plans.

In addition the future high school is likely to have a large area for sporting activity which may provide 'visual' and 'passive' open space benefits to the future residents.

The Structure Plan design incorporates bushfire mitigation measures for the identified bushfire hazards. All new dwellings constructed within 100 metres of identified classified vegetation will require the need for increased construction requirements to address AS3959-2009 (*Construction of Buildings in Bushfire Prone Areas*).

It is recommended that Council adopt the Structure Plan, for Lot 32 Barfield Road, Hammond Park, subject to modification and then pursuant to clause 6.2.10.1 of the Scheme refer the Structure Plan to the Western Australian Planning Commission for their endorsement.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

Community & Lifestyle

- Communities that are connected, inclusive and promote intergenerational opportunities.

Budget/Financial Implications

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

Legal Implications

Clause 6.2.9.1 of the Scheme requires Council to make a decision on the application within 60 days from the end of the advertising period. The advertising period formally concluded on 8 September 2015.

Community Consultation

In pursuance of Clause 6.2.8 of the City's Scheme public consultation was undertaken for a period of 21 days. The advertising period commenced on 18 August 2015 and concluded on 8 September 2015.

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

In total Council received eight (8) submissions from government agencies and service providers. No submissions were received from local residents. All eight of the submissions were in support of the proposal. No objections were received.

Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions. See Attachment 3 for details. The comments received from the Department of Water have been incorporated into Point 2 (a) of the above Council recommendation. No other comments received from State Government agencies and service providers advised of the need to modify the proposal.

Attachment(s)

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

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 8 October 2015 Council Meeting.

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

Nil.

14.5 (OCM 8/10/2015) - INITIATION OF PROPOSED SCHEME AMENDMENT NO. 110 - LOCATION: LOT 2 FANSTONE AVENUE, BEELIAR - OWNER: COCKBURN CEMENT LTD - APPLICANT: ROWE GROUP (109/046 & 110/133) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the *Planning and Development Act 2005*, amend City of Cockburn Town Planning Scheme No. 3 ("Scheme") by:
 1. Rezoning part of Lot 2 Fanstone Avenue, Beeliar from

- ‘Special Use’ zone to ‘Development’ zone;
2. Reserve part Lot 2 Fanstone Avenue, Beeliar from ‘Special Use’ zone to ‘Local Reserve - Lakes and Drainage’; and
 3. Amend the Scheme Map accordingly.
- (2) require the Traffic Impact Assessment be updated, to the satisfaction of the City, prior to advertising of the Scheme Amendment documentation;
- (3) require the Bushfire Impact Assessment prepared for the site be updated and modified, to the satisfaction of the City, to form a comprehensive Fire Management Plan as outlined in the Planning for Bushfire Guidelines (edition 2) prior to advertising of the Scheme Amendment documentation;
- (4) note that the draft Structure Plan shown in appendix 3 (subject to modification) shall in accordance with Clause 6.2.8.3 of the Scheme be concurrently advertised with Scheme Amendment No. 110; and
- (3) note as the amendment is in the opinion of Council consistent with Regulation 25(2) of the *Town Planning Regulations 1967* (“Regulations”), and upon the preparation of the necessary amendment documentation, the amendment be referred to the Environmental Protection Authority (“EPA”) as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, be advertised for a period of 42 days in accordance with the Regulations. In the event that the EPA determines that the amendment is to be subject to formal environmental assessment, this assessment is to be prepared by the proponent prior to advertising of the amendment.

COUNCIL DECISION

Background

The subject land comprises a 9.67 ha portion of Lot 2 Fanstone Avenue, Beeliar and is zoned ‘Urban’ and ‘Rural’ under the Metropolitan Region Scheme (“MRS”) and ‘Special Use 11’ under City of Cockburn Town Planning Scheme No.3 (“Scheme”).

The land is also located within Development Area No. 4 ("DA4"), Development Contribution Area No. 5 ("DCA5") and Development Contribution Area 13 ("DCA13").

The subject site is located south, east and west of existing residential development, and north of the Cockburn Cement works area (refer to Attachment 1 for the Locality Plan).

The subject land previously formed part of a quarrying operation; the land however has no land-use currently approved. The applicant seeks to transition the portion of the subject land outside the Kwinana air quality buffer to a residential purpose, in order to reflect the pattern of development taking place around it. The purpose of this report is to consider whether Council should initiate the Scheme amendment.

Submission

The Proposed Scheme Amendment has been lodged by Rowe Group, on behalf of the landowner, Cockburn Cement Ltd.

Report

The Proposed Scheme Amendment seeks to amend the Scheme by rezoning the subject site from 'Special Use 11' to 'Development' and reserving a portion as 'Local Reserve – Lakes & Drainage'. The rezoning will subsequently facilitate the need for a Structure Plan to guide the development and subdivision of the land in a comprehensive manner. See Attachment 2 for existing and proposed zoning map. Appendix 3 shows the current draft Structure Plan (subject to modification) that will be subject to concurrent public consultation in accordance with Clause 6.2.8.3 of the Scheme, if Council choose to initiate a Scheme amendment.

The area of Local Reserve – Lakes & Drainage sits to the south of the area to be zoned Development. This area is anticipated to receive all run-off of water from the proposed subdivisional roads. This approach is considered beneficial as it will allow the 10% public open space requirement within the Development Area to be fully utilised as unrestricted Public Open Space, rather than be constrained partially by the need to accommodate drainage runoff.. This Reserve will sit within the Cockburn Cement Industrial Buffer; however as it forms no function other than drainage this is appropriate. It will not be accepted for any public open space purpose.

Special Use 11 – Cockburn Cement

Special Use 11 encompasses approximately 3.5ha of land that was defined under the Cement Works (Cockburn Cement Limited)

Agreement Act 1971. The Special Use relates to Cement Works and Conservation Areas linked to the manufacture of cement lime and associated products for use in the construction industry.

The subject site is the northern extremes of the Special Use 11 area. The land was previously utilised as a quarry in keeping with the allowed uses of the zone.

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

Directions 2031

Directions 2031 seek to establish a 50% increase in current average residential densities from the current average of 10 dwelling per gross hectare of urban zoned land. The draft Structure Plan report assumes an expected yield of 152 dwellings. Gross density of the site is therefore likely to be 15.7 dwellings a hectare, an amount consistent with minimum density requirements Directions 2031 and Liveable Neighbourhoods.

Draft Structure Plan

The Draft Structure Plan (appendix 3) outlines the broad approach to be taken within the area to be rezoned Development. The Draft plan outlines a residential outcome with three areas of public open space and associated road network.

The Draft plan provides for a modified grid suburban outcome with multiple connections to the existing road network.

Due to the former quarrying of the site there are considerable level changes from the edges of the site to the centre. This provides for opportunities and constraints for the development of the site.

The applicant has noted that the three parks will be on the edges of the site, adjoining existing roads and development. This will allow for the retention of a significant number of mature tuart trees within these future parks.

Traffic

The applicant has undertaken a traffic impact assessment to support the Scheme Amendment and draft Structure Plan. The report has been analysed by the City's engineering department and deemed to have deficiencies in a number of areas. These deficiencies do not go to

critical elements of the proposed Draft Structure Plan design or the ability of the surrounding road network to absorb the increased traffic. These matters are largely ones to be dealt with in the draft Structure Plan.

As the matters are technical and generally minor in impact on the Scheme Amendment initiation; it is proposed to progress the initiation of the Scheme Amendment with a requirement that the Traffic Impact Assessment be updated to the City's satisfaction prior to advertising of the Amendment documentation. This allows reasonable progress of the Scheme Amendment, that is in line with proper and orderly planning, while matters of a technical nature are addressed in the meantime.

Bushfire Risk

The applicant has undertaken a Bushfire Hazard Assessment to support the Scheme Amendment and draft Structure Plan. The report has been analysed by the City and deemed insufficient to properly inform the process.

The current Hazard Assessment is generally inconsistent with the WAPC's Planning for Bushfire Design Guidelines (Edition 2), particularly:

1. Principle 5 – this principle, which underpins the guidelines notes that Structure Plans in areas with moderate to extreme bushfire risk hazards need to be supported by an assessment of the bushfire risk and compliance with the performance criteria and acceptable solutions set out in the guidelines. As the current Hazard Assessment does not do this the City is unable to be assured that there is compliance with performance criteria and acceptable solutions, or any alternative acceptable solution.
2. Guidance Statement A1.
3. Guidance Statement A4.

Further to this there is a lack of compliance with the current Planning for Bushfire Guidelines the Hazard Assessment is also generally inconsistent with the public released Planning for Bushfire Risk Management Guidelines, prepared and designed to supplement the objectives and policy measures established in draft State Planning Policy 3.7.

It is proposed to allow the initiation of the Scheme Amendment with a requirement that the Bushfire Hazard Assessment be updated and modified, to the satisfaction of Council, to form a comprehensive Fire Management Plan as outlined in the Planning for Bushfire Guidelines (edition 2) prior to advertising of the Scheme Amendment documentation.

The applicant is aware that this will need to be done, and that the City will not contemplate beginning its advertising until it is fully satisfied by the required updates to the Traffic Impact Assessment and the comprehensive Fire Management Plan.

Conclusion

In summary it is recommended that the City initiate the proposed Scheme Amendment No. 110.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Development that is soundly balanced between new and existing areas.
- Diversity of housing to respond to changing needs and expectations.

Environment & Sustainability

- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.

Budget/Financial Implications

N/A

Legal Implications

Planning and Development Act 2005
City of Cockburn Town Planning Scheme No. 3

Community Consultation

In accordance with the *Town Planning Regulations 1967* consultation is to be undertaken subsequent to the local government adopting the Scheme Amendment and the Environmental Protection Authority (EPA) advising that the proposal is environmentally acceptable. This requires the amendment to be advertised for a minimum of 42 days.

Attachment(s)

1. Locality Plan
2. Current and Proposed Zoning Map

3. Draft Structure Plan

Advice to Proponent(s)/Applicant

The Proponent(s) have been advised that this matter is to be considered at the 8 October 2015 Council Meeting.

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

Nil.

14.6 (OCM 8/10/2015) - PROPOSED TOWN PLANNING SCHEME NO. 3 AMENDMENT NO. 111 ADOPTION (109/047) (C CATHERWOOD) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 amend the City of Cockburn Town Planning Scheme No. 3 ("Scheme") by:

Amendment to part one – currently titled 'Preliminary'

1. Insert the deemed provision 1 'Terms Used' into part one.

Amendment to part two – currently titled 'Local Planning Policy Framework'

2. Rename this part 'Reserves and Local Planning Framework'.
3. Delete current clauses 2.1-2.6 from part two.
4. Move all current provisions for reserves (clauses 3.1-3.4) from part three into part two.
5. Insert the deemed provisions 2–6 into part two.

Amendment to part three – currently titled 'Reserves'

6. Rename this Part "Zones and Use of land and Heritage protection".
7. Move all current provisions for Zones and Use of land (clauses 4.1-4.12 and Table 1) from part four into part three.
8. Insert the deemed provisions 7-13 into part three.
9. Move clause 7.6 from part seven into part three as a supplemental provision.

Amendment to part four – currently titled 'Zones and Use of Land'

10. Rename this part 'General Development Requirements and

Structure Plans’.

11. Move all current provisions for general development requirements (clauses 5.1-5.17, tables 2-5) from part five to part four.
12. Insert the deemed provisions 14–29 into part four.
13. Move clause 6.2.8.3 from part six into part four as a supplemental provision.

Amendment to part five – currently titled ‘General Development Requirements’

14. Rename this part ‘Special Control Areas and Activity Centre Plans’.
15. Move current provisions for Special Control Areas (clauses 6.1, 6.2.2.2, 6.2.3, 6.3-6.6 only) from part six to part five.
16. Insert the deemed provisions 30-45 into part five.

Amendment to part six – currently titled ‘Special Control Areas’

17. Rename this part ‘Local Development Plans’
18. Delete current clauses 6.2.1-6.2.2.1, 6.2.4-6.2.8.2, 6.2.9-6.2.16.2 from part six.
19. Insert deemed provisions 46-59.

Amendment to part seven – currently titled ‘Heritage Protection’

20. Rename this part ‘Requirement for development approval’.
21. Delete current clauses 7.1-7.5 from part seven.
22. Insert deemed provisions 60-61 into part seven.
23. Move current clauses 8.2.1(c), 8.2.1(f)-(l) from part eight to part seven as supplemental provisions.

Amendment to part eight – currently titled ‘Development of Land’

24. Rename this part “Applications for development approval”.
25. Delete current clauses 8.1-8.2.1(b)(v), 8.2.1(d)-8.2.1(e), 8.3-8.4 from part eight.
26. Move current clause 8.2.1(b)(vi) from part eight to part five with rewording as set out in attachment 2.
27. Insert deemed provisions 62-65 into part eight.

Amendment to part nine – currently titled ‘Application for Planning Approval’

28. Rename this part ‘Procedure for dealing with applications for development approval’.
29. Delete current clauses 9.1-9.4 from part nine.
30. Insert deemed provisions 66-77 into part nine.

Amendment to part ten – currently titled ‘Procedure for dealing with applications’

31. Rename this Part “Enforcement and Administration”.
32. Delete current clauses 10.1-10.10 from part ten.
33. Insert deemed provisions 78-85 into part ten.
34. Move clauses 11.8-11.10 from part eleven into part ten as supplemental provisions.

Amendment to part eleven – currently titled ‘Enforcement and Administration’

35. Rename this [art “Forms referred to in this Scheme”.
36. Delete current clauses 11.1-11.7.2, 11.11-11.12 from part eleven.
37. Move current Schedules 1–4 from part twelve to part eleven.
38. Insert deemed provision 86 into part eleven.
39. Move the current schedule 10 from part twelve to part eleven.
40. Move current schedule 11-13 from part twelve to part eleven as supplemental provisions.

Amendment to part twelve – currently titled ‘Schedules’

41. Delete the following definitions from schedule 1, as they have been superseded by the definitions in the deemed provisions set out in the *Planning and Development (Local Planning Schemes) Regulations 2015* Schedule 2:
 - Advertisement
 - Amenity
 - Local government
 - Local planning strategy
 - Owner
 - Premises
 - R-Codes
 - Substantially commenced
 - Works
 - Zone
42. Delete current Schedule 6-9 from part twelve

General amendments

43. Renumber the scheme provisions and schedules sequentially.
44. Update any cross referenced clauses to the updated clause numbering.
45. Update any references to the Town Planning Act to the Planning and Development Act 2005.
46. Update any provisions (including model provisions), schedules

and notes to reflect structure plan are to be given 'due regard' rather than the 'full force and effect of the Scheme'.

Any other rearrangements, deletions, renaming of instruments and carrying over of existing clauses as supplemental clauses as necessary to implement the new regulations.

- (2) note the amendment referred to in resolution (1) above is a 'basic amendment' as it satisfies the following criteria of regulation 34;

An amendment to the scheme so that it is consistent with the model provisions in schedule 1 or with another provision of the local planning scheme.

An amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in schedule 2.

- (3) upon preparation of amending documents in support of resolution (1) above and the gazettal of the Planning and Development (Local Planning Schemes) Regulations 2015, determine that the amendment is consistent with Regulation 58 of the Regulations and the amendment be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, 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
- (4) upon gazettal of the regulations, in accordance with section 5(2) of the deemed provisions, amend all policies previously adopted under Town Planning Scheme No. 3 to be renumbered and renamed 'Local Planning Policies' and all superseded scheme clause references to be deleted or renumbered as required.

COUNCIL DECISION

Background

The Planning and Development (Local Planning Schemes) Regulations 2015 (the regulations) were gazetted on 25 August and take effect on 19 October 2015, replacing the *Town Planning Regulations 1967*.

The regulations are a major part of Western Australia's planning reform agenda, affecting arrangements for local planning strategies, schemes and amendments. In addition to a Model Scheme Text ("MST"), the regulations introduce a set of 'deemed provisions' that will form part of every local planning scheme in the state once the regulations take effect.

To ease implementation of the new regulations, this scheme amendment proposes to reorganise Town Planning Scheme No. 3 ("TPS3") to the new MST layout, show where the new 'deemed provisions' will sit and delete the sections they replace. Importantly, it will also identify which existing provisions proposed to complement the deemed provisions (known as supplemental provisions).

Submission

N/A

Report

It is in the interests of the City's customers and planning staff to have a town planning scheme which is legible and can be reasonably deciphered. The imminent gazettal of the new regulations have the ability to undermine the level of customer service City officers provide as well as the ability for customers to be able to confidently view the scheme with an understanding of which parts are in operation.

On gazettal of the regulations there will be significant parts of the Scheme which will no longer apply and will be replaced with 'deemed' provisions. However, the text will still look exactly the same; there is then another document (the 'deemed provisions') which also needs to be read. Officers and customers will be expected to decipher what has been replaced but referring between these two documents. The risk this creates for both City planning officers and our customers should not be tolerated. It can be resolved via an amendment to the Scheme which will reorder the scheme parts; delete the sections which will be replaced by deemed provisions, and insert those deemed provisions into the main document.

Attachment One to this item details the comparison of the new MST layout against the current TPS3 layout. It identifies how the Parts of TPS3 will need rearrangement to meet the new MST layout. It acknowledges where existing provisions remain (but may shift location) and where any deemed provisions will be located as well as any supplemental provisions are proposed.

Attachment Two elaborates on the proposed supplemental provisions. It details their current location within TPS3 (current clause numbers used for ease of reference) and indicates what Part of scheme the clause would move to. Justification/rationale for retention as a supplemental provision is also included as well whether the provision is consistent with, or not already covered by the regulations.

A recommendation is also included to cover the need to update current policies adopted under the Scheme to ensure they reflect the regulations as well.

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.
- Quality customer service that promotes business process improvement and innovation that delivers our strategic goals.
- A culture of risk management and compliance with relevant legislation, policy and guidelines.

Budget/Financial Implications

N/A

Legal Implications

There is no legal requirement for the scheme to be amended to reflect the new regulations at this point in time, however it is considered to be highly desirable from a customer service and risk avoidance perspective.

Any new scheme in the future would need to reflect the new MST layout.

Community Consultation

Not applicable. This amendment is an administrative matter to incorporate changes from the regulations. There is no opportunity for any party to suggest changes or modifications.

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.

A basic amendment (such as this) requires no consultation. A standard amendment is 42 days consultation (which reflects current practice)

and a complex amendment is 60 days consultation in recognition that such proposals which have a greater impact on the community are given a longer period of consideration.

Attachment(s)

1. Proposed rearrangement of scheme to MST layout
2. Proposed supplemental provisions

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.7 (OCM 8/10/2015) - RESPONSE TO INDIAN OCEAN GATEWAY DOCUMENT - COASTAL ECOSYSTEM AND IMMEDIATELY FRINGING LAND SOUTH OF THE AUSTRALIAN MARINE COMPLEX WITHIN THE CITY OF COCKBURN (028/012; 105/005) (D ARNDT) (ATTACH)

RECOMMENDATION

That Council

- (1) requests the City of Kwinana to formally withdraw the Indian Ocean Gateway Consultative Draft;
- (2) if Part 1 is not agreed, direct the City of Kwinana to remove all the land associated with the proposal that exists within the City of Cockburn;
- (3) formally write to the Premier, responsible Ministers, member Local Governments of the SW Group and the Western Australian Local Government Association to make them aware of the City's opposition to the draft document; and
- (4) seek the Director Planning and Development to present to the State Council of the WALGA in order to highlight the proactive planning and governance that the City of Cockburn takes in respect of industrial development.

COUNCIL DECISION

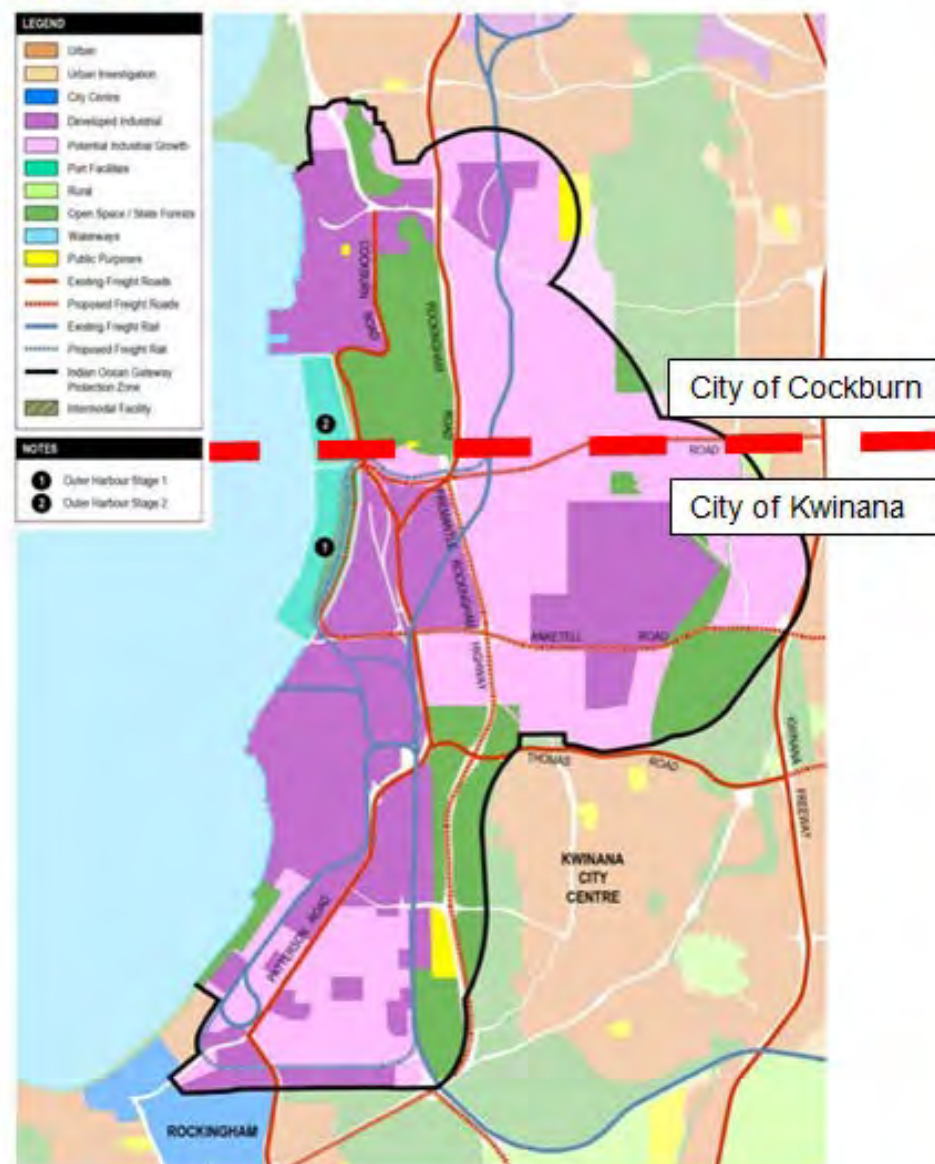
Background

In August 2015 the City of Kwinana released a website called Indian Ocean Gateway (www.indianoceangateway.com.au). Within that website was a document called Indian Ocean Gateway - Consultative Draft. A copy of this draft document is attached.

The draft document provides the following statement:

“The optimal, long-term solution to the infrastructure, transport, economic and environmental future of the State’s premier industrial area, and its core is the pressing need for investment in the Outer Harbour.”

It presents a vision which extends beyond the City of Kwinana, taking in a large part of the City of Cockburn (Latitude 32, Australian Marine Complex and Rural Areas), as well as a significant part of the City of Rockingham (Rockingham City Centre). This is shown following, with the addition of a City of Cockburn boundary given the draft document does not identify this:

FIGURE 1: Indian Ocean Gateway Detailed Plan

It is important to recognise that this draft document as it relates to the future outer harbour and intermodal terminal does not reflect the strategic planning that the State Government and respective Cockburn / Rockingham local governments have undertaken with their communities over many years. Rather, the draft document presents a very different scenario for the future delivery of port infrastructure, with this scenario having a significant impact on the communities of Cockburn and Rockingham.

It is important to recognise that while providing a very different scenario for the future, the City of Cockburn were not engaged or collaborated with in the preparation of the draft document.

The purpose of this report is to analyse the draft document and recommend a response for Council to make on behalf of the community.

Submission

N/A

Report

Understanding the Draft Document

The draft document provides a 50 year vision for a precinct, and suggests a key task of addressing the complexities of competing planning, environmental, social and economic issues which the document suggests has restricted the ability of the precinct to evolve. The suggestion of addressing competing issues infers a process by which these competing issues are identified and deliberated, providing the forum by which the community can understand and engage in such issues. In other words, understanding the competing issues (values), and which issues (values) are of most importance to our sustainable future. This however is not performed by the draft document; instead it presents more akin to an aspirational type marketing document for the Kwinana Industrial Area. Importantly, this aspirational vision is underpinned by a previously unknown design and costing, which features the following elements:

Stage 1 – total estimated cost \$2 billion

1. Reclamation and construction of approximately 110ha land backed Outer Harbour.
2. Construction of rail linkages north and south to the Outer Harbour for an intermodal facility located on the Harbour, and duplication of freight rail.
3. Extension of Rowley Road and Anketell Road to provide road access to the Outer Harbour.
4. Construction and upgrade of Anketell Road to Tonkin Highway.
5. Construction and upgrade of Rowley Road to Kwinana Freeway.
6. Accommodation of intake and outfalls for existing industry.

Stage 2 – total estimated cost \$1.2 billion

1. Reclamation and construction of approximately 85ha land backed Outer Harbour to join Australian Marine Complex.
2. Construction and upgrade of Rowley Road from the Kwinana Freeway to Tonkin Highway.
3. Construction of Fremantle Rockingham Controlled Access Highway from Rowley Road to Kulija Road.

Total Cost = \$3.2B

As economic benefits feature as an important driver to the vision, it is worth putting its total cost in to perspective:

- Two Perth stadiums
- Nearly two Fiona Stanley Hospitals
- Two Perth to Mandurah railways

It is a total cost which the draft document also aspires that (in relation to the harbour components) "Private investors will be responsible for building."

The following discussion looks at the key economic, social and environmental issues associated with the draft document.

Economic considerations

An economic argument is presented throughout the draft document which is critical to its vision of new port development. It states on page 10:

"According to the Fremantle Port Authority 2014 Annual Report, the Inner Harbour was expected to reach its optimal capacity of 1million TEUs by 2021 with a need to transition to a new Outer Harbour in 2022."

This argument does not appear to reflect what is contained within the Fremantle Ports 2014 Annual Report. Specifically, on page 28 of the Annual Report it states:

"Fremantle Port's Inner Harbour container trade is expected to reach optimal capacity within the next 10 to 15 years, with the timing dependent on trade trends and other factors. When this occurs, additional facilities will be needed to cater for further growth."

So the draft document does need to be corrected in a key assumption. This being that by 2030 (not 2021 as provided by the draft document) optimal capacity of the current inner harbour will be reached. The definition of optimal is important in this context and means *"the best or most favourable scenario..."* Accordingly, by 2030 Fremantle Inner Harbour will be at its best or most favourable economic point in its evolution, which contradicts the economic arguments created by the draft document.

The draft document also presents a scenario whereby the inner harbour does not exist under a future scenario envisioned by the draft

document. As per page 10 of the draft document it states “the Fremantle Inner Harbour can become the home for cruise and navy ships as well as competitive racing and pleasure craft, while other trade is moved to the new Kwinana Outer Harbour... [enabling] Fremantle to focus on urban renewal and redevelop the Inner Harbour to a more high value residential and commercial precinct.”

This raises some important questions about the validity of economic assumptions that underpin such a significant infrastructure shift contemplated by the draft document. In looking at this in closer detail, the document makes the following statement about infrastructure delivery:

“By including the Outer Harbour and a timeframe for its construction in the current tender for the sale of Fremantle Port, the sales price will increase and be more attractive to potential buyers. Attractions include providing additional land for expansion and new business opportunities as well as the ability to build a modern, efficient and freight interconnected port. These new opportunities, especially agribusiness, can increase revenues and therefore the port asset sale’s price. As the Outer Harbour would be developed by private investors, the development premium inherent in the project will also increase the returns to investors, which again incentivises a higher selling price for Fremantle Port. The maximum sales price will be achieved through clearly defining what assets are being sold, the approvals required for the future and more importantly the future expansion options only available at the Indian Ocean Gateway.”

It is important to consider how feasible such an assumption is, or would be, especially as it is central to delivery of a major part of the vision. Should it be assumed that full development would be by private sectors investors? Does this represent the best option for Western Australia going forward?

Without delving in to the legal ability in which to be able to impose such an obligation like that suggested by the draft document, and without contemplating whether this is viable from a private sector viewpoint when considering the Port purchase, it is important to consider what the true aim of any infrastructure investment should be. That is, to ensure the quantity and quality of the investment is right.

As provided by Forsyth (2008) “too little capacity gives rise to congestion and delays, which are costly, and gives rise to unsatisfied demand (for example, when airport or port capacity is rationed by slots). At the extreme, there may be bottlenecks, which are very costly to overcome. Too much capacity, or capacity which is provided at too high a quality, is also costly. Normally

there is a requirement for cost recovery, and excessive capacity adds to costs, and thus raises prices.”

This raises some important questions, when reading the draft document:

To begin, it is important to contrast the draft document against the State Government's own strategic assessment of a Fremantle Outer Harbour. The State Government's assessment was extensive, based upon the following elements:

- Consideration of planning that has involved over 50 studies spanning several decades;
- A multi-criteria analysis on a triple bottom line basis with extensive community consultation and environmental studies;
- Consideration of key background studies including:
 - o Port Options Study Stage 1 Report 1989
 - o Future Port Options Auxiliary Study 1991
 - o Future Port Options Naval Base / Kwinana Future Port Site Study 1994
 - o Port Development Plan Outer Harbour 1999
 - o Fremantle Rockingham Industrial Area Regional Strategy 2000
 - o Freight Network Review 2002
 - o Outer Harbour Project Definition Study 2003
- The creation of four options for consideration, none of which matched the Indian Ocean Gateway document design;
- The four options being subject to a strategic assessment tasked with assessing the relative merits of the options, developing a preferred option for planning and environmental assessment and finally ensuring this would be done in a detailed, transparent and open process;
- The strategic assessment being open to community input;
- Specific to economic considerations concluding that the outer harbour would best exist as an overflow port (not replacement port) for the inner harbour.

In answer to the question as to what would represent the optimal quantity and quality of investment for Western Australian, it was shown to be an outer harbour as an overflow port (not replacement port) for the inner harbour. The draft document, in providing a vision that radically departs from this, does not present a comparative economic analysis to challenge the conclusion that the State Government had previously reached.

The draft document provides a very different proposal than that which has been subject to the rigorous and transparent assessment undertaken by the State Government. The draft document (pg 18) suggests the “sale of Inner Harbour...[be] conditional upon cap and full transition by 2030” of all freight from the Fremantle Inner Harbour.

There is no clear basis to why this is economically superior to the inner harbour operating in conjunction with a future outer harbour?

Whereas the comprehensive strategic assessment that underpinned the outer harbour planning by the State Government concluded that the outer harbour would co-exist with the inner harbour, the justification provided within the Indian Ocean Gateway document is that (pg 10):

“[Full transition] will enable Fremantle to focus on urban renewal and redevelop the Inner Harbour to a more high value residential and commercial precinct.

There is no compelling in which to base this assumption on. It needs to be compared against the process that the State Government followed such as:

- the consideration of planning undertaken within 50 studies spanning several decades;
- a strategic assessment tasked with assessing the relative merits of the outer harbour options via a multi criteria assessment framework and;
- being subject to detailed, transparent and open processes of community and stakeholder engagement.

It is also worth noting that the State Government process that concluded the outer harbour would co-exist with the inner harbour was independently assessed by recognised world maritime experts in 2006, known as the Fraenkel Maritime Consultants Review. This concluded that:

“The long and careful study program for the Outer Harbour Project and the multi-criteria analysis adequately addresses corporate social responsibility issues and stands comparison with best international practice.”

From the City of Cockburn’s perspective, the ability for the inner and outer harbour to co-exist is a fundamental principle underpinning competitiveness. Arguably, the ideal/only market environment for a prosperous Western Australia going forward is that which is highly competitive. Firms in competitive markets do not possess market power, need to keep costs minimised, and seek to invest the optimal amount in capacity and quality. By having a choice of Port locations (either inner or outer), different stevedoring companies will seek to locate where they can operate most efficiently, and most competitively. Competitiveness between the different stevedoring companies within the different ports will simply help to keep freight costs minimised, such that all West Australians benefit. It would appear an uncompetitive concept to contemplate the creation of another single monopoly to again control all of the freight operations of Western Australia, and to place this monopoly (to some degree) in private sector hands. This

represents a departure from the economic advantages presented in all the freight planning that as underpinned decision making for the inner and outer harbours to date.

Environment

The next critical issue to consider is that of the environment. The strategic assessment of the outer harbour comprised four options which were subject to an economic, social and environmental impact analysis using multi-criteria analysis. This concluded that option 1 ranked highest and identified opportunities for optimization. Option 1 represented an offshore facility linked to the shore by a bridge at the northern end which would link with an extension of Rowley Road by the reclamation and creation of the offshore port island.



The draft Indian Ocean Gateway document promotes options which were not considered optimal from environment, social and economic grounds. Like the City of Cockburn, the then Town of Kwinana recognised this, in considering a Council report dated September 2006. This stated that:

“The long-term health of Cockburn Sound is a priority. In many cases negative impacts of a social and/or economic nature involving terrestrial infrastructure are manageable and reversible. However history has shown that the negative impacts of industrial activities more than twenty years ago, such as the destruction of sea grass habitats are not reversible even with unlimited resources. For this reason it is critical that the clearest possible evidence is available to ensure that this proposal will not cause significant environmental harm to Cockburn Sound.

Both the State Government and Fremantle Ports have clearly indicated that the environmental assessment of the proposal will be rigorous and comprehensive. Council should support this approach and should request that the most significant priority be given to potential cumulative impacts on the environment of Cockburn Sound.

One of the main reasons for the selection of option 1 is that this represents the safest and most user friendly option for shipping operations. Council should endorse this for two reasons, firstly because the efficiency of the port operations is of the utmost priority from an economic perspective, and secondly because this minimizes the probability of a shipping incident and potential harm to Cockburn Sound. All Councilors were in attendance at the Workshop of 8 May 2006 where Kerry Sanderson and Lyall Banks provided a presentation on this subject. The value of ‘Option 1’ at that workshop was noted by Councilors.”

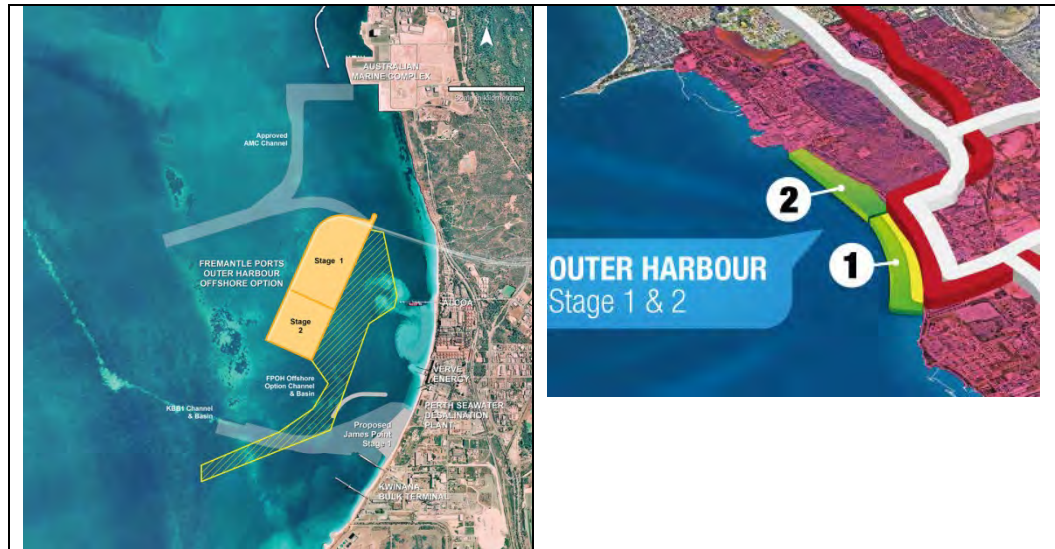
It is a departure from this to now be contemplating a land backed option that spans the entirety of the section of marine and terrestrial environment between the Kwinana Industrial Area and Australian Marine Complex. As stated by the Environment Protection Authority in its advice to the Minister for the Environment under Section 16(e) of the *Environmental Protection Act 1986* (Bulletin 1230), “key issues relate to the following areas:

- cumulative impact assessment;
- the Cockburn Sound State Environmental Policy requirements;
- impacts of dredging and reclamation;
- impacts on benthic primary producer habitats (seagrass habitats);
- marine fauna;
- environmental offsets;
- ecological values of Bush Forever sites.

The draft document has not been based upon an analysis of the environment. The draft document has also not been shaped by community expectations of an accessible, clean and safe environment. The City of Cockburn can therefore only conclude that the draft document and the design which underpins it presents a non-optimal

scenario. In the absence of a rigorous environmental, social and community impact analysis, the draft document cannot be considered as presenting a viable option for consideration.

It is worth comparing the preferred options arrived at by the State Government, with that now presented by the draft Indian Ocean Gateway document:



Social impacts

In September of 2006, the then Town of Kwinana Council considered a report dealing with the strategic assessment of the Fremantle Outer Harbour. This report stated significant concerns about social impacts associated with loss of beach access. Council in that September 2006 report resolved to recognise the importance and intrinsic value [its] community places on using the coastline. “Challenger Beach is a popular recreational site for local residents and any loss of access or amenities will be a significant loss to our community, of which already have very limited access to the Kwinana coastline.”

The draft document and associated design appears to remove the valued beach and foreshore asset from use by the community. If this is the case, there is no ability to provide beach access elsewhere in this stretch of coast, preventing the public access and enjoyment of the beach and foreshore reserve.

This is a key reason why the strategic assessment undertaken by the State Government recognised and protected the Challenger Beach foreshore as an important public asset for the future.

Governance

The draft document suggests that the City of Kwinana might become the “single entity” for the governance management role of the whole precinct and assume the role of the disbanded Western Trade Coast Industry Committee (WTCIC). The City of Cockburn objects to this proposition, given Cockburn has been a highly active member of the WTCIC, and furthermore has taken a lead role in assisting with the continued planning and implementation of major industrial development in the region. This being primarily Latitude 32, the Australian Marine Complex, Cockburn Commercial Park and Jandakot City.

As Council would be aware, the WTCIC was chosen to be disbanded by the State Government. The City of Cockburn, like the City of Rockingham was, and remains a strong supporter of a well-resourced and coordinated approach to the assembly, marketing and release of land for the purposes of industrial development in the Western Trade Coast Zone. In the formative stages of the WTCIC however, it became evident that some members were keen to explore other roles for the Committee by focussing upon single issues and interests and endeavouring to complicate the normal functions of both State Government Departments and member local governments. This was particularly concerning given the principles of orderly and proper planning depended upon open public engagement, stakeholder collaboration and broad deliberation in order to achieve the most optimal outcome.

The suggestion made by the draft Indian Ocean Gateway document that City of Kwinana is positioned to take on the governance of role is objected to. The City of Cockburn has a very active industrial strategic planning interface, and from feedback with its key stakeholders like Landcorp and Jandakot City is undertaking this planning very effectively. Cockburn is therefore placed to provide the continuation of the strategic planning for the northern parts of the Western Trade Coast.

Conclusion

The Indian Ocean Gateway document should not be supported by the City of Cockburn, for the reasons discussed in this report. It is underpinned by the absence of analysis, rigor, community engagement, stakeholder engagement, environment assessment or planning assessment. In the absence of such analysis, it presents potential economic, environmental and social impacts, which may threaten the notion of sustainable and socially responsible development.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Effective advocacy that builds and manages relationships with all stakeholders.

A Prosperous City

- Promotion and support for the growth and sustainability of local businesses and local business centres.

Environment & Sustainability

- A community that uses resources in a sustainable manner.

Budget/Financial Implications

There are no specific financial implications that the City of Cockburn faces in writing this report.

Legal Implications

N/A

Community Consultation

The consultative draft was released in August 2015 by the City of Kwinana for community consultation. The CEO of the City of Cockburn has also formally requested in writing detailed information on the proposal, which is yet to be responded to. A request has also been made for a briefing of the Elected Members of the City of Cockburn to take place.

Attachment(s)

Consultative Draft - Indian Ocean Gateway

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (OCM 8/10/2015) - LIST OF CREDITORS PAID - AUGUST 2015 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for August 2015, as attached to the Agenda.

COUNCIL DECISION

Background

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

Submission

N/A

Report

The list of accounts for August 2015 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City.

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

List of Creditors Paid – August 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (OCM 8/10/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - AUGUST 2015 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Statement of Financial Activity and associated reports for August 2015, as attached to the Agenda; and
- (2) amend the 2015/16 Municipal Budget by adjusting the following projects and activities:

OP 8802-6200	Community Connect South – public media campaign	ADD	\$150,000
OP 8272-6200	EM Budget Contingency	LESS	\$150,000

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

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

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

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

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

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

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

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

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details within monthly reporting. Council has adopted a materiality threshold of \$200,000 for the 2015/16 financial year.

Whilst this level of variance reporting helps inform the formal mid-year budget review and informal monthly budget reviews, detailed analysis of all budget variances is ongoing and put to Council for amendment where required.

Submission

N/A

Report

Opening Funds

Due to ongoing end of financial year (EOFY) processing and audit, the opening funds reported in the August financial statement are not finalised. These include the municipal funding for carried forward projects, currently sitting at \$9.7M versus the \$10.5M forecast in the budget. However, this may change due to further EOFY processing and audit.

The final closing budget position for 2014/15 will be reported to the November 2015 Council meeting, along with the associated list of carried forward projects and a finalised June statement of financial activity. The 2015/16 budget will be amended at that time to reflect the final closing position.

Closing Funds

The budgeted closing funds fluctuate throughout the year, due to the ongoing impact of Council decisions and budget recognition of additional revenue and costs. Details on the composition of the budgeted closing funds are outlined in Note 3 to the financial summaries attached to this report.

The City's closing funds of \$102.8M are \$4.5M higher than the YTD budget target. This comprises net favourable cash flow variances across the operating and capital programs as detailed later in this report and the impact of the opening funds variance described earlier.

Operating Revenue

Consolidated operating revenue of \$99.0M was in line with the YTD budget target. The significant variances within this result were:

- Commercial landfill fees were \$0.9M behind the YTD budget, however \$0.4M of this variance relates to the August invoicing being delayed.
- Rates revenue was \$0.3M over the YTD budget.

Further details of budget variances are disclosed in the Agenda attachment.

Operating Expenditure

Reported operating expenditure (including asset depreciation) of \$17.9M was under the YTD budget by \$1.9M and comprised the following significant items:

- Material and Contracts were \$1.8M under YTD budget mainly due to underspending in the Parks, Waste and Infrastructure service units.
- Salaries and direct on-costs were \$0.3M under the YTD budget.

A more detailed explanation of the variances within each business unit is included in the attached financial report.

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

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	6.8	7.1	0.3	46.5
Employee Costs - Indirect	0.1	0.1	(0.0)	1.1
Materials and Contracts	4.0	5.8	1.8	36.8
Utilities	0.7	0.8	0.1	4.6
Interest Expenses	0.0	0.0	(0.0)	0.1
Insurances	1.2	1.2	0.1	2.1
Other Expenses	0.9	0.7	(0.2)	8.9
Depreciation (non-cash)	4.6	4.6	0.0	27.7
Internal Recharging-CAPEX	(0.3)	(0.6)	(0.3)	(3.0)
Total	17.9	19.8	1.9	124.8

Capital Expenditure

The City's total capital spend at end of August was \$2.3M, representing an under spend of \$6.3M against the YTD budget of \$8.6M.

The following table shows the budget variance analysis by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	0.6	2.3	1.7	13.5	2.4
Drainage	0.1	0.2	0.0	1.6	0.1
Footpaths	0.0	0.0	(0.0)	1.1	0.1
Parks Hard Infrastructure	0.4	0.7	0.3	7.3	1.0
Parks Soft Infrastructure	0.1	0.1	0.0	1.2	0.0
Landfill Infrastructure	0.1	0.1	0.0	0.6	0.1
Freehold Land	0.0	0.6	0.6	3.6	0.0
Buildings	0.9	4.1	3.2	66.0	3.2
Furniture & Equipment	0.0	0.0	0.0	0.0	0.0
Computers	0.1	0.2	0.2	1.0	0.1
Plant & Machinery	0.1	0.3	0.2	6.2	1.2
Total	2.3	8.6	6.3	102.2	8.1

The CCW RAEPEC project is responsible for \$2.6M of the net \$3.2M underspend against the YTD budget for Buildings, with the Atwell Clubrooms upgrade contributing another \$0.2M to this budget variance. The Works Depot upgrade was \$0.2M over the YTD budget mainly due to some preliminary site works completed ahead of the cash flow budget.

The roads construction program was \$1.7M underspent against the full year budget, mainly due to Beeliar Drive (Spearwood – Stock) under by \$1.0M; Berrigan Drive (Kwinana Fwy to Jandakot Rd) under by \$0.5M; and North Lake Road (Hammond to Kentucky) under by \$0.3M.

The land development program was collectively \$0.6M behind YTD budget having not incurred any expenditure to date.

Further details on these variances are disclosed in the attached CW Variance analysis report.

Capital Funding

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

Significant variances for the month included:

- Transfers from financial reserves were \$5.3M behind the YTD budget due to the capital budget under spends.

- Revenue received under the Development Contribution Plans was \$0.8M over the YTD budget, with \$0.6M relating to the community infrastructure plan.
- Development partner contributions for the CCW RPAEC project were \$1.1M behind the YTD budget, correlating to the project's expenditure to date.
- Government grants of \$1.85M for the CCW RPAEC project were received ahead of YTD budget, with Main Roads funding for Spearwood Ave (Rockingham to Hamilton) also \$0.26M ahead of budget.
- Proceeds from the sale of land were collectively \$3.5M behind the YTD budget and will need to be reviewed to reflect expected sales activity.

Cash & Investments

The closing cash and financial investment holding at month's end totalled \$179.4M, considerably up from \$132.0M the previous month due to rates collection. \$104.4M of this balance represented the amount held for the City's cash backed financial reserves. Another \$6.2M represented restricted funds held to cover deposit and bond liabilities. The remaining \$68.8M represented the cash and financial investment component of the City's working capital, available to fund current operations, capital projects, financial liabilities and other financial commitments (e.g. end of year reconciling transfers to financial reserves).

The City's investment portfolio made a weighted annualised return of 3.16% for August, down from 3.29% the previous month and 3.36% the month before. Whilst this result compares favourably against the UBS Bank Bill Index and the various short term BBSW indices, it continues to trend downwards. This is due to lower interest rates being offered on new or renewed investments than those applying to currently held investments. The cash rate still sits at 2.00%. There is some industry expectation of a possible cut in the cash rate later this calendar year or early next year, which could put pressure on the City achieving its interest revenue budget of \$5.4M for the 2015/16 financial year.

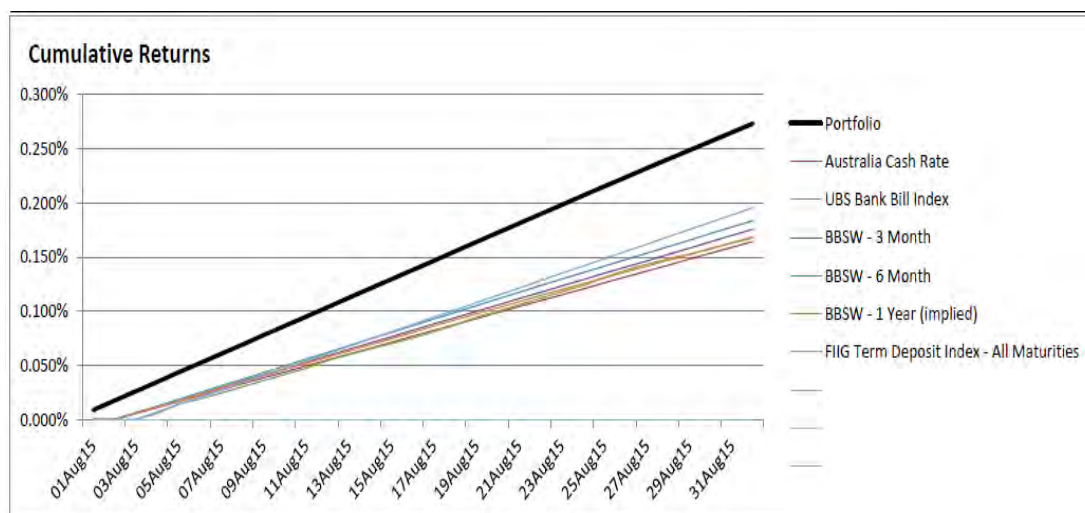


Figure 1: COC Portfolio Returns vs. Benchmarks

The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian banks. These are invested for terms ranging from three to twelve months. All investments comply with the Council's Investment Policy and fall within the following risk rating categories:

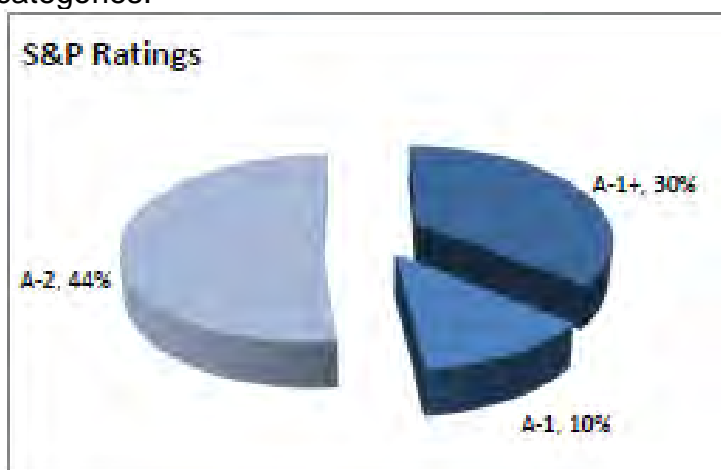


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the best possible rate on offer over the longer duration terms allowed under legislation and policy (6 to 12 months for term deposits), subject to cash flow planning requirements. The City's investment portfolio currently has an average duration of 141 days (up from 115 days last month) as graphically depicted below:

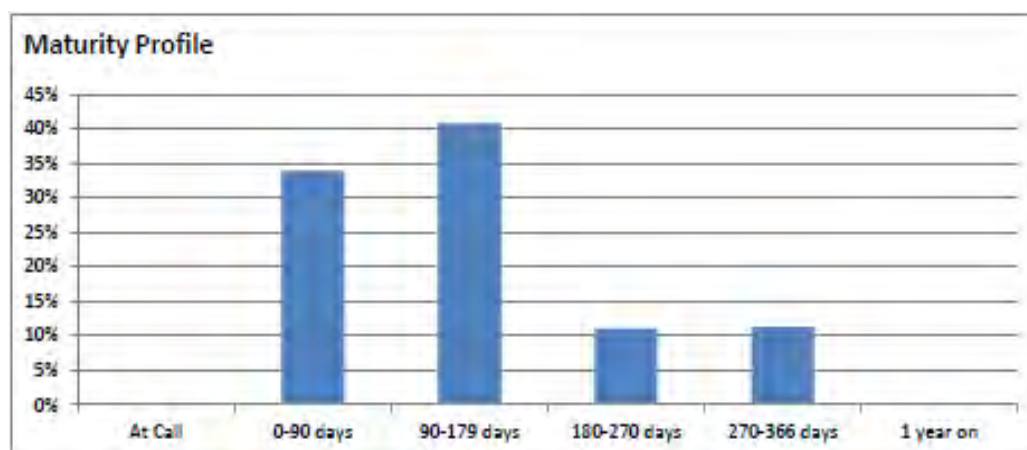


Figure 3: Council Investment Maturity Profile

Budget Revisions

The following budget amendment is recommended:

Allocate \$150,000 towards the Community Connect South public media campaign, with funding provided from the EM Budget Contingency Fund (remaining balance \$200,000).

Description of Graphs and Charts

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

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

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

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

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Manage our financial and infrastructure assets to provide a sustainable future.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

The budget amendments included in the recommendation are self-funding and do not impact the budget surplus position.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Activity and associated reports – August 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16. ENGINEERING AND WORKS DIVISION ISSUES

16.1 (OCM 8/10/2015) - COCKBURN CENTRAL SHUTTLE BUS (163/002) (J MCDONALD) (ATTACH)

RECOMMENDATION

That Council not pursue the trial of a fare paying shuttle bus in Cockburn Central and adjoining suburbs.

COUNCIL DECISION

Background

At the Ordinary Council Meeting held on 9 July 2015 Mayor Howlett requested that the following matter be investigated:

“A report be provided on the introduction of a fare paying shuttle bus service being trialled in Cockburn Central and adjoining suburbs in 2016/17 during Monday to Friday morning and afternoon peak hours.”

Submission

N/A

Report

There are currently ten feeder bus routes beginning or terminating at the Cockburn Central Bus/Train Station and radiating out in all directions to service many of Cockburn’s suburbs, including adjoining suburbs. These routes are shown on the Transperth Network Map 5 included as Attachment 1.

The ten bus routes operate a total of 575 buses on a weekday, with 60 buses during the 7.00 a.m. – 8.00 a.m. peak hour and 58 buses during the 5.00 – 6.00 p.m. peak hour. It is common practice for bus services to have a higher frequency during peak periods to service the increased demand and this can be as frequent as every ten minutes. The peak hour and total weekday bus volumes for each route are summarised in Attachment 2 – Weekday bus services in/out of Cockburn Central Bus Station.

When the proposed Aubin Grove Rail Station and car parking area becomes operational in early 2017, there will be additional Transperth bus services to that location which increases the overall service to the area.

To justify the need for a shuttle bus there would have to be a deficiency in either the coverage or frequency of a particular bus route(s). Considering that there are already ten bus routes servicing Cockburn Central and surrounding suburbs it is difficult to justify the need for any additional routes. Peak hour bus service frequency also appears to be adequate with up to 60 buses entering and exiting the Bus Station during the AM and PM peak hours.

If there are any perceived deficiencies in any of the routes the City can request the Public Transport Authority (PTA) to consider increasing bus frequencies and/or modify the route alignment. It is known that the PTA's service planners monitor the level of patronage on bus routes and actively plan for future route extensions or new routes by monitoring the progressive development of residential suburbs.

As an example, this will result in the extension of bus services further south into Hammond Park as residential development continues and eventually the realignment of an existing route, or the creation of a new route, to service the new Calleya Estate at Banjup, to the east of Cockburn Central.

It is also not recommended that the City establish a shuttle bus service because that is not a core function of the City's business and such a service would unnecessarily duplicate established bus services operated by the Public Transport Authority. This would be a direct contravention of Section 3.18(3) of the Local Government Act.

Furthermore, the City would have to seek permission from the State Minister of Transport to operate a fare paying bus service, as specified in the Transport Co-ordination Act 1966. The following extract from that Act applies in this case:

26. Matters Minister may consider before deciding applications

The Minister may, before granting or refusing a licence for an omnibus, take into account any one or more of the following matters —

- a) *the necessity for the service proposed to be provided and the convenience that would be afforded to the public by the provision of the proposed service; and*
- b) *the existing service for the conveyance of passengers upon the routes, or within the area, proposed to be served in relation to —*
 - (i) *its present adequacy and possibilities for improvement to meet all reasonable public demands; and*
 - (ii) *the effect upon the existing service of the service proposed to be provided; and*
- c) *the condition of the roads to be included in any proposed route or area; and*
- d) *the character, qualifications and financial stability of the applicant; and*
- e) *the interest of persons requiring transport to be provided, and of the community generally, but shall not be obliged, in*

relation to any particular licence application, to take into account all of these matters.

Informal discussions with PTA officers, who the Minister would defer to for advice, confirm that they would strongly oppose the introduction of any fee paying bus services that duplicate their services or may attract some of their current customers. Operating in such a scenario would not be economically wise for any service operator, and would not be in the rate payer's or tax payer's interest.

Strategic Plan/Policy Implications

Growing City

- Investment in industrial and commercial areas, provide employment, careers and increase economic capacity in the City.

Moving Around

- An integrated transport system which balances environmental impacts and community needs.
- Facilitate and promote healthy transport opportunities.
- A safe and efficient transport system.
- Infrastructure that supports the uptake of public transport and pedestrian movement.

Budget/Financial Implications

The initial and ongoing costs of establishing a bus service are substantial. Initial costs would include the purchase price of buses, in the order of \$550,000 each, and operating costs of approximately \$55,000 per year per bus for regular services. As a result, the most and only viable economic model for the City to operate a fee paying bus service would be to contract that service out to an existing bus operator.

Legal Implications

The provision of fare paying public transport services in Western Australia is controlled by the State Government under the Transport Co-ordination Act 1966, which is the responsibility of the Minister for Transport.

Any fee paying public transport service must be licenced by the Minister, in accordance with the requirements of Division 2 – Omnibuses, of the above Act.

Community Consultation

N/A

Attachment(s)

1. Transperth Network Map 5.
2. Weekday bus services in/out of Cockburn Central Bus Station

Advice to Proponent(s)/Submissioners

N/A

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

Section 3.18(3) requires Local Government to ensure that service and facilities it provides integrate and coordinate with services and facilities provided by the Commonwealth or State, and do not duplicate them.

The operation of a fare paying shuttle bus in Cockburn Central and surrounding and adjoining suburbs would duplicate and compete with existing bus services operated by the State Government and therefore would contravene the Local Government Act.

17. COMMUNITY SERVICES DIVISION ISSUES

**17.1 (OCM 8/10/2015) - FINANCIAL COUNSELLING SERVICE (016/026)
(G BOWMAN)**

RECOMMENDATION

That Council

- (1) support the tender to be submitted by Anglicare for the Southwest Metropolitan Financial Counselling Region which includes the City of Cockburn as a proposed sub-contractor for provision of financial counselling services for the Cockburn District;
- (2) allocate \$10,000 in the 2015/16 financial year from the EM Budget Contingency Operating Account to maintain the remaining Financial Counselling Service until the outcome of the Tender is known on 9 November 2015;
- (3) subject to the successful tender, allocate new municipal funds of \$5,400 for the 2015/16 financial year; \$8000 plus CPI for the 2016/17, and \$8000 plus CPI for the 2017/18 financial years to part-fund the City of Cockburn Financial Counselling Service until 30 June 2018;

- (4) subject to the successful tender, enter into a sub-contract with Anglicare for the provision of financial counselling services for the Cockburn District;
- (5) subject to the successful tender, enter into a Memorandum of Understanding with Anglicare, Uniting Care West and other Metropolitan Financial Counselling Service members to work in partnership and provide increased co-ordination of financial counselling services; and
- (6) continue to seek and apply for other grant funding for additional financial counselling services.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

The City has two Financial Counselling services, Coolbellup Financial Counselling Service based at the Coolbellup Hub and Atwell Financial Counselling Service, based in Success. These services are funded by the Department for Child Protection and Family Support (DCPFS), and have been operated by the City for over 22 years. They have always been consistently strong and viable services and have achieved high levels of successful outcomes and service to the community. All service reviews and feedback from the DCPFS has always been highly positive and the City has continuously received 'Preferred Service Provider' status. The City's services are also considered high quality with one of the City of Cockburn's Financial Counsellors receiving the 2013 Synergy Best Financial Counsellor of the Year Award.

Submission

N/A

Report

At a meeting on 5 June 2015 the Department for Child Protection and Family Support announced that all Perth Metropolitan Financial Counselling face to face services will be defunded. The City then received a letter dated 12 June 2015 advising that annual funding for

both of the City's Financial Counselling services would cease on 30 September 2015, and that they will not be exercising the option to extend the service agreement for another 12 months.

At this time even with two full time financial counsellors there were eight to ten Cockburn residents per week seeking an appointment who could not access one for three weeks. The City identified that if the Cockburn Financial Counselling Services were to close the closest financial counsellor that Cockburn residents could access was in Rockingham. Due to the high community need for this essential service the City, other financial counselling service providers, WACOSS, and the Financial Counselling Association of WA decided to advocate for the full re-instatement of the funding.

The City has identified that the closure of the service will have a significant negative impact on Cockburn residents and especially those who are most vulnerable in our community. Financial Counsellors assist individuals and families experiencing financial hardship and difficulty to gain control over their financial situation. Clients seen by the service are often in psychological distress due to their financial situation and require counselling, support, para-legal advice and advocacy to help develop options and solutions to manage their financial situation. Individuals may find themselves in financial difficulty due to receiving a low or very low income, loss of employment, mental or physical health issues, financial over commitment (eg. pay day loans), and relationship breakdown. Some clients are also homeless, escaping domestic violence, have drug and alcohol issues, problem gambling issues or they have a disability. Research has shown that financial counselling assists to prevent homelessness, reduce mental health issues, reduce the likelihood of family break down, and prevent crime where financial stress is a factor.

The City's financial counsellors have assisted 1508 people within the last 6 month period. The City undertook a cost benefit analysis with the assistance of a consultant and identified that even if only 40% of client outcomes were achieved every \$1 spent on financial counselling provided a \$7.69 Social Return on Investment. This exemplifies in dollar terms the value this service provides in relation to preventing the high social and financial cost of homelessness, increased mental health issues, crime, and family break-down.

After significant lobbying by many different sectors the Department of Local Government and Communities (DLGC) confirmed on 15 September 2015 that Cabinet has agreed to transfer the responsibility for Financial Counselling Services to the DLGC and has allocated \$2M per annum for Financial Counselling Services in the Perth Metropolitan Region until 30 June 2018. However, the amount of funding has been substantially reduced from the original approximately \$4.2M. Therefore,

there will be less than 50% of the original number of financial counselling services available to the Perth community. Due to this significant reduction in funding the City has commenced the exit strategy for closure of one of the financial counselling services by the 30 September 2015.

Some of these DLGC funds have been set aside for the Financial Counselling Association of WA for accreditation and sector support, so the balance of funds that has now gone out to Tender is approximately \$1.6M. The Tender opened on 17 September 2015, and a new contract is proposed to be awarded on 9 November 2015 and will end on 30 June 2018.

The Tender is based upon a model of five Metropolitan Regions. There will be one contract per region so a consortium with one Lead Agency and several sub-contractors per region is the most feasible model to meet the integrated, local service provision requirements of the DLGC. The South West Region will form part of a larger Metropolitan Financial Counselling Service consortium partnership with a common telephone number, and provision of direct telephone access at each sub-regional office. Administration, data collection and a regional co-ordination function will be provided by the Lead Agencies.

After discussion with current financial counselling service providers it is proposed that Anglicare be the lead agency and Uniting Care West and the City of Cockburn be sub-contracted to provide services for the South West Metropolitan Region.

The South West region has received an allocation of \$336,000. This will provide sufficient funds of \$112,000 for each of the three sub-regions and co-ordination fees for the Lead Agency. It is proposed that Fremantle/Melville, Cockburn, and Rockingham/Kwinana be the three sub-regions. The proposed annual budget for City of Cockburn is therefore \$112,000 for provision of financial counselling services for the Cockburn District. The previous funding level for the City of Cockburn District in 2014/ 2015 was \$185,000.

The model of operation will continue to be face to face financial counselling which includes provision of information, counselling, referral, advocacy, case management, and community education for the City of Cockburn District. This model operates successfully for residents living in Cockburn and it is what is required in the specification for the tender.

It is proposed that the service be primarily located at the Success Office with outreach to the Coolbellup Hub. The Regional Model will require that the Financial Counsellor is located more centrally between the other two sub-regional offices at Fremantle and Rockingham.

However, one full time service which includes a full time equivalent salary, administration fees and operational costs will require an annual budget of \$120,000. Due to the high community need for the service, rather than reduce the one remaining service to a part-time four day per week service it is recommended that the City allocate up to \$8,000 of municipal funds plus annual CPI for the term of the grant.

The City also plans to enlist the support of students and volunteers in appropriate roles to support the reduced Financial Counselling Service. With additional administration support and other regional co-ordination measures in place the City is confident that the reduced service will be manageable.

Subject to a successful tender, it is recommended that the City enter into a Memorandum of Understanding with Anglicare and Uniting Care West and other members of the Metropolitan Financial Counselling Services to support working in partnership and to improve co-ordination of financial counselling services across the Perth Metropolitan Region.

Subject to a successful tender, it is also recommended that the City enter into a sub-contracting arrangement with Anglicare for provision of one full time financial counselling service for Cockburn residents.

Due to significant reduction in financial counselling services and the identified community need, it is also recommended that the City continue to seek, and apply for appropriate grant funding to increase service levels.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- People of all ages and abilities to have equal access to our facilities and services in our communities.

Budget/Financial Implications

To maintain one full time service including salary and operational costs a 12 month budget will need to be \$120,000. The City has grant funding for the 1st quarter of the 2015/16 financial year, so subject to successful grant funding a new municipal contribution of \$5,333 will be required for the remainder of the financial year and an additional matching \$74,666 would be required by the Department of Local Government and Communities for the period up until the 30/6/16.

For 2016/17 and 2017/18 financial years an \$8,000 municipal budget plus CPI and a \$112,000 DLGC grant plus CPI would be required. This equates to a 7% contribution from Municipal funds and a 93% contribution of grant funds.

In order to keep one financial counselling service operating until the outcome of the tender is determined on 9 November 2015, the City will also need to allocate \$10,000 from the EM Contingency Operating Account to cover the shortfall.

Legal Implications

N/A

Community Consultation

The City of Cockburn undertook a survey of parents with children aged 0 to 12 years in April 2015. The City heard from 413 people and the number one Issue identified was financial hardship and financial difficulty. This highlights the current economic climate and the continued community need for the financial counselling services.

Annual Financial Counselling Service Client Surveys over the past 5 years have also identified 100% satisfaction with the services provided.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

18. EXECUTIVE DIVISION ISSUES

Nil

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

20. **NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**
21. **NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS**
22. **MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**
23. **CONFIDENTIAL BUSINESS**
24. **(OCM 8/10/2015) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)**

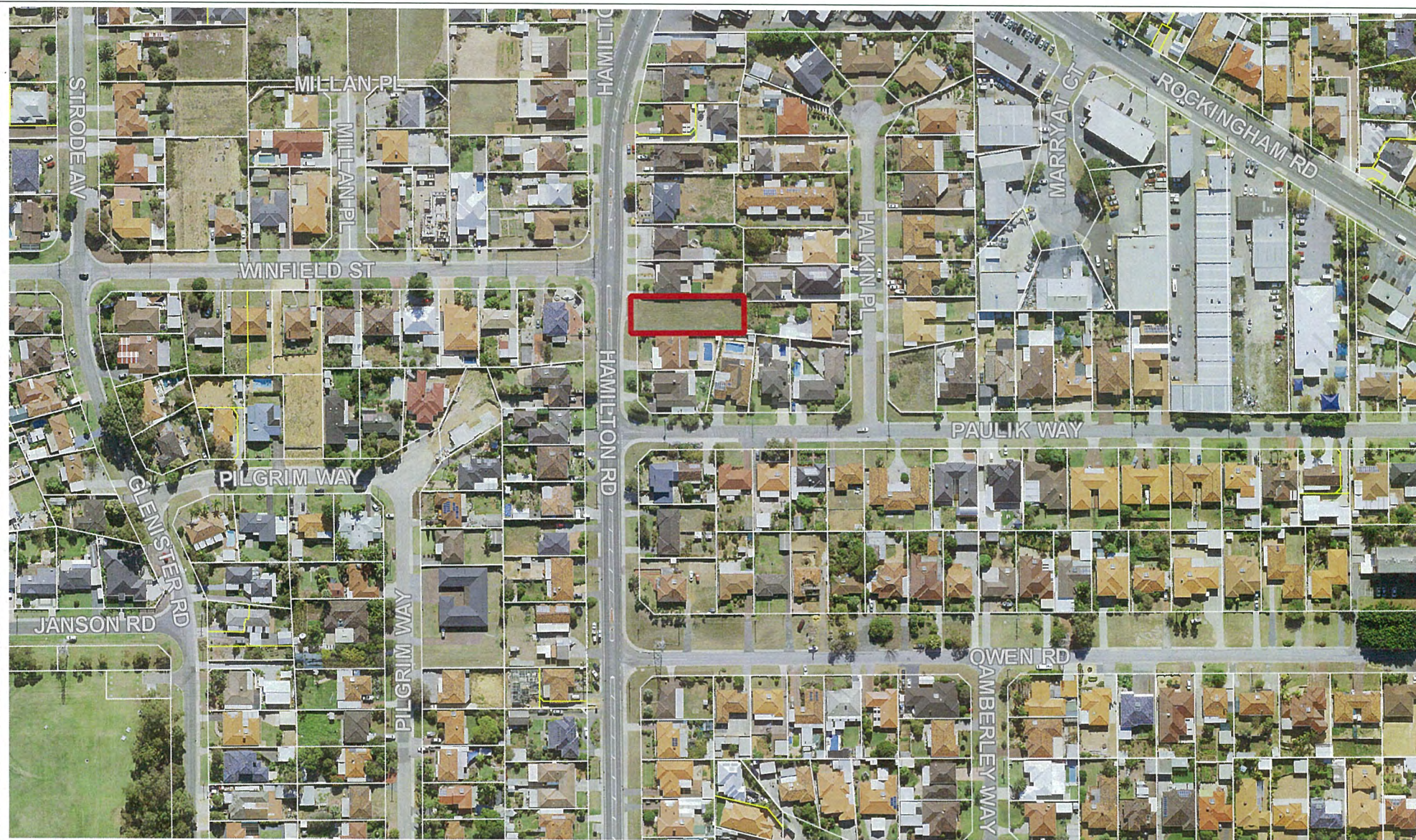
RECOMMENDATION

That Council is satisfied that resolutions carried at this Meeting and applicable to items concerning Council provided services and facilities, are:-

- (1) integrated and co-ordinated, so far as practicable, with any provided by the Commonwealth, the State or any public body;
- (2) not duplicated, to an extent Council considers inappropriate, services or facilities as provided by the Commonwealth, the State or any other body or person, whether public or private; and
- (3) managed efficiently and effectively.

COUNCIL DECISION

25. **CLOSURE OF MEETING**



City of Cockburn
G.I.S Services Department

Location Map – Lot 117 (26) Hamilton Hill

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CITY OF COCKBURN

TOWN PLANNING SCHEME No. 3

AMENDMENT No. 114

LOT 117 (NO. 26) HAMILTON ROAD, SPEARWOOD
REQUEST TO INITIATE SCHEME AMENDMENT
TO THE CITY OF COCKBURN
TOWN PLANNING SCHEME NO.3

September 2015

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

CITY OF COCKBURN
TOWN PLANNING SCHEME NO 3
AMENDMENT NO. 114

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

1. Rezoning a portion of lot 117 Hamilton Road, Spearwood from 'Public Purpose - Water Corporation' to 'Residential' as depicted on the Scheme Amendment Map;
2. Rezone a portion of lot 117 Hamilton Road, Spearwood from 'Public Purpose - Water Corporation' to 'Local Reserve - Local Road' as depicted on the Scheme Map; and
3. Amending the Scheme map accordingly

Dated this day of 2015

CHIEF EXECUTIVE OFFICER

1. Introduction

TPG Town Planning, Urban Design and Heritage (TPG) provide the following information on behalf of the Water Corporation who are the proprietor of Lot 117 (No. 26) Hamilton Road, Spearwood (the subject site), located within the municipality of the City of Cockburn (the City) and is subject to the statutory provisions of the City's Town Planning Scheme No. 3 (TPS3).

The following information within relates to a request to initiate a Scheme Amendment to the City's TPS3, rezoning a portion of the subject site from its current reservation under TPS3 from 'Public Purpose – Water Corporation' to 'Residential' and a portion to 'Local Reserve – Local Road' as shown on the Scheme Amendment Map. This will facilitate the development of the subject site for residential purposes, consistent with that of the immediate surrounding area and ensure that future residential development of the subject site is in keeping with the existing development along Hamilton Road.

As part of a wider strategic review, the subject site has been identified as being surplus to Water Corporation purposes and it is requested that the land is rezoned and included within the 'Residential' zone so that the asset can be disposed of and developed for residential purposes in accordance with the City's TPS3. The proposed zoning and density coding is consistent with Scheme Amendment No. 100, which was recently endorsed by the Western Australian Planning Commission and is reflected in the current Scheme mapping for the area.

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:

- (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 the above criteria. In particular, it is:

'An amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission.'

2. Property Description and Location

The subject site is located within the suburb of Spearwood, located approximately 16.8km south west of the Perth Central Business District (Perth CBD) and approximately 4.5km south east of Fremantle.

The subject site has a total land area of 1,002m² and is currently vacant. The subject site is bound by 'medium density' residential development to the north, east and south. The subject site has an 18.11 metre road frontage to Hamilton Road.

The table below details the Certificate of Title details

Lot	Volume / Folio	Diagram	Area	Registered Proprietors
117	372/167A	39027	1,002m ²	Water Corporation,

3. Site Context

The subject site is well located within close proximity to a number of high volume road networks, existing infrastructure and urban services. In terms of physical amenity, Davlak Oval is located toward the north west with the Spearwood District Centre located approximately 800 metres south east from the subject site to service the day to day and week to week retail requirements of the local population.

The subject site is also well positioned in relation to existing and future employment node destinations of Bibra Lake, Fremantle, Coogee and Latitude 32 Industrial Area as well as emerging specialty centres such as Coogee.

Figure 1 – Location Plan

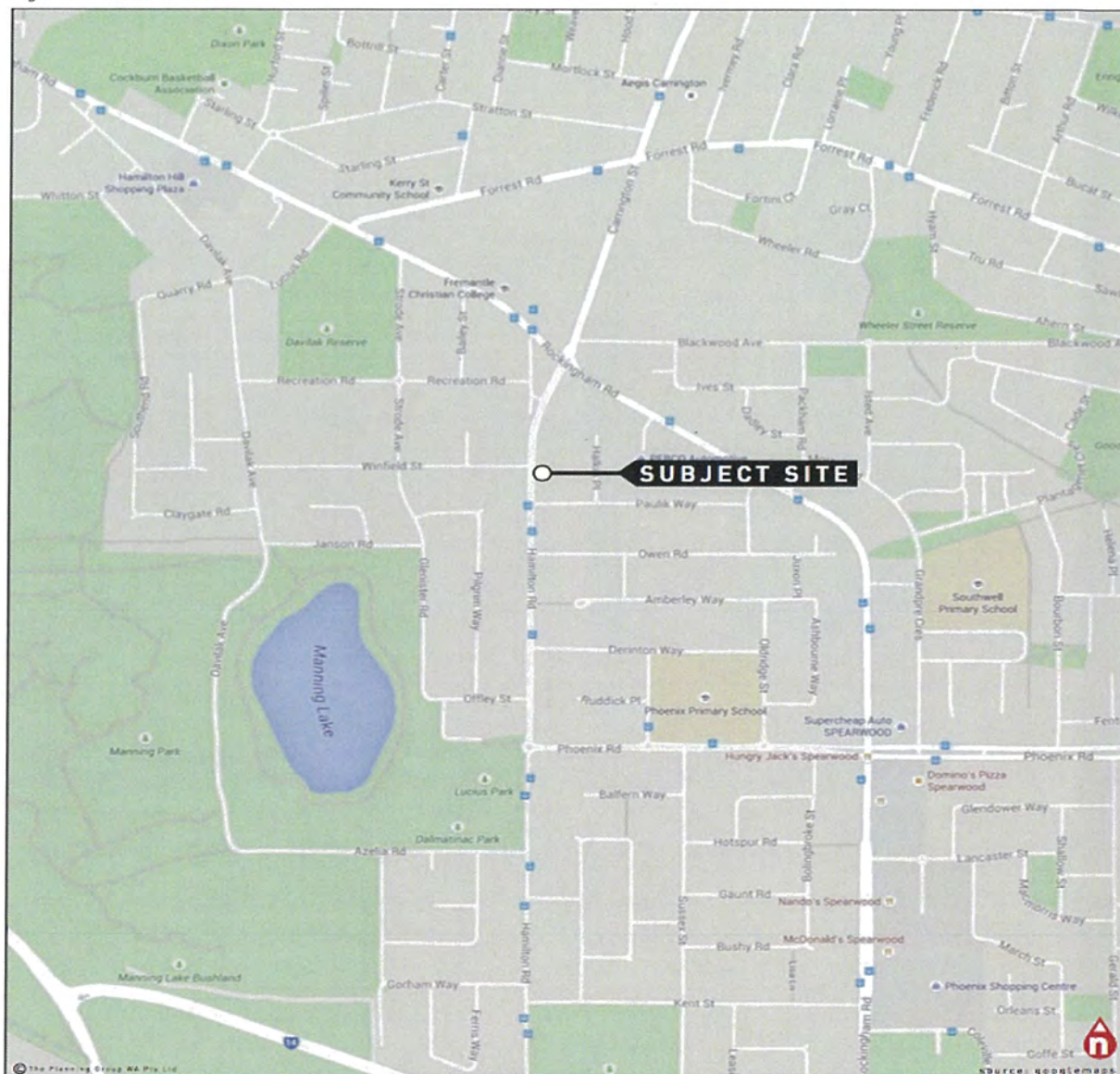
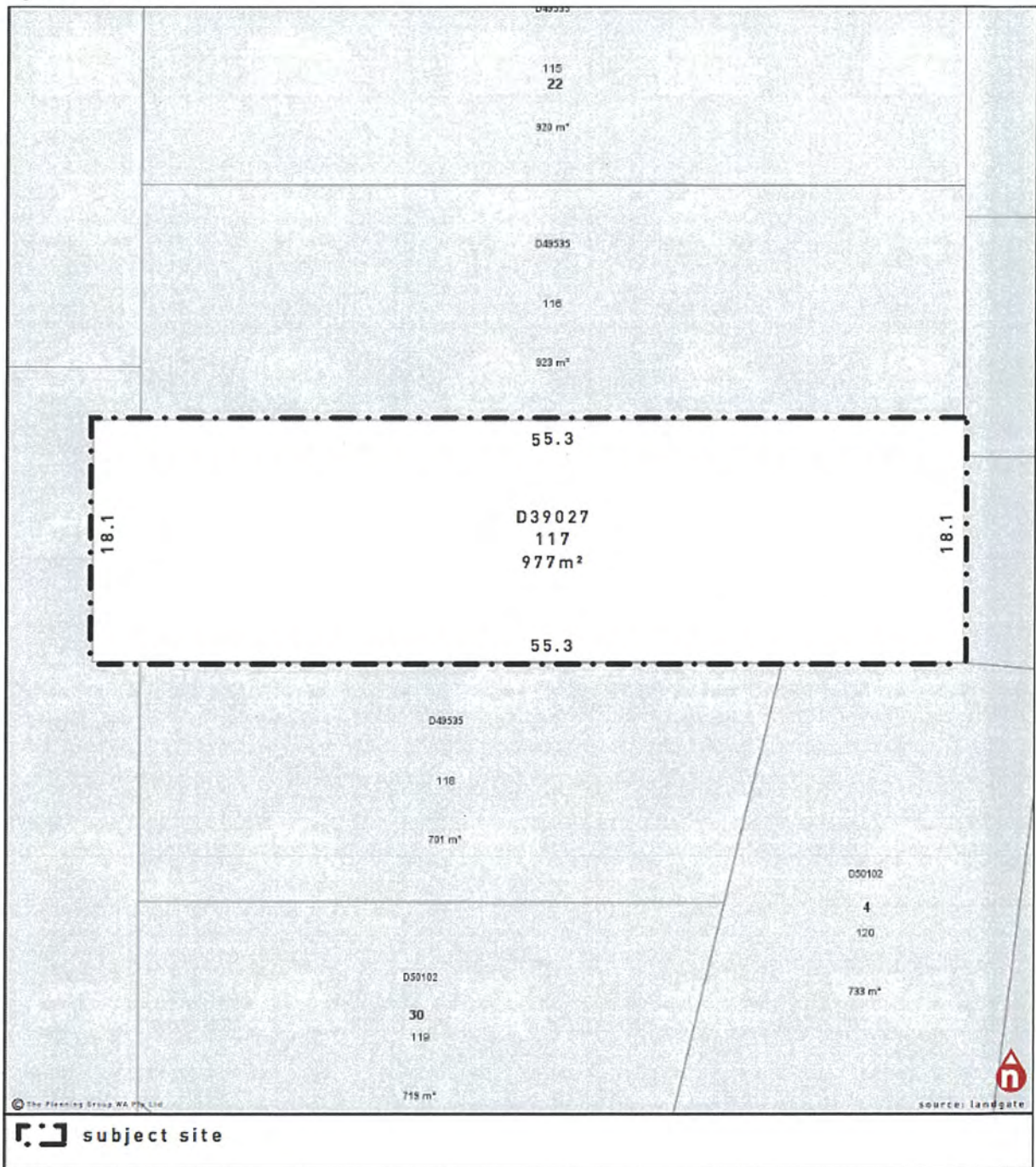


Figure 2 – Aerial Plan



Figure 3 – Site Plan



4. Planning Context

4.1 Metropolitan Region Scheme

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The subject site is not subject to any clause 32 resolutions.

Refer to Figure 4 – Metropolitan Region Scheme Extract

4.2 City of Cockburn Town Planning Scheme

Under the City's Town Planning Scheme No. 3 the subject site is reserved for 'Public Purpose', denoted on the City's Scheme mapping as being for Water Corporation purposes. Recent discussions with the WAPC's spatial data department in relation to the subject site have confirmed that this zoning is the correct and current zoning despite minor discrepancies in the mapping available online from the WAPC which are in the process of being resolved.

4.3 Hamilton Hill Revitalisation Strategy

The Hamilton Hill Revitalisation Strategy (the Strategy) responds to the WAPC's Directions 2031 and Beyond; Metropolitan Planning Beyond the Horizon (Directions 2031), which is a strategic plan that establishes a vision for future growth of the Perth metropolitan and Peel regions. The document seeks to guide the delivery of housing to accommodate the forecast population growth of the Perth and Peel regions, based on the adopted vision:

- By 2031, Perth and Peel people will have created a world class liveable city: green, vibrant, more compact and accessible with a unique sense of place. Directions 2031 sets a target of 47% or 154,000 of the required 328,000 dwellings for Perth as infill development. The efficient use of land and infrastructure is encouraged, including effective use of existing developed areas.
- The Strategy identifies the locality of Hamilton Hill as being a suitable, well connected inner ring suburb that is capable of supporting increased residential densities, resounding to and contributing to the delivery of Directions 2031 infill targets as mentioned above.
- The City resolved to adopt the Strategy in November 2012, which aimed to guide how future urban infill can be delivered within the suburb of Hamilton Hill. The Strategy provided the basis for a Scheme Amendment (Scheme Amendment 100) to the City's TPS3, which sought residential density and zoning changes discussed in more detail below.

Due to the subject site being reserved for Water Corporation purposes under the Scheme, it was not included in a recent scheme amendment that reflected the objectives of the Strategy. Now that the subject site has been identified as being surplus to water supply requirements, it should logically be rezoned to match the surrounding residential fabric prior to disposal in line with the objectives of the Strategy.

4.4 Scheme Amendment No. 100

Scheme Amendment No. 100 to TPS3 (Amendment 100) was granted final approval from the Minister for Planning on 27 August 2014. Amendment 100 implemented various residential density and zoning changes identified through the Strategy previously outlined above. The residential area surrounding the subject site subsequently received an increase in residential density to Residential R40, in place of the existing Residential R20 zoning.

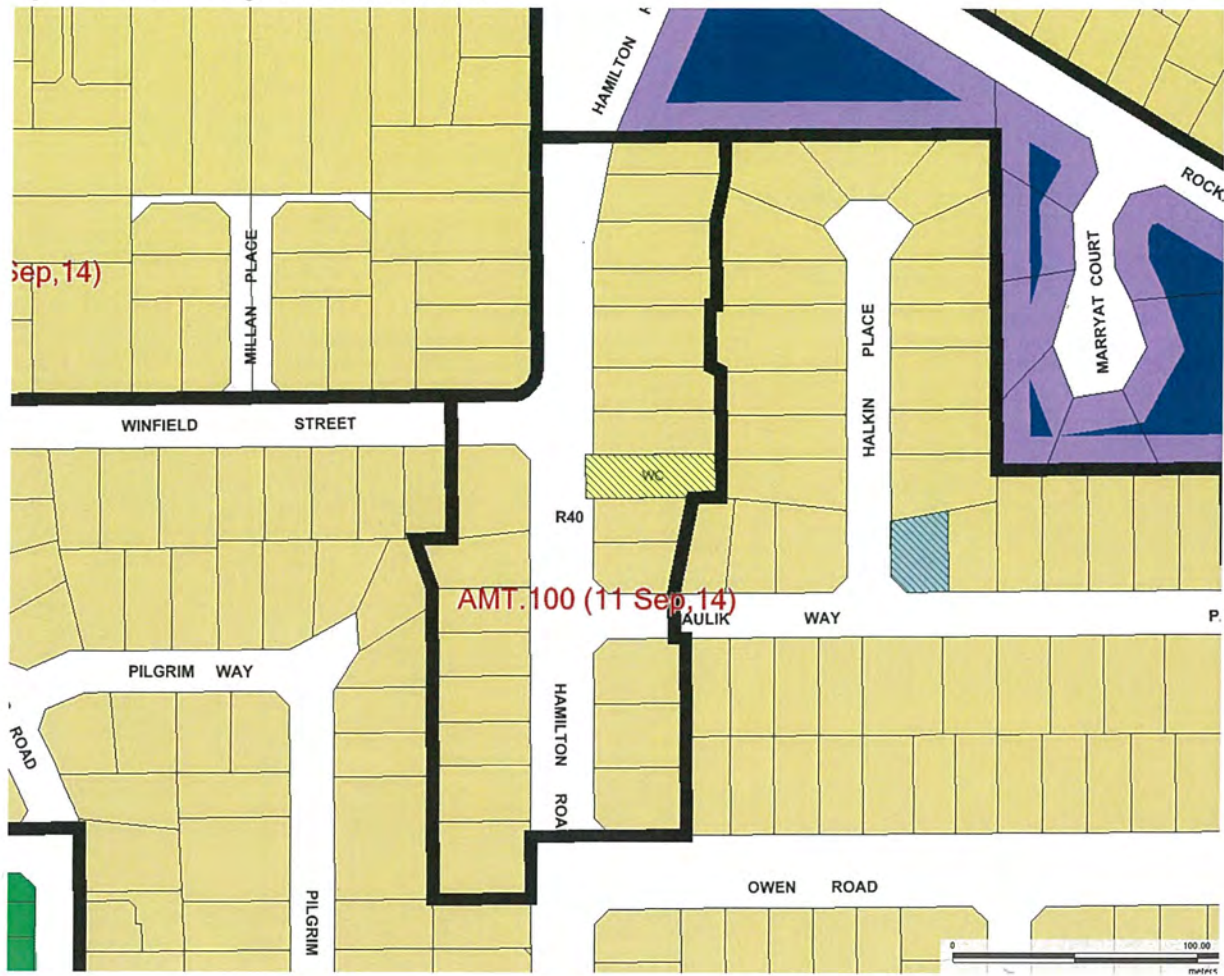
Amendment 100 also included a number of zoning changes, including implementing several 'Development' zones, in order to create coordinated areas of redevelopment and 'Local Centre' zones to allow for a variety of commercial uses to be implemented on site, further supporting the surrounding residential uses.

All of the changes that were proposed in Amendment 100 have now been gazetted and are reflected in the endorsed mapping for the City of Cockburn. As noted above, due to the subject site being reserved for Water Corporation purposes it was left out of the scheme amendment proposal and now that it has been identified as being surplus land, the Water Corporation seek to amend the zoning to match the surrounding residential area.

Figure 4 – Metropolitan Region Scheme Extract



Figure 5 – Town Planning Scheme No. 3 – Extract



5. Proposed Scheme Amendment

It is requested that the City initiate a Scheme Amendment to TPS3 to rezone a portion of the subject site from being reserved for 'Public Purpose – Water Corporation' to 'Residential' with a prescribed density of Residential R40 as depicted on the Scheme Amendment Map and rezone a portion of the subject site from 'Public Purpose – Water Corporation' to 'Local Reserve – Local Road' as depicted on the Scheme Amendment Map. The rezoning will allow for the subject site to be incorporated into the surrounding developed residential area, consistent with the proposed densities within the recently endorsed Scheme Amendment No. 100 to the City's TPS3.

The proposed rezoning will allow the Water Corporation to dispose of the subject site, which has been deemed surplus to Water Corporation requirements in the future. The proposed rezoning to Residential R40 will ensure that the site is developed in accordance with the local planning framework and strategic intent for development within the area, and represents a 'missing piece' of the local urban fabric, which can be developed to meet the form and density of the adjacent landholdings as their density potential is reached over time. In this regard, the Water Corporation are aware that the small portion of land identified as 'Local Reserve – Local Road' as depicted on the Scheme Amendment Map is required to be vested as part of a future application for subdivision or development.

The proposed rezoning is considered to be completely in accordance with the surrounding residential area, and may act as a development catalyst given that it will allow for development to occur on vacant land that. The proposed rezoning also represents orderly and proper planning, in that it will facilitate appropriate redevelopment and maximise efficiency of urban land for residential purposes.

The proposed rezoning is in accordance with the objectives of the Hamilton Hill Revitalisation Study and wider state level objectives for infill housing. The proposed rezoning outcome of the subject site will offer increased opportunities for passive surveillance, an improved streetscape fronting Hamilton Road and an opportunity to provide an affordable development within close proximity to nearby infrastructure and services.

6. Summary

This request has been prepared by TPG Town Planning, Urban Design and Heritage (TPG) on behalf of the Water Corporation to request the City of Cockburn to rezone the subject site from being reserved under TPS3 for 'Public Purpose' to a zoning of 'Residential' with a prescribed Residential R40 density coding.

The proposed request is justified given that the proposal will have a positive impact on the surrounding streetscapes and neighbourhood amenity and represents a logical inclusion of land into the surrounding residential area, subsequently allowing the sale of an asset that is surplus to the requirements of the Water Corporation.

In summary, the proposal:

- Represents a logical rezoning to allow residential land uses, responding to the surrounding residential density recently adopted by the City;
- Meets the objectives of Directions 2031 and helps to achieve the infill target; and
- Responds directly to the Hamilton Hill Revitalisation Study and the recently adopted Scheme Amendment No. 100.
- Represents orderly and proper planning of the site through maximising the efficient use of land that is no longer required for the purposes of water supply.
- Will enable the most appropriate use for the site and allow surplus Water Corporation owned land to be utilised for residential development, contributing to the overall improvement and amenity of the surrounding area in line with strategic objectives.

Based on the above, it is respectfully requested that the City of Cockburn initiate this request to re-zone the subject site from 'Public Purpose' to 'Residential' with a prescribed density of Residential R40.

Yours sincerely

TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE

DAVID CADDY

SENIOR DIRECTOR

ADOPTION

Adopted by resolution of the Council of the City of Cockburn at the ordinary meeting of the Council held on day of 2015.

.....
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 2015, 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.....

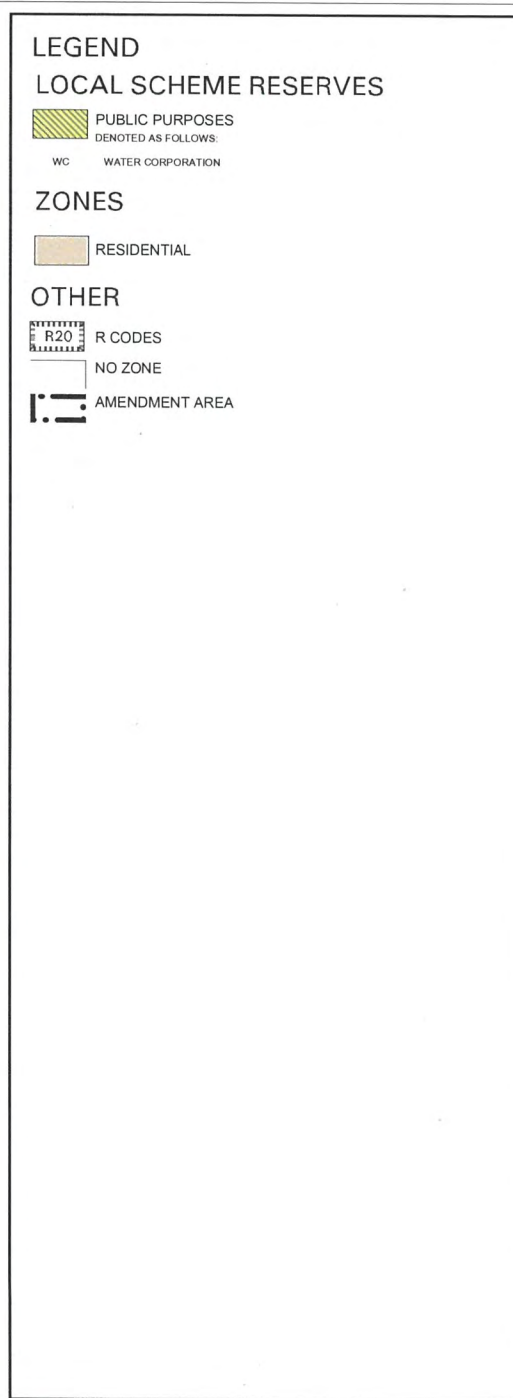
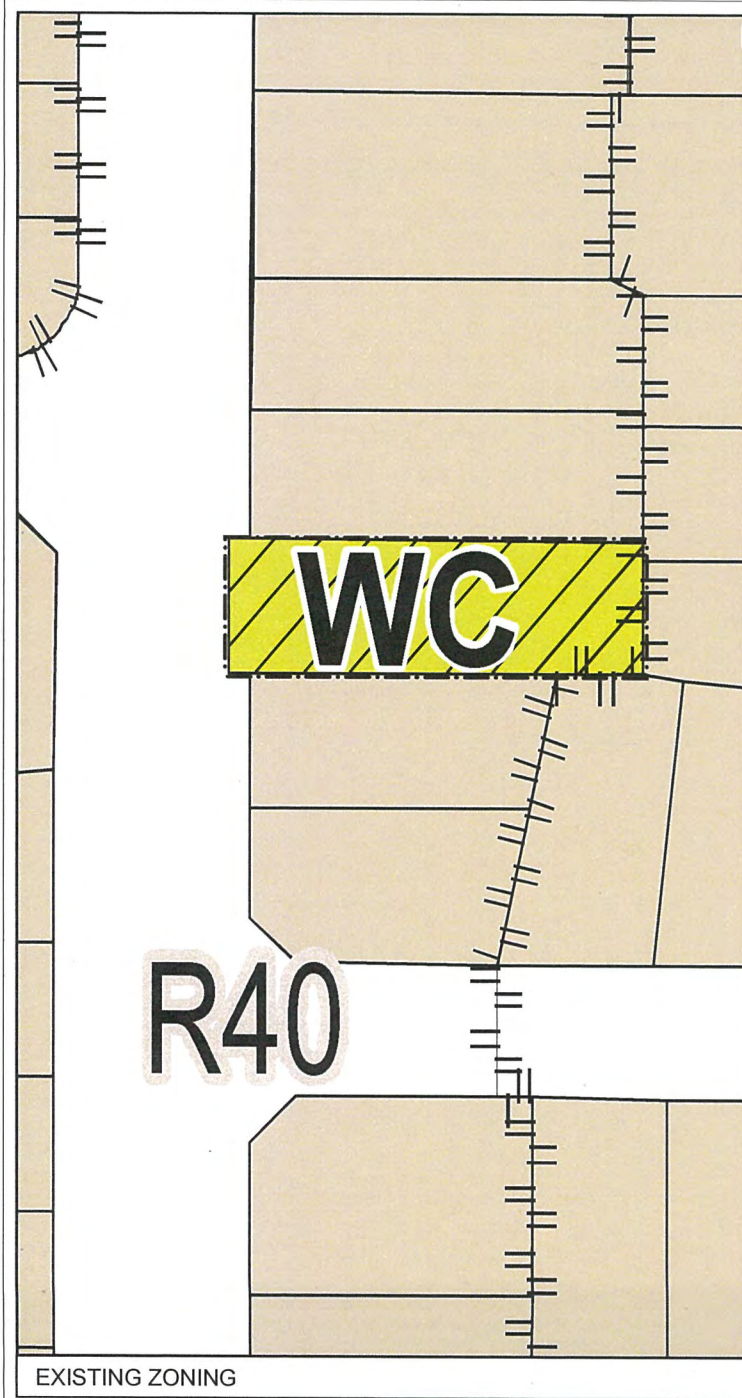
Final Approval Granted

.....
MINISTER FOR PLANNING

DATE.....

Appendix 1

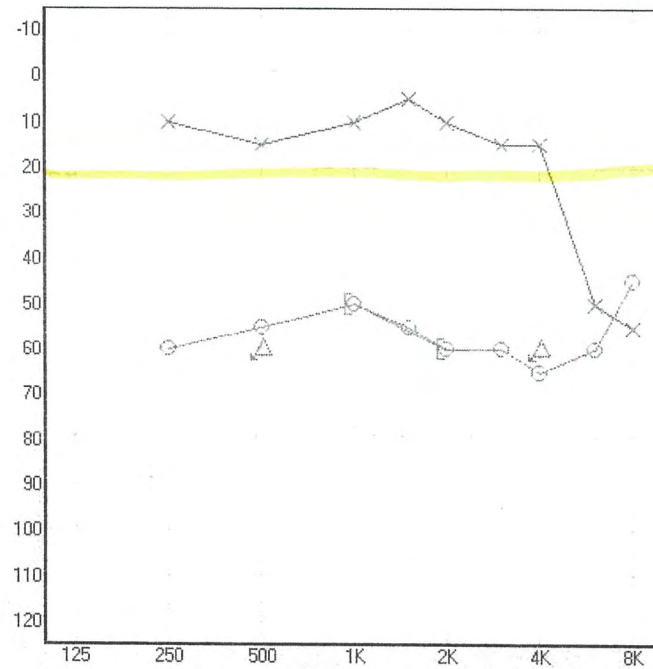
Town Planning Scheme No. 3 – Proposed Amendment



Volume

Normal

Hearing
Loss



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HTL Test Data

125	250	500	750	1K	1.5K	2K	3K	4K	6K	8K	Stimulus	125	250	500	750	1K	1.5K	2K	3K	4K	6K	8K
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Threshold / Air Conductor / Unaided

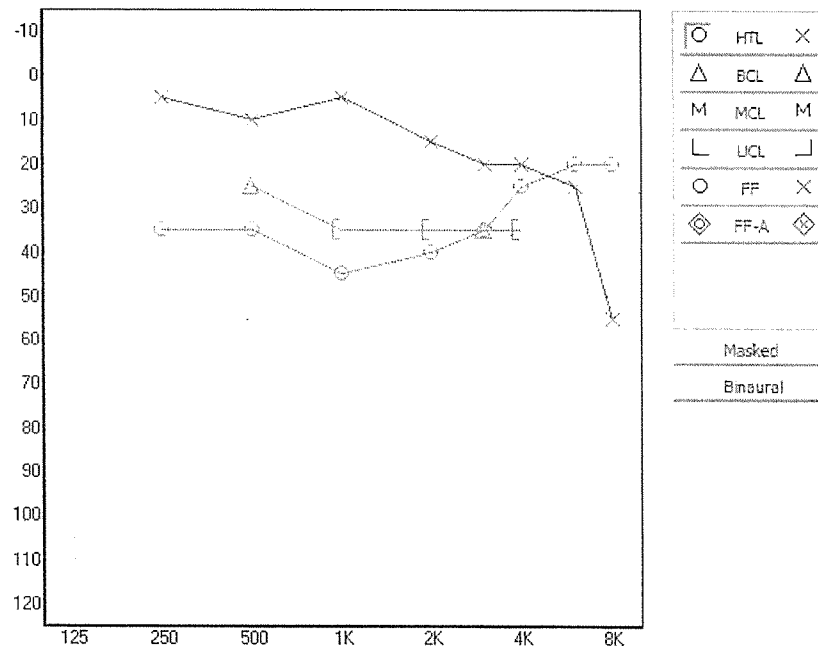
Pure Tone Average

	HTL
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Left (2 Freq.)	<input type="text"/>

Lynette Jakovich

New Audiogram

Date of Evaluation: 23/09/2015



HTL Test Data

125	250	500	750	1K	1.5K	2K	3K	4K	6K	8K	Stimulus	125	250	500	750	1K	1.5K	2K	3K	4K	6K	8K
35	35			45		40	35	25	20	20		5	10			5		15	20	20	25	55
											Masking											

Threshold / Air Conductor / Unaided

Pure Tone Average

HTL
 Right (3 Freq.) 40
 Left (3 Freq.) 10

Lynette Jakovich

New Audiogram

Date of Evaluation: 11/9/13



Banjup Quarry LSP

Summary of 'Major Variation 1'

'Major Variation 1' to the Banjup Quarry Local Structure Plan (Banjup Quarry LSP) involves a number of adjustments to the 'Northern Precinct' of the Structure Plan area. A comprehensive update to the Banjup Quarry LSP Report has been undertaken to address the proposed variations and therefore supersedes the approved version of the Banjup Quarry LSP Report.

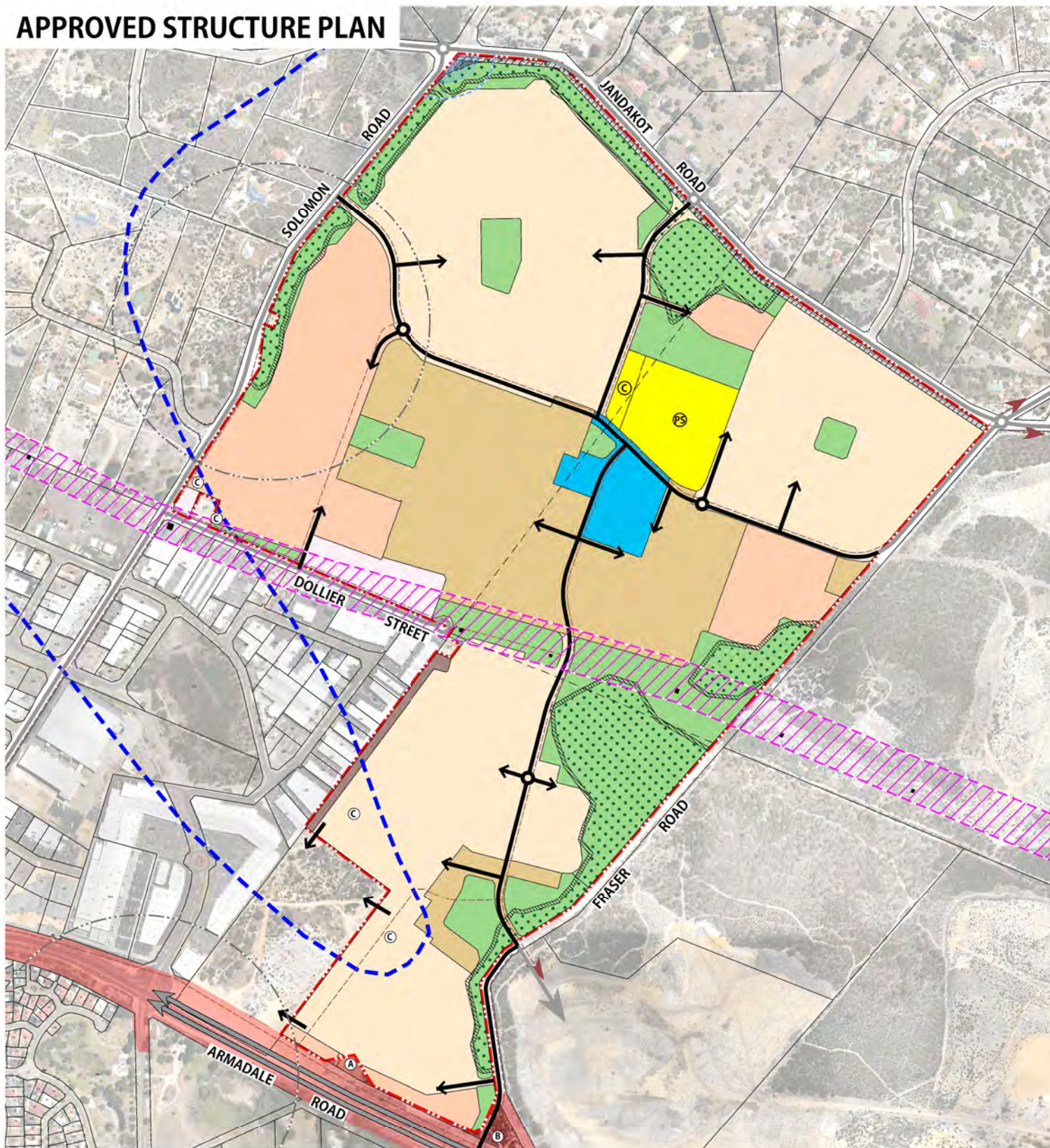
A summary of the key changes proposed by 'Major Variation 1' to the Banjup Quarry Local Structure Plan (Banjup Quarry LSP) is outlined in the table below, together with reference to the relevant section and page of the Banjup Quarry LSP Report.

Proposed Variation	Relevant Section/Plan	Page Reference
General update to introduction to include reference to recent subdivision approvals and other key information regarding the progress of development.	Part Two, Section 1 - Introduction	Page 9
Reconfiguration of the Town Centre and associated land uses.	Part One, Plan 1 – Structure Plan Part Two, Plan 6 – Master Plan Section 5.4 - Land Use Budget Section 5.8 – Town Centre Precinct Figure 3 – Calleya Town Centre Community Hub	Page 5 Page 33 Page 41 Page 47 Page 48
Increase in estimated number of dwellings for the Structure Plan area from a yield of 1801+ dwellings to a maximum yield of 2350 dwellings. <ul style="list-style-type: none">LWMS (Appendix 9) and Traffic and Transport Management Strategy (Appendix 4) have been updated to reflect new yield.	Part One, Table A – General Planning Requirements for the Structure Plan Area, Section 1.2 – Dwelling Yields. Part Two, Section 5.6 – Dwelling Forecasts	Page 2 Page 44
Adjustment (increase) of the R-Coding immediately surrounding the Town Centre from R40 to R60.	Part One, Plan 1 – Structure Plan Part Two, Plan 6 – Master Plan Section 5.5.1 – Density Overview	Page 5 Page 33 Page 43
Increase of density for residential development within the Town Centre from R60 to R80.	Part One, Table A – General Planning Requirements for the Structure Plan Area, Section 1.1 Density Part Two, Section 5.5.1 – Density Overview	Page 2 Page 43
Minor reconfiguration of the Primary School, Civic and POS boundaries.	Part Two, Section 5.8 – Town Centre Precinct Figure 3 - Calleya Town Centre Community Hub Plan 10 – Public Open Space	Page 47 Page 48 Page 63

Repositioning of the earmarked Retirement Living Village.	Part Two, Section 5.8.3 – Retirement Living	Page 49
Replacement of majority of the 'Light and Service Industry' area with POS and residential land uses. Remnant portion of 'Light and Service Industry' at the corner of Solomon and Dollier Road rezoned to 'Mixed Use'.	Part One, Plan 1 – Structure Plan Part Two, Plan 6 – Master Plan Section 5.4 - Land Use Budget	Page 5 Page 33 Page 41
Minor reconfigurations to the internal road network and corresponding reconfiguration of general residential cells and POS allocation.	Part One, Plan 1 – Structure Plan Part Two, Plan 6 – Master Plan Plan 7 – Internal Road Hierarchy	Page 5 Page 33 Page 56
Provision for Aged and Dependent persons' dwellings to be granted a density bonus to R40.	Part One, Table A – General Planning Requirements for the Structure Plan Area, Section 1.1 – Density.	Page 2
Inclusion of the agreed Water Corporation pump station site within the 'southern precinct'.	Part One, Plan 1 – Structure Plan	Page 5



APPROVED STRUCTURE PLAN



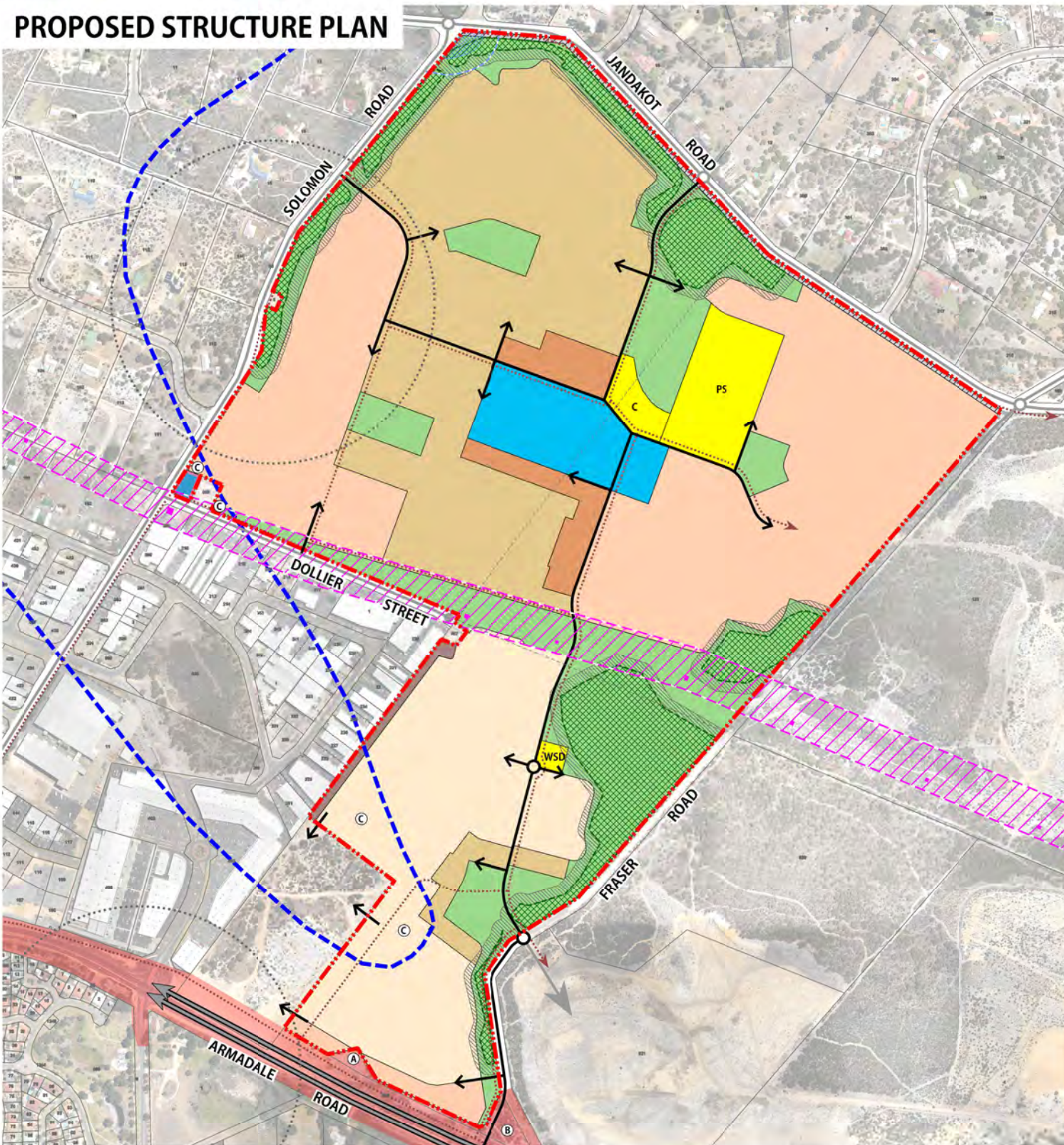
STRUCTURE PLAN COMPARISON

Figure 1

LEGEND

ZONES	ZONES	LAND USE PLANNING ELEMENTS THAT INFORM THE STRUCTURE PLAN			
RESIDENTIAL R25	PUBLIC PURPOSES - WATER AUTHORITY OF WA	REMNANT BUSHLAND	BUSHFIRE PROTECTION ZONE (20m)	330KV POWERLINE EASEMENT	(A) Proposed Residential R30 with a Primary Regional Road reservation under the Metropolitan Region Scheme (MRS); subject to MRS amendment to 'Urban'
RESIDENTIAL R30	LOCAL CENTRE (R80)	WETLAND - RESOURCE ENHANCEMENT	20 ANEF	300m WELLHEAD PROTECTION ZONE	(B) The location and design of the Armadale Road and Southern entry access intersection being to the satisfaction of Main Roads WA
RESIDENTIAL R40	MIXED USE	WETLAND - 30M BUFFER	STRUCTURE PLAN BOUNDARY	PRIMARY PATH/PEDESTRIAN LINKAGES	(C) Residential development is subject to construction standards to achieve compliance with higher noise standards pursuant to WAPC's Draft SPP 5.3
RESIDENTIAL R60	RESERVATIONS	ROAD WIDENING			
RESIDENTIAL R80	PRIMARY REGIONAL ROAD (MRS)	NEIGHBOURHOOD CONNECTOR			
PUBLIC PURPOSES - PRIMARY SCHOOL	PUBLIC OPEN SPACE	KEY ACCESS ROADS			
PUBLIC PURPOSES - CIVIC					

PROPOSED STRUCTURE PLAN



Scale: 1:7500@A3 Date: 07/07/2015 Plan: STOBJ-2-006A



SCHEDULE OF SUBMISSIONS**Proposed variation to Local Structure Plan – Calleya Estate Banjup**

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Department of Water Po Box 332 Mandurah	<p>Thank you for the referral dated 29 June 2015 regarding the proposed structure plan for the Calleya Estate Banjup. The Department of Water (DoW) has reviewed the application and provides the following advice:</p> <p><u>Urban Water Management</u> Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9: Water Resources, the proposed structure plan should be supported by a Local Water Management Strategy (LWMS).</p> <p>The LWMS should demonstrate how the subject area will address water use and management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources.</p> <p>The DoW has reviewed the Local Water Management Strategy Calleya (formerly Banjup Quarry) Redevelopment (PDC, 2015) and has deemed it satisfactory to support the structure plan. Accordingly, the DoW has no objections to the structure plan variation.</p>	<p>Noted</p> <p>Noted</p> <p>There are no modifications proposed (or requested) as a result of this submission.</p>
2	Water Corporation Po Box 100 Leederville	<p><u>Water</u> Reticulated water is currently available to the subject area. All water main extensions, if required for the development site, must be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice. Due to the increase in development density, upgrading of the current system may be required to prevent existing customers being affected by the proposed development.</p> <p><u>Wastewater</u> Reticulated sewerage is currently available to the subject area. All sewer main extensions, if required for the development site, should be laid within the existing and proposed road reserves, on the correct alignment and in accordance with the Utility Providers Code of Practice.</p>	<p>Noted – this is an issue for the developer as part of the subdivision process</p> <p>Noted – this is an issue for the developer as part of the subdivision process</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Due to the increase in development density upgrading of the current system may be required to prevent existing customers being affected by the proposed development.</p> <p><u>Drainage</u> The subject area falls within the Atwell Drainage Catchment.</p> <p><u>General Comments</u> The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Water Corporation should be contacted to confirm if the information is still valid.</p> <p>Please provide the above comments to the land owner, developer and/or their representative.</p>	<p>Noted</p> <p>Noted – these comments have been passed onto the developer as requested.</p> <p>There are no modifications proposed (or requested) as a result of this submission.</p>
3	Department of Education 151 Royal Street East Perth	<p>Thank you for your letter dated 29 June 2015 regarding the proposed variation to the Local Structure Plan for the Calleya Estate, Banjup. The Department has reviewed the document and wishes to make the following comments;</p> <ul style="list-style-type: none"> • There is an identified increase of up to 549 dwellings; this will make the estimated number of dwellings for the estate 2,350. This number of dwellings is greater than the initial amount anticipated for the Calleya development. • The Department expresses its concern to accommodate students at full capacity when the development is completed. 	<p>It is noted there are more dwelling proposed as part of this variation than originally proposed.</p> <p>On discussions with the Department it is understood this school site was originally proposed to accommodate 450 students, but with the additional growth, would need to accommodate 600 students. This is quite a difference and has implications in terms of</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> The Department notes that the orientation of the boundary between the public open space and the school has altered. Previously the alignment catered for 0.50ha being located on the primary school site, the new boundary is now in a more north south alignment. This indicates that more than 0.50ha is now shown over the primary school site. The alignment of boundaries and the site profile is inconsistent with previous notional concept plans developed by both the Department and Stockland. <p>Based upon the above notes the Department objects to the variation until clarification can be sought from both the City and the developers, Stockland.</p> <p><i>ADDITIONAL SUBMISSION POINTS FOLLOWING MEETING WITH CITY OFFICERS AND APPLICANT</i></p> <p>I now offer the following comments:</p> <ul style="list-style-type: none"> I personally was unaware of the City's Policy DP4 and I've been unable to find any documentation that confirms whether the Department of Education provided any input or were given the opportunity to consider or review APD4. If the Department endorsed this policy previously, I would be grateful if evidence of this could be provided. 	<p>areas of the school which need to enable the possible location of additional/transportable classrooms.</p> <p>This is correct; the proposed reconfiguration of the site provides a more elongated school site than the current endorsed local structure plan.</p> <p>This point is particularly concerning to City officers as it had been understood the developer had been discussing this revised configuration prior to submitting it for assessment.</p> <p>A meeting was arranged with representatives of the Department of Education, City officers and the applicant to discuss the above concerns. During the course of the meeting, it was clear the Department staff had concerns with the City's adopted policy approach to shared open space arrangements, in particular the requirement to provide 1ha of level open space (free of buildings) in addition to the playing field. A follow up submission was invited to confirm the Department's concerns.</p> <p>It is noted the Department of Education representative was not aware of the City's policy in terms of how it prefers to provide shared public open space requirements. A review of the City's records system did not reveal any correspondence 'endorsing' this policy. However, this is a policy of the City of</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> I've summarised the site area provisions on the attachment for information and hopefully I have correctly interpreted the policy documents that guide the site area provisions for the open space and the primary school. In summarising the specific provisions at this location, the Department is being asked to 'give up' and preserve/quarantine 1.4429ha of a 3.5ha site for the exclusive purpose of the communal open space. This means the balance of the site (2.0571ha) is the only area the Department has available for buildings, car parking etc. Therefore, the Department has the impression that the City of Cockburn and the landowner are dictating how the Department will plan and build the primary school and that it must be designed to suit and fit around the open space. 	<p>Cockburn; it does not require 'endorsement' of the Department of Education or the WA Planning Commission. It is simply a statement of the terms which form the starting point for negotiations of public open space where it is proposed to be shared with a school. Given this land is part of the development's minimum 10% public open space requirement and this is an elaboration of the provision Liveable Neighbourhoods makes to enable shared open space, it is perfectly reasonable for the City of Cockburn to set out its own expectations, which may be different from the Department of Education.</p> <p>Noted, the Department provided a table which sets of the 'shortfalls' based on the proposed site configuration.</p> <p>The figure quoted in this point (1.4429ha) actually refers to the communal area (playing field and its buffer of 0.6211ha) as well as the 0.8218ha of open area within the school boundary (but not part of the shared 'communal space'). However the balance mentioned is correct, so assuming a policy variation from 1ha down to 0.8218ha, this would still leave an area of land that is considered too small by the Department.</p> <p>The City, via its policy has simply made a statement of the terms which form the starting point for negotiations of public open space where it is proposed to be shared with a school. It is not meant to be seen as 'dictating' the school site. City officers are more than happy to ensure the needs and expectations of both parties are met in any negotiations. This is the whole point of the consultation process. In this case however, it</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> Given that the lot yield may be higher than anticipated, the 'building free zone' proposed for the primary school site gives the Department no opportunity to either build an additional permanent classroom block or supplement the accommodation requirements with transportable classrooms in that zone. The school will therefore be unable to service the community it is located in. It is for this reason that the Department will need to preserve 3.0ha for buildings etc. Also if it is preferred that car parking is to be located on the eastern or northern side of the school site then this will further compromise the layout of the school. The Department believes it has already significantly compromised on this site allowing 0.6211ha for the shared oval and a long linear and narrow north south configuration. The Department is unable to compromise further by accepting a 0.8218ha 'building free zone'. In reality, the Department has no requirement for a senior size oval and ancillary facilities when co-located with a primary school but acknowledges the shared benefit of having access to a high quality active open space. <p>In conclusion, I confirm on behalf of the Department that:</p> <ul style="list-style-type: none"> 0.6211ha of the school site is provided for the open space. 	<p>seems the level of consultation with the Department by the applicant was lacking in clarity.</p> <p>This is appreciated. It seems the area required for buildings to accommodate the 600 students, rather than the ordinary 450 students renders the sharing arrangement with the open space and the ability to fulfil the City's policy expectation of another 1ha of open area impossible. The school site is simply too small to achieve all of the above. The officer recommendation is for the 1ha policy requirement to be waived in this instance given the need to accommodate 600 students on this site.</p> <p>This comment picks up on a point briefly mentioned at the aforementioned meeting where Department staff mentioned moving the parking away from the main street to another location on the site. City staff indicated this was a better outcome for the main street to be addressed by a building, but it is was not required.</p> <p>It is noted Liveable Neighbourhoods simply refers to playing field and does not define the size. However the assessment of community needs provides a senior oval is necessary for the City's requirements. It is acknowledged there might be benefits in a shared arrangement.</p> <p>Noted – this would be a variation of City policy to waive the need to provide an additional 1ha on the school site as open space (as well as the 0.6211ha which comprises the oval and its buffer).</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> The limit of the open space footprint is confirmed by the current overrun boundary that defines the 0.6211ha area. The level difference between the open space and the school is minimal and manageable avoiding the requirement to construct extensive terracing and universal access ramps that will further impact on the developable area of the school. <p>If this is not acceptable to the City or the landowner then the Department will have no option but to insist on the provision of a stand-alone 4.0ha site that could be located and built independently of the open space.</p>	<p>Noted</p> <p>Noted</p> <p>In this instance City officers recommend given the potential student numbers, that the City's 1ha policy requirement is waived which will satisfy the Department of Education. The applicant has provided response to the concerns raised by the Department of Education. These points are set out at the end of the applicant submission (see Submission 9).</p> <p>This submission does not require a modification to the plan as such, but instead a variation to City policy, which is supported by City officers as outlined above.</p>
4	Atco Gas Australia 81 Prinsep Road Jandakot	<p>ATCO Gas Australia does have multiple gas distribution assets currently installed at the indicated location.</p> <p>Please find enclosed in this letter a copy of the ATCO Gas Australia Additional Information document which must be complied with (please read carefully), and a copy of a gas asset plan.</p> <p>Before your works are to commence please prove, pothole and protect any installed gas infrastructure at this location. Although not indicated on the attached plans it should also be noted that each property will have individual gas services installed that will also need to be proved and protected. If at any time during your proposed construction it is found to be necessary to expose the installed gas main or service for any length of time, ATCO Gas Australia will require you to provide adequate protection against accidental and malicious damage.</p> <p>ATCO Gas Australia does not have any objections to your proposal at this stage, providing the requirements of the Additional Information Document are adhered to prior to the commencement, and throughout your proposed works.</p>	<p>Noted</p> <p>Noted – this is an issue for the developer as part of the subdivision process</p> <p>Noted – this is an issue for the developer as part of the subdivision process</p> <p>Noted – this is an issue for the developer as part of the subdivision process</p>

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			There are no modifications proposed (or requested) as a result of this submission.
5	Telstra Corporation Limited Locked Bag 2525 Perth	Thank you for the above advice. At present, Telstra Corporation Limited has no objection. NBN will be servicing this area.	Noted There are no modifications proposed (or requested) as a result of this submission.
6	Land and Lease Administration P O Box 1215 Bibra Lake	<p>The City intends to investigate its drainage assets along Dollier Rd adjoining the Calleya Estate. As part of our established Drainage Strategy and practice, we will look to investigate a design solution which deals with the drainage is some other way, such that these sites become available to the City to acquire, to rezone and ultimately develop.</p> <p>With the Structure Plan modifications currently in train, the City would like to suggest that the western most sump have the access nib within Calleya Estate extended such that it provides an effective mechanism for access to be provided to this site at the appropriate time. This would enable the logical development of this land as part of the broader subdivision. Although this detail doesn't appear on the actual structure plan, it would be appropriate this appear in the associated non statutory part 2 mapping and text.</p>	<p>Noted</p> <p>Noted – a suggestion for a modification to reflect this in Part 2 of the LSP document will be suggested to the WAPC.</p> <p>There has been a modification requested as part of this submission. This is for a minor issue which can be appropriately reflected in Part 2 of the LSP.</p>
7.	Land owner in Banjup	<p>I object. The changes benefit the developer as they make more money, they may also benefit the council with more rate payers but there is no benefit to the residents of the estate.</p> <p>The negatives due to higher density include more traffic congestion, greater stress on infrastructure, higher crime rates, smaller lots and smaller homes will bring down the average property values, higher likelihood of Homewest buying the smaller cheaper lots and bringing in problem tenants.</p> <p>I understand most Homewest tenants would make excellent neighbours but the few that are not can totally destroy a neighbourhood. It certainly would have made me think twice before buying my block if I had realised this was</p>	<p>This is one perception; however, there is a benefit to the broader metropolitan area by increasing densities as appropriate. Perth cannot continue to develop at low density and accommodate projected population growth. This is an approach mandated at State Government level, which the City of Cockburn appreciates and has been embedding in its own planning for many years.</p> <p>Again, this is one perception, however the broader stresses on infrastructure and traffic congestion if Perth were to continue to develop with the same 'sprawl' it has is completely unsustainable. This development area was opened up by the State Government given its location close to a major public transport hub (Cockburn Central)</p>

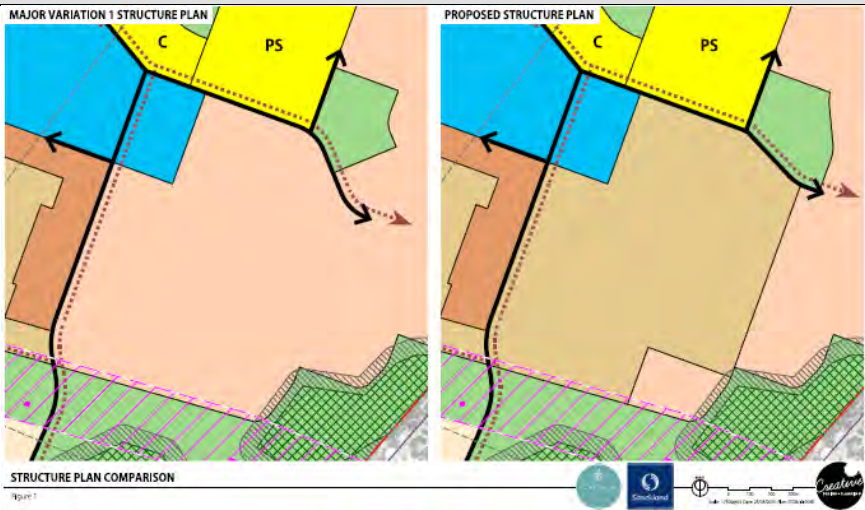
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		likely.	<p>and use of this feature will be strongly encouraged by provision of cycling and pedestrian links to the station and the town centre.</p> <p>No response can be given to the matter of crime rates which is not a land use planning matter. Good urban design and building design can assist in crime prevention; this approach is referred to as CPTED (Crime Prevention Through Environmental Design). Elements of this approach are evident in the Calleya local structure plan where there is overlooking of public open spaces and a legible street network (rather than cul-de-sacs). In the more detailed design stages (following structure planning) properties located near public open spaces will be required to ensure they have habitable windows facing them to increase 'casual surveillance'.</p> <p>Property values are also not a land use planning consideration. However, the City certainly encourages a mixture of housing options to be available. This certainly includes the availability of more affordable and social housing, in line with our Affordable Housing Strategy.</p> <p>The management of social housing tenants is likewise not a land use planning matter.</p> <p>This landowner has specified they wish their details to be suppressed, though it is reasonable to explain they own a lot into the existing part of the Calleya estate (given they have mentioned this in their submission). The existing part of the estate, south of the power line easement is not changing in density. It remains as it was when they purchased their</p>

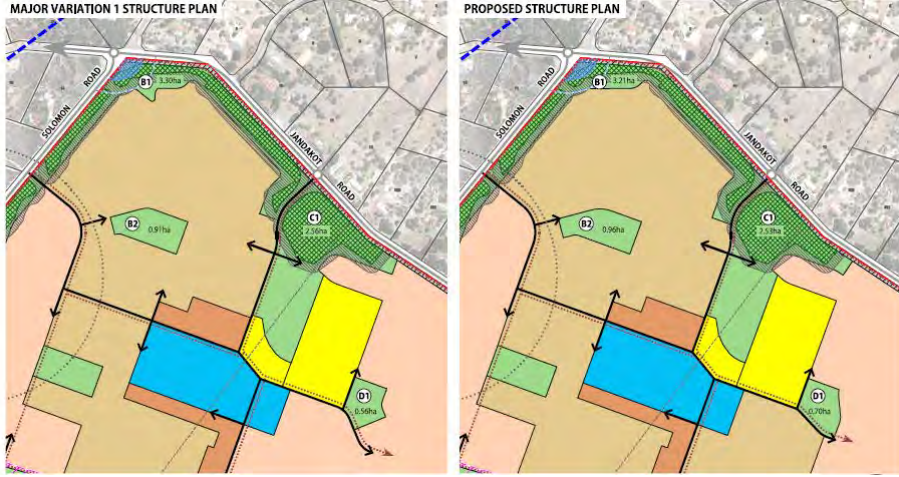
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>lot. These changes relate to parts of Calleya than will be a similar distance away from their lot as the neighbouring Department of Housing land parcel east of the Stockland estate.</p> <p>There are no modifications proposed as a result of this submission (which is an objection, no modifications were requested).</p>
8.	Banjup Residents Group 207 Liddelow Road Banjup	<p>The Banjup Residents Group represents 420 people on 219 rural properties in Banjup, over 50% of the total. While we have no direct interest in the internal structure of the 'Calleya' estate, we do have vital interests in its impacts upon the vehicular traffic and access to the railway station at Cockburn Central.</p> <p>1. Traffic Concerns</p> <p>1.1 The structure plan proposes increasing the number of dwellings number of dwellings in the Banjup Quarry area from 1,990 to 2,350, some 360 extra with their commensurate extra private vehicles and further vehicles to service the extra population's needs</p> <p>1.2 The traffic assessment now estimates that there will be 20,000 vehicle movements a day in and out of the Quarry area. Without prompt upgrading of the roads around the Quarry, the current morning and evening traffic congestion can only get far worse</p> <p>1.3 The Banjup Residents Group previously expressed its concerns about infrastructure in its submission about the Banjup Quarry development to the WAPC in April 2013. In that submission we said:</p> <p><i>Physical development of the Quarry should not proceed before agencies such as Main Roads WA, Transperth, and the City of Cockburn have all funded and commenced construction of appropriate and adequate infrastructure for the surrounding area, including the Freeway interchange, upgrading of Armadale and Jandakot Roads, increased parking at the</i></p>	<p>Noted</p> <p>This is a statement; it does not require a response.</p> <p>Roads upgrades to Jandakot and Solomon Roads and a path along Armadale Road are already secured via a legal agreement. Their provision is required within 3 months after the creation of the 900th residential lot, or by the 31 December 2017, whichever is earlier. The applicant has already commenced concept designs of the road and footpath upgrades for City officer review.</p> <p>Noted. As mentioned above, the required upgrades have been agreed and provision timing has been secured via legal agreement.</p>

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		<p><i>railway station, and frequent shuttle bus services to the railway station during rush hours.</i></p> <p>1.4 We note that nothing was done to upgrade Jandakot Road and that lip service was paid to upgrading Armadale Road at its intersection with Fraser Road. Narrowing Armadale Road down to one lane from Tapper Road going east and then widening it again at Fraser Road and then narrowing it again all within 1,000 metres is just plain cynical by all parties – developers, state government, and local government.</p> <p>1.5 We urge the City of Cockburn to link any approval of the 2015 structure plan to Stockland's funding NOW of widening Armadale Road from Tapper Road and of Jandakot Road from Fraser Road to Boeing Way. Those roadworks should be completed before any earthworks in connection with the 2015 structure plan commence.</p> <p>1.6 We further urge the City of Cockburn to link approval of the structure plan to Main Roads WA upgrading its traffic signalling between Wentworth Parade and Fraser Road to ensure cohorts of vehicles can travel smoothly in both directions without stopping and starting along the way. It may be that Stockland's lobbying of state government could be more successful than the City of Cockburn's.</p> <p>2. Access to Railway Station</p> <p>2.1 The Structure Plan should be such that travel by private motor vehicle to Cockburn Central railway station is discouraged. Before any earthworks in connection with the 2015 structure plan commence, we urge the City of Cockburn to insist that Stockland complete the :</p> <p>a) Construction of dedicated walkways through the urban locality,</p>	<p>As mentioned above, the required upgrades have been agreed and provision timing has been secured via legal agreement. These improvements relate to infrastructure the City can control. Armadale Road upgrading is a State Government (Main Roads) matter which the City, together with the adjacent City of Armadale, is strongly lobbying for currently.</p> <p>As noted above, Armadale Road upgrades are the responsibility of the State Government (Main Roads). The upgrading of Jandakot Road has been secured already. This is based on the ordinary approach where upgrades relate to the segment of road the land directly abuts, in this case Jandakot Road between Fraser and Solomon Roads. It is unreasonable to expect road upgrades to be delivered well ahead of the development which (in part) warrants the upgrade.</p> <p>As noted above, Armadale Road upgrades are the responsibility of the State Government (Main Roads). It is completely inappropriate to link approval of this plan to the potential future actions of a State Government department (or any other party). Such a requirement would likely be deemed an invalid and unreasonable requirement on the developer.</p> <p>As mentioned above, the required upgrades have been agreed and provision timing has been secured via legal agreement. It is unreasonable to expect road upgrades to be delivered well ahead of the development which (in part) warrants the upgrade.</p>

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		<p>across Solomon Road, and up Knock Place to the railway station. Such walkways should be extensively shaded to ensure their continued use on hot days.</p> <ul style="list-style-type: none"> b) Installation of dozens of secure bicycle racks at the railway station sufficient for the expected numbers of commuters from the completed Calleya estate. c) Provision of morning and evening shuttle bus services from several locations within the Calleya estate to the railway station. <p>2.2 These provisions were mooted by Stockland when they were seeking approval of their original plans by the WA Planning Commission. It is now time that they were realised.</p>	<p>Infrastructure at the railway station is not included as this is not within the City's control.</p> <p>Bus services are also outside the City's control. An indicative bus route is already indicated within the proposed plan, indicating links to both Cockburn Central and Murdoch Stations and existing bus services in the area.</p> <p>As reiterated several times further above, the required upgrades are covered by a legal agreement. It is not appropriate to require the upgrades well before the demand created by this development is there.</p> <p>There are a number of upgrades suggested by this submission, however, the appropriate upgrades have already been required from the applicant (and will be provided in due course). The submitter does not appear to appreciate these have been secured appropriately and has an expectation they would be provided ahead of demand (from this development) which would not be a defensible position for the City to take.</p>
9.	Stockland WA Development Pty Ltd	<p>We make this submission on behalf of our client Stockland WA Development Pty Ltd, who is the primary developer of the Structure Plan area. The focus of our submission is to seek Council's support for:</p> <ul style="list-style-type: none"> 1) Proposed residential density up-coding for the future 'Retirement Living Village'; 2) Minor reconfiguration of four (4) Public Open Space (POS) areas and the surrounding road network, in response to detailed design; and 3) Potential removal of the 20 ANEF contour from within the Calleya Estate, in accordance with the approved <i>Jandakot Airport Master Plan 2014</i>. <p>1) Retirement Living Village Density Up-coding Since the initial submission of the proposed 'Major Variation 1' to the Structure Plan in March 2015 Stockland has significantly progressed planning for its future 'Retirement Living Village' (RLV); and now seeks to</p>	<p>Noted – response to each matter set out separately further below. It is not unheard of for an applicant to lodge a submission on their own proposal. What must be kept in mind, is any proposed change should not be of the nature which warranted readvertising of the proposal.</p> <p>There is no concern with refining this now to the Residential R40 density. Ultimately the total lot yield for the entire estate will be capped at not more than 2350 dwellings</p>

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		<p>formalise the boundary of the RLV site. We note provision of a RLV will be subject to future subdivision and development applications.</p> <p>The Structure Plan makes reference to a 'potential' site for RLV purposes; this site nominated to the east of the main 'Town Centre' and comprising some 6.5ha+. The nominated area has a 'Residential – R30' coding, however provisions under Part One of the Structure Plan offer a 'Residential – R40' density coding 'bonus' where 'Aged or Dependent Persons' are developed. The density 'bonus' was essentially to promote such land uses within the Structure Plan area, recognising the importance of such community infrastructure for an aging population and accordingly promoting housing diversity within residential estates. In light of the RLV site being further considered by Stockland, we now seek Council's support to formalise the site by assigning the 'Residential – R40' density coding immediately.</p> <p>Attachment 1 illustrates the proposed density up-coding and RLV site boundaries. The proposed density up-coding is in keeping with the intended development outcome for the RLV site and has already been accommodated in Stockland's yield projections for the Structure Plan area. The Structure Plan forecasts a maximum yield of ~2,350 dwellings, inclusive of a 25% development contingency for the Estate's 'northern precinct'. The existing provisions of the Structure Plan allow for the RLV to be delivered at a density coding of 'Residential – R40' and therefore the delivery of the RLV site at this density has already been planned for in terms of traffic modelling, local water management strategy and service infrastructure parameters. Lastly, we note should a RLV not be ultimately pursued a R40 coding over the subject area remains a suitable density coding for the wider LSP area, and remains in accordance with the supporting reports given the pre-emptive design to a maximum of 2350 dwellings. (extract of Attachment One)</p>	<p>regardless. With this figure already covered in the advertised document, and that portion of the plan surrounded by land still owned by the developer, there is no need to further advertise what was already captured in the advertised 'band' of R30, considering there would be an aged person's density bonus applicable..</p> <p>The area is shown in the attachment (extract included in this schedule). The plan to the left is as advertised, the plan to the right shows the proposed change. The area proposed to be designated R40 is shown in light brown/taupe.</p>

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		 <p>2) Minor Public Open Space/Road Reconfiguration</p> <p>Concurrent with the City's preliminary assessment and resolution to advertise the proposed 'Major Variation 1' to the Structure Plan, Stockland has been progressing detailed subdivision design of the northern precinct of the Calleya Estate. As a result of detailed design, minor adjustments to the configuration of a number of POS areas is required to facilitate the ultimate alignment of the surrounding road network; this responsive to the 'squaring up' of residential cells and future lots.</p> <p>Table – Public Open Space Modifications</p> <table border="1"> <thead> <tr> <th>POS Reference</th><th>'Major Variation 1' POS Areas</th><th>Proposed POS Areas</th><th>Difference</th></tr> </thead> <tbody> <tr> <td>B1</td><td>3.30 ha</td><td>3.21 ha</td><td>- 0.09 ha</td></tr> <tr> <td>B2</td><td>0.91 ha</td><td>0.96 ha</td><td>+ 0.05 ha</td></tr> <tr> <td>C1</td><td>2.56 ha</td><td>2.53 ha</td><td>- 0.03 ha</td></tr> <tr> <td>D1</td><td>0.56 ha</td><td>0.70 ha</td><td>+ 0.14 ha</td></tr> <tr> <td>Total:</td><td>7.33 ha</td><td>7.40 ha</td><td>+ 0.07 ha</td></tr> </tbody> </table> <p>As shown in the table above and the plan provided as Attachment 2, the proposed minor reconfigurations result in subtle changes to the overall size</p>	POS Reference	'Major Variation 1' POS Areas	Proposed POS Areas	Difference	B1	3.30 ha	3.21 ha	- 0.09 ha	B2	0.91 ha	0.96 ha	+ 0.05 ha	C1	2.56 ha	2.53 ha	- 0.03 ha	D1	0.56 ha	0.70 ha	+ 0.14 ha	Total:	7.33 ha	7.40 ha	+ 0.07 ha	<p>There is no concern with minor realignment to the POS and road configuration. It is City officer's understanding that these types of changes will be acceptable as part of the subdivision process anyway under the new Planning and Development (Local Planning Schemes) Regulations 2015. The affected areas are surrounded by land still owned by the developer, and there is an overall increase in POS so there is no need to further advertise</p> <p>The area is shown in the attachment (extract included in this schedule). The plan to the left is as advertised, the plan to the right shows the proposed change.</p>
POS Reference	'Major Variation 1' POS Areas	Proposed POS Areas	Difference																								
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		<p>or shape of the POS areas. The cumulative impact of the changes being a minor increase in the overall provision of POS by 0.07 ha. The minor adjustments to the boundaries of POS 'B1' and 'C1' do not impact on the remnant bushland required to be retained. Furthermore, POS 'B2' and 'POS D1' continue to serve a (part) drainage function and, with no significant change in configuration or size, will not adversely increase the take up (percentage) of drainage within the respective POS areas. The proposed minor reconfigurations to the POS will result in the delivery of more efficient residential cells in terms of standard lot and house product (i.e. rectangle instead of 'splayed' lots), and marginally increases the overall POS contribution for the Estate.</p> <p>(extract of Attachment Two)</p>  <p>3) Potential removal of the 20 ANEF Contour</p> <p>On the 17th of February 2015 the Minister for Infrastructure and Regional Development approved the <i>Jandakot Airport Master Plan 2014</i>. The approved Master Plan removes the 20 ANEF Contour from within the Calleya Estate. The WAPC has advised draft <i>Statement of Planning Policy 5.3 Jandakot Airport Vicinity</i> (SPP5.3) will be updated in accordance with the approved Master Plan and is currently with the Minister for Planning for approval to commence public consultation, anticipated to commence in September 2015. The WAPC consider draft SPP5.3 to be a seriously entertained document once Public Consultation has commenced.</p>	

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		<p>In view of the above, we therefore request the City support the removal of the 20 ANEF contour from the Structure Plan document, in accordance with the approved Master Plan at such time that the draft SPP5.3 is released for public consultation.</p> <p>Summary Thank you for the opportunity to make a submission on the Banjup Quarry Local Structure Plan. In light of the above we request Council's favourable consideration of the above mentioned modifications:</p>	<p>While the submission raises a new draft State Planning Policy 5.3 Jandakot Airport Vicinity (SPP5.3), this is yet to be released and cannot be utilised at the time of considering this submission as a basis for modification.</p> <p>However, the current SPP5.3 (March 2006) contains the following description of an ANEF as:</p> <p><i>ANEF Australian Noise Exposure Forecast as certified by Airservices Australia and endorsed by the Commonwealth Department of Transport and Regional Services and as amended from time to time. At the time of preparation of the policy, the time horizon for the forecast was the year 2024. (emphasis added)</i></p> <p>The advertised revision to this SPP from July 2013 has a similar definition.</p> <p>The amendment of the ANEF is done as part of the airport master planning process, and as the submitter mentions, there is a new Jandakot Airport Masterplan 2014. In this plan, the 20 ANEF contracts so that it is outside the development. This renders the construction requirements on the lots affected by the 20 ANEF as superfluous as there are no Calleya lots exceeding or within the 20 ANEF any longer.</p> <p>Given the above definition of the ANEF acknowledges they are amended from time to time, it is potentially possible for the WAPC to delete the superfluous requirement from the LSP relating to the 20 ANEF. This would involve deletion of the following sections of Table A of the LSP:</p>

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		<p>1) Density up coding of the proposed RLV site to 'Residential – R40'; 2) Minor Reconfiguration of POS areas 'B1', 'B2', 'C1' and 'D1'; 3) Removal of the 20 ANEF contour from within the Calleya Estate, in accordance with the approved <i>Jandakot Airport Master Plan 2014</i>. A composite Structure Plan (Plan 1), incorporating the above mentioned modifications is provided as Attachment 3.</p> <p><i>ADDITIONAL SUBMISSION POINTS FOLLOWING MEETING WITH CITY OFFICERS AND DEPARTMENT OF EDUCATION</i></p> <p>Senior co-located facilities can typically be designed within 6ha of 'developable' land; this comprising 2.5ha for the POS and 3.5ha for the PS portion. The 2.5ha can effectively being designed at 200m (north-south) x 125m</p>	<ul style="list-style-type: none"> • 2.1(a)(iv); • 3.1(a); and • 3.4(b) <p>It is noted the submitter has further advised they still intend to require all lots within the development to have the laminated 6.38mm glazing. This is a voluntary measure the developer has initiated which has full support of City officers as a precautionary approach given the proximity of the airport.</p> <p>Alternatively, if WAPC consider it is not possible to modify the above under the current SPP5.3, then as the submitter mentions, when the new draft is advertised it will become a seriously entertained planning proposal and due regard can be given to the new SPP.</p> <p>Three sets of modifications are proposed in this submission. The changes to density shown for the Retirement Living site and the minor reconfiguration of roads and public open spaces are considered acceptable to City officers. The third proposal, to reflect the contraction of the 20 ANEF through the deletion of various LSP requirements may require further consideration by the WAPC, but on face value to City officers it seems like a reasonable proposal also.</p> <p>Noted, however perhaps this assumes the standard primary school of 450 students and school site which is not elongated. It should also be noted to total precinct of 6.34ha</p>

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		<p>(east-west), with portion of the playing field/buffers (i.e. ~50m) provided within the PS. The proposed Calleya co-located facility provides 6.35ha of developable land.</p> <p>To comply 'unconditionally' with both DoE and City Policy 'site area' requirements would require a 7ha site; albeit recognising that such a land area is unwarranted when a design outcome, such as that proposed at Calleya, can meet the community needs by providing a senior oval and a space for 450 (or 600) PS student population scenario.</p> <p>The attached plan and sketch below represents the 1ha (yellow highlight) required to address the City's Policy, this being 1ha outside the 'designated' POS area.</p> <p>The 'designated' POS design exceeds the minimum 200m north-south dimension by 65m, however variation is sought from the City for the east-west dimension of 113m (in lieu of 175m under Policy guidance). This based on an elongated site configuration in lieu of a typical 'square' POS/PS site.</p>	<p>would comprise the school, oval and the civic site. The size of the oval and the school alone is only 5.63ha. It is noted this is slightly larger than current endorsed plan which is 5.95ha (total precinct) and 5.45ha for the oval and school alone. However, the configuration of the sites appears to present a concern for the Department of Education, which is further complicated by the City policy requirement of 1ha open space on the school site in addition to the oval.</p> <p>The Department of Education has been quite clear: they cannot accommodate the buildings required for a 600 student school with this site as proposed, with 1ha of the school site being required to remain open space free of buildings.</p> <p>The plan indicating the 1ha in yellow does not demonstrate addressing City policy as the 1ha area is not in addition to the playing field, it is clearly shown including the playing field. Nevertheless, City officers recommend this policy requirement is waived in this instance as outline in the response to the Department of Education submission.</p> <p>It is important to note the minimum oval dimensions which will be required, the ones stated in this submission are undersized and will not be suitable. A suggested modification has been included to annotate the minimum dimensions. This will ensure the applicant is clear as to the required oval sizes. The current plan (not dimensioned) appears to be slightly undersized which could compromise the use of this oval by senior clubs. The minimum dimensions acceptable to the City are 205m north-south and 165m east-west.</p>

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		<p>In terms of student population, the sketch below identifies (circled) locations where additional buildings may be accommodated without compromising student break out areas or the City's 1ha open space requirement. Furthermore, the northern and southern car parking areas can be easily adjusted to provide additional space for buildings; this recognising that our current calculations for on-site and street parking (total site) project an ~80 bay surplus under a 600 student scenario. It should also be recognised that the current plan has almost double the number of on-site car bays than that required under DoE parking guidelines for a 600 student scenario (refer parking calcs attached albeit illustrating previous boundary alignments between PS/POS).</p>	<p>The space needs to be capable of accommodating an oval (to suit Australian Rules and cricket) as well as two rectangular fields (to accommodate soccer). These sporting uses are designated in Development Contribution Plan 13 and Appendix 7 Community facility plan to the local structure plan. To ensure there is adequate spacing between the rectangular fields the separation distances are also specified in the officer recommendation. These will need to be 15m from the road and have a minimum 6m between the rectangular fields.</p> <p>As noted above, this plan incorrectly assumes how the 1ha requirement is expected to be accommodated (i.e in addition to the playing field). With this assumption incorrect in the first place these areas circled red do not provide sufficient room to accommodate the buildings and meet City policy expectations. The comments on car parking are noted, however the Department of Education have still indicated this site does not have the capacity to meet all their requirements, as well as the City policy expectations. As outlined in the response to the Department of Education submission, it is recommended the City policy requirement is waived in this instance.</p>

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		 <p>The 'perceived' pressure on the PS at Calleya has been addressed in previous correspondence, which included:</p> <p>Pressure on Primary School – Estate Yields. The increase in number of dwellings 2,350 across Calleya Estate is a design 'contingency' for traffic, drainage and infrastructure services. This contingency is to ensure no shortcomings with infrastructure should Stockland provide a denser development.</p> <p>However, the current dwelling yields for Calleya Estate are in the order of:</p> <ul style="list-style-type: none"> • ~470 dwellings in the Calleya's 'southern precinct', namely to the south of the Western Power High Voltage Easement (majority lots sold and under construction); <ul style="list-style-type: none"> ○ Calleya residents have now, and into the future, access to the Atwell PS, with the school advising of capacity for an additional 200 – 250 students. ○ Atwell PS may continue to be a school catchment once the Calleya PS is established, particularly for the 'southern' Calleya residents – thus will alleviate student pressure on the Calleya 	<p>Noted, and the expectation is likewise, the infrastructure indicated in terms of the school site needs to be adjusted accordingly with these density increases. This is not an unreasonable expectation.</p> <p>The Department of Education are more than aware of their own school's capacity as well as the future potential for urban development in the area.</p>

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		<p>PS.</p> <ul style="list-style-type: none"> o In addition to the above, should the Dept of Housing and Peron landholdings be developed to the east of Calleya Estate, a second Primary School is expected to be designated in the master planning for these sites. It is anticipated that the second school would also alleviate pressure on the Calleya school by including some (or all) of the southern portion of Calleya Estate in its catchment. <ul style="list-style-type: none"> • ~1880 dwellings 'potential' in the northern precinct of the Estate, based on the 2,350 dwelling yield contingency. However, within this northern precinct includes: <ul style="list-style-type: none"> o ~120 – 150 dwellings (planned) for Retirement Living (i.e. no School catchment); and o ~10 'Medium Density' Sites totalling ~5ha within the future Town Centre (Yields TBA) - however recognising such development is not typically cognisant with 'family (school)' orientated dwellings. <p>In summary:</p> <ul style="list-style-type: none"> • the alternative 'residential' land uses moderate the PS Catchment yields to a point that alleviates the perceived pressure on the Calleya PS once the Estate is fully developed. • The Estate's northern precinct is almost self-sufficient in its catchment when considering the alternative PS options in both Atwell PS (existing) and Dept of Housing/Peron (master planned). • Student populations will fluctuate overtime, however recognising the DoE Concept Plan for the Calleya PS can accommodate up to 600+ students at any one time, including abundant parking provision or space for additional buildings available to the site. <p>Based on the above we seek the City and DoE support to retain the site area/configuration as proposed in the LSP.</p> <p><i>ADDITIONAL INFORMATION ALSO RECEIVED</i></p> <p>For comparison purposes, the applicant provided a copy of the current endorsed LSP layout in relation to this portion of the estate, indicating measurements (Note: this seems to be slightly different to the dimensions shown in Appendix 7 of their community facilities plan (which is what</p>	<p>It seems unreasonable to expect another development area (not yet confirmed) to pick up the extra demand from Calleya estate. As noted above, City officers recommend the 1ha policy of open space on the school site is waived in this instance so the school site can accommodate buildings for 600 students if needed.</p> <p>The Department of Education has been made aware of these figures and this did not change their position.</p> <p>Should the applicant wish to pursue the density increases it seems appropriate the school site is not constrained by the City's policy requirement. It seems to be impossible to meet both the expectations of the City and the Department of Education on the site as it is proposed to be configured.</p> <p>It is noted that since this plan was advertised the draft Liveable Neighbourhoods 2015 has been released for advertising (and therefore some regard needs to be given to its content). The following points are of relevance:</p> <p><i>10.5(a) School sites sited and configured with an efficient layout to maximise usability and:</i> <i>a) be regular in shape, preferably rectangular where length should not exceed twice the width;</i></p>

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		<p>supports the dimensions required under the DCP)</p>	<p>10.10 Where a school site is co-located with public open space, the essential facilities for the functioning of the public open space are to be fully incorporated on a separate adjoining open space lot or Crown reserve.</p> <p>Table 2: One school site per 1,500 dwellings or portion thereof.</p> <p>Concerns have already been outlined above regarding the proposed elongated configuration of the school site and this concern is consistent with the criteria set out in the draft LN 2015. The Department of Education staff are supported therefore in this concern. There is a need therefore to ensure a City policy requirement does not provide a barrier to the site being able to comply with draft LN 2015.</p> <p>If it is further noted, these types of concerns caused by 'overlapping' of the playing field into the school site would not be permitted under draft LN 2015. Given this already occurs in the current endorsed LSP this situation can remain.</p> <p>The draft LN 2015 goes somewhat further than the current LN in its ratio for provision, rather than simply 1 per 1500 dwellings, it clarifies "or portion thereof". For Calleya this would mean:</p> <p>Current endorsed dwelling yield = 1801 dwellings, which would equate to 1.2 schools</p> <p>Proposed (advertised) maximum dwelling yield = 2350 dwellings, which would equate to 1.5 schools.</p>

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			<p>The draft LN 2015 gives no guidance as to the student capacity for a school relative to its size, for this the City needs to rely on the specialist advice of the Department of Education. They have been clear 3.5ha is not considered suitable for 600 students as well as provide an additional 1ha open space.</p> <p>Based on the above figures, it seems reasonable for the Department of Education to expect either greater than simply the minimum school size to be provided or request the City vary its policy.</p> <p>The alternative of course is for the plan to remain as currently endorsed. This would see an 'overlap' remain, though in the original configuration which is may be preferable to the Department of Education to accommodate their design needs. However, as outlined above a number of the variations are seen as an improvement to the original plan. To facilitate these improvements, City officers are recommending a variation to City policy on the matter of open space on the school site as well as specifying the minimum oval dimensions which need to be accommodated.</p>
10	Mal Dobson 139 Jandakot road, Jandakot 6164	<p>I have read in detail, the proposed structure plan changes proposed by the Stockland group and wish to raise before the council what I view as potential problems with the overall changes:</p> <p>The road traffic projections are way out of date as they are simply a rehash of the original traffic surveys done in 2011. Even with touch-ups quoting estimated COC numbers from 2013, they are out of date. Since that survey has been done Jandakot road has been extended into the major new suburb of Piara Waters and its surrounding new fellow estates.</p>	<p>Noted</p> <p>The applicant has used the most up to date traffic count data available, as they were asked to by City technical staff. There is no issue with using this. Figures are also modelled out to 2031 at which point there would be full development.</p> <p>There is a 25% contingency (to the residential component in the northern precinct). Nevertheless, as a general guide and</p>

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		<p>The Jandakot airport has levelled 200 hectares of land and established major trucking warehouses, commercial and retail outlets resulting in daily bedlam with traffic chaos on surrounding Arterial roads such as Jandakot road, Berrigan road and Solomon road.</p> <p>There are traffic jams in the morning up to 1.5 kms from the intersection of Jandakot road and Berrigan drive on Jandakot road.</p> <p>There are traffic jams from the Karel avenue roundabout on Berrigan drive down to Jandakot road every work day from 3.20 pm till 6pm... that is a long way! Also there are now traffic jams up to 1 km long in the afternoon for people stuck on Jandakot road trying to enter the Warton road roundabout.</p> <p>The Stockland traffic survey has not given any credence to this problem, instead, their proposed road works will only increase the traffic problems with the density of traffic emerging from their estate. They have opted for a major neighbour connector A to exit on Jandakot road (earthworks have been done as I write this commentary, to Jandakot road already) and Solomon road. That will increase the traffic density enormously.....their projections are false and understated.</p>	<p>according to WAPC Transport Assessment Guidelines for Developments (2006), an increase in traffic of less than 100vph would not normally be likely to have a material impact on any particular section of road</p> <p>For example, Section 5.2 of the Transcore assessment mentions the standard 430 students school has been used to factor in school traffic. There is a possibility the Department of Education make seek to cater for up to 600 students. This may create an additional 34 vehicles per day which is not considered to be problematic and can be accommodated by the proposed road network surrounding the Primary School.</p> <p>Noted, there has been significant development around the Jandakot Airport. This area is not regulated by the City of Cockburn as it is Commonwealth land.</p> <p>It is incorrect to state the applicant has given no consideration the impact from the development at Jandakot Airport. Their transport assessment refers specifically to the surrounding developments, including current analysis for the Jandakot Airport Master Plan 2014 proposal for the replacement of the Jandakot Road/Berrigan Drive intersection roundabout with traffic signals. The submitter has provided an unqualified statement that</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Land owners who abut Jandakot road have been given no communication from the City of Cockburn or main roads, about possible land resumption to cater for road widening nor the Stockland Structure plan's envisaged enhancement of Jandakot road to include public transport bus services and bicycle lanes (I refer to them as "death lanes") on Jandakot road....</p> <p>I demand we are informed of any proposed change to OUR land holdings to cater for the road changes that Stockland wish to shower upon their tenants!!</p> <p>That in turn will allow myself for instance, to engage other parties to act on my behalf ,in dealing with any land resumption attempts of my property obviously things such as noise walls will be required by all Jandakot road residents as espoused by Stockland group for their residents abutting Jandakot road</p>	<p>the traffic projections are 'false and understated'. This assessment is provided by a specialist engineering firm and has been reviewed by City engineers and this unqualified statement is refuted.</p> <p>At this point in time there is no identified land resumption necessary from landowners other than Stockland who will be widening Jandakot Road by 10 metres along the northern boundary of their land. Concept designs for the upgrades are not yet approved and these will confirm whether there is any further land required. Neither Stockland or the City of Cockburn are going to approach landowners when land requirements are not detailed. This would simply create undue alarm and angst when in reality, most properties would not be affected at all. The requirement for additional land will certainly be avoided where possible. It must be noted the Stockland development is not the main contributor to the need for the upgrade of Jandakot Road, there is significant development east (in the City of Armadale) which has also created demand.</p> <p>Should there be land resumption requirements exercised by the City relating to this submitter's land there will be a reasonable and fair process followed, as per Parts 9 and 10 of the Land Administration Act 1997. This includes the need, at the commencement of the negotiation process, to advise them of:</p> <ul style="list-style-type: none"> • Procedures; • Payment/compensation; and • Rights of appeal/review. <p>The above, however, does not preclude Stockland from making an approach to purchase land separate to the City of</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>To assist in noise mitigation created by any road changes the deletion of Fraser road is obviously due to the internal concern by Stockland of that road being used as a rat run via Jandakot and Armadale roads, however its inclusion would have been another road release to offset Solomon road.</p> <p>Can you advise us, if COC agree to changing the section of land use from "light and service industry" to "mixed use" what will be in that area of land...as their estate was rezoned for residential development than any other land use or rezoning as mentioned above, could relate to our land use seeing it is a change of original previous usage.</p>	<p>Cockburn. It is up to landowners whether they are interested in negotiating with Stockland or whether they would prefer to run through the taking process referred to above provided in the Land Administration Act 1997.</p> <p>This is not a matter related to the changes proposed by these variations to the adopted local structure plan. However, what should have been 'obvious' to the submitter upon reviewing the document is the section of Fraser Road which is to be closed allows for the amalgamation of two areas of remnant vegetation where Bush Forever has been designated. This section of road reserve (it is not constructed) will enable better protection of habitat area for the Carnaby's Black Cockatoo which given the site's history as a sand quarry, there is limited opportunity to protect. Furthermore, the flora survey indicated several groups of the rare orchid <i>Caladenia hueglinii</i> (commonly referred to as the Grand Spider Orchid) which will be better protected and managed by closure of this portion of Fraser Road.</p> <p>The submitter is incorrect about what the estate was rezoned for. The land was rezoned 'Urban' under the Metropolitan Region Scheme ("MRS") which is not simply limited to residential uses. Under the City's Town Planning Scheme No. 3 ("TPS3"), this land reflected a complementary zoning to the MRS as a Development Zone. Under TPS3, the objectives of the Development zone are:</p> <p><i>"to provide for future residential, industrial or commercial development in accordance with a comprehensive Structure Plan prepared under the Scheme".</i></p>

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			<p>To refine this zoning, designation of a Special Control Area, known as Development Area 37 was also introduced, which provides (in part) that:</p> <p><i>“The Structure Plan is to provide for an appropriate mix of residential and non- residential land uses, in order to support the objective for a mixed use neighbourhood. Non- residential land uses may include compatible commercial and industrial (light and service industry) land uses, as a means to provide an appropriate interface and transition to the western adjoining Solomon Road Development Area 20”.</i></p> <p>It was always anticipated that a new urban estate would have a mix of land uses, not simply residential. In this case, the original plan indicated ‘Light and Service Industry’ along the Dollier Road frontage. This is now proposed to be replaced with Public Open Space and a small section on the corner of Solomon Road and Dollier Road to be ‘Mixed Use’ zone. This zone did not exist when the original plan was approved. The types of land uses permitted in that zone are considered by City officers to be far more desirable directly adjacent to residential uses than the types of uses available in the ‘Light and Service Industry’ zone. It was a direct suggestion by City officers to change this small lot to ‘Mixed Use’ and this was heeded by the applicant. Given this, City officers will be recommending to Council this variation is supported.</p> <p>There are no modifications proposed as a result of this submission (which is combination of objection, commentary on the</p>

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			validity of the technical detail and demands regarding the potential land acquisition process which is not part of the consideration of this variation to the local structure plan).
11	Department of Fire and Emergency Services	<p>(Late submission)</p> <p>Further to your recent correspondence regarding the above subject, I wish to advise the Department of Fire and Emergency Services have no comment regarding this matter.</p>	Noted.



Plan No. : 20644-5
 Revision : REV.0
 Scale : 1:1000@A3

0 10 20 30

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Suite 4 First Floor 40 Hasler Road Osborne Park WA 6017 www.whehans.com.au

LEGEND

- ● ● Pathway - Dual Use Path
- ● ● Pathway - Pedestrian
- — — Indicative planning over land outside of structure plan
- Structure Plan Boundary
- — — Indicative local access roads
- — — Indicative laneways

ZONES

- Residential

RESERVES

- ▨ Parks and Recreation

Note: Final road design subject to further planning at subdivision approval stage

STRUCTURE PLAN
LOT 1, 2 & 20 ENTRANCE ROAD
COOGEE

DATE DRAWN: 25/06/2015
 DRAWN BY: CGL
 CHECKED BY: JP

FILE: 150205 Lot 20, 21 Local Structure Plan.dgn
 Y DATUM AND
 N DATUM: MGS04 (55)

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN - LOTS 1, 2 & 20 ENTRANCE ROAD, COOGEE

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Western Power GPO Box L921 PERTH WA 6842	<p>SUPPORT</p> <p>Western Power has no objection to the proposed Structure Plan and provides advice that will need to be considered prior to any future subdivision/ development and may warrant incorporating into the eventual Structure Plan textural provisions. This advice is provided in terms of ensuring sufficient network capacity and identifying the potential for distribution network augmentation to meet timing and future staging of the development.</p> <p>The area is currently serviced by an overhead distribution system and in order to evaluate the impact of the proposal's demands on the network a detailed analysis of the electricity system would need to be undertaken prior to subdivision and/or development. It is recommended that the City or proponent request Western Power to undertake a feasibility study to confirm load demand and ensure that any identified network requirements can be integrated into the overall development. Cost estimates for any network augmentation should be considered at this Structure Plan stage as these are borne by the developer and could be substantial.</p> <p>It is important as part of infill development structure planning/coordinating that the relevant agencies or proponents engage with Western Power to inform specific development requirements and I would encourage the Shire to facilitate this where possible. I would also refer you to Western Power's Local Planning Strategy Western Power Preliminary Input document previously provided to the Shire which highlights subdivision/development conditions and other essential requirements, especially in relation to safety clearances.</p>	Noted. The applicant has been made aware of the development comments as provided by Western Power.
2	Department of Water PO Box 332 MANDURAH WA 6210	<p>SUPPORT</p> <p>Better Urban Water Management</p> <p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9, the proposed Local Structure Plan (LSP) should be supported by an approved Local Water Management Strategy (LWMS) prior to finalising and supporting the LSP.</p>	Noted. The City of Cockburn will recommend to the Western Australian Planning Commission that the appropriate condition and advice note be imposed at subdivision stage requiring the applicant to provide a Local Water

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		<p>The LWMS should demonstrate how the subject area will address water use and management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources. The LWMS should include, but not be limited to:</p> <ul style="list-style-type: none"> • Site characteristics, constraints and opportunities; • Capacity of land to support proposed land use; • Stormwater management strategy; • Fit-for-purpose water use strategy; • Issues to be determined at time of subdivision; and • Recommended monitoring and implementation framework. 	Management Plan (LWMS).
3	Department of Aboriginal Affairs PO Box 3153 EAST PERTH WA 6892	<p>SUPPORT</p> <p>DAA has reviewed the relevant information and can confirm that there are currently no known Aboriginal sites registered with the DAA within the area subject of the proposal. There are therefore no known heritage reasons why the proposal cannot proceed.</p> <p>DAA has released Cultural Heritage Due Diligence Guidelines (the Guidelines) to assist developers with planning and considering Aboriginal heritage during proposed works. It is recommended that the developer be made aware of the Guidelines. A copy of the Guidelines can be found on the DAA website at:</p> <p>http://www.daa.wa.gov.au/globalassets/pdf-files/ddg</p>	Noted. The applicant has been made aware of the comments as provided by the Department of Aboriginal Affairs (DAA).
4	WA Gas Networks (ATCO Australia) Locked Bag 2507 Perth Business Centre PERTH WA 6849	<p>SUPPORT</p> <p>ATCO Gas Australia does not have any issues with your Structural Plan proposal at Lot 1, 2 and 20 Entrance Road Coogee</p> <p>We do have proposed plan for the installation of 110 PE MP 70kPa gas near your works</p> <p>During construction works in future, if there is any works within 15m of gas mains please refer to the attached document for reference.</p>	Noted. The applicant has been made aware of the comments as provided by the WA Gas Networks (ATCO Australia)
5	Environmental Protection Authority Locked Bag 33,	<p>SUPPORT</p> <p>The EPA does not generally provide comment on structure plans.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	Cloisters Square PERTH WA 6850	The Office of the EPA does not consider that this development will have a significant impact on the environment	
6	Water Corporation PO Box 100 LEEDERVILLE WA 6902	SUPPORT The Corporation has no objections to the structure plan. The Corporation has adopted water and wastewater conveyance planning to guide the servicing of this and other surrounding land. This infrastructure planning is subject to ongoing review and can be modified as necessary by the developers' engineers at the subdivision stage in consultation with, and to the satisfaction of the Water Corporation.	Noted.
7.	Telstra Locked Bag 2525 Perth WA 6001	SUPPORT Telstra Corporation Limited has no objection. The proposal has been recorded in our Development database and we look forward to further correspondence in the future.	Noted.



City of Cockburn
G.I.S Services Department

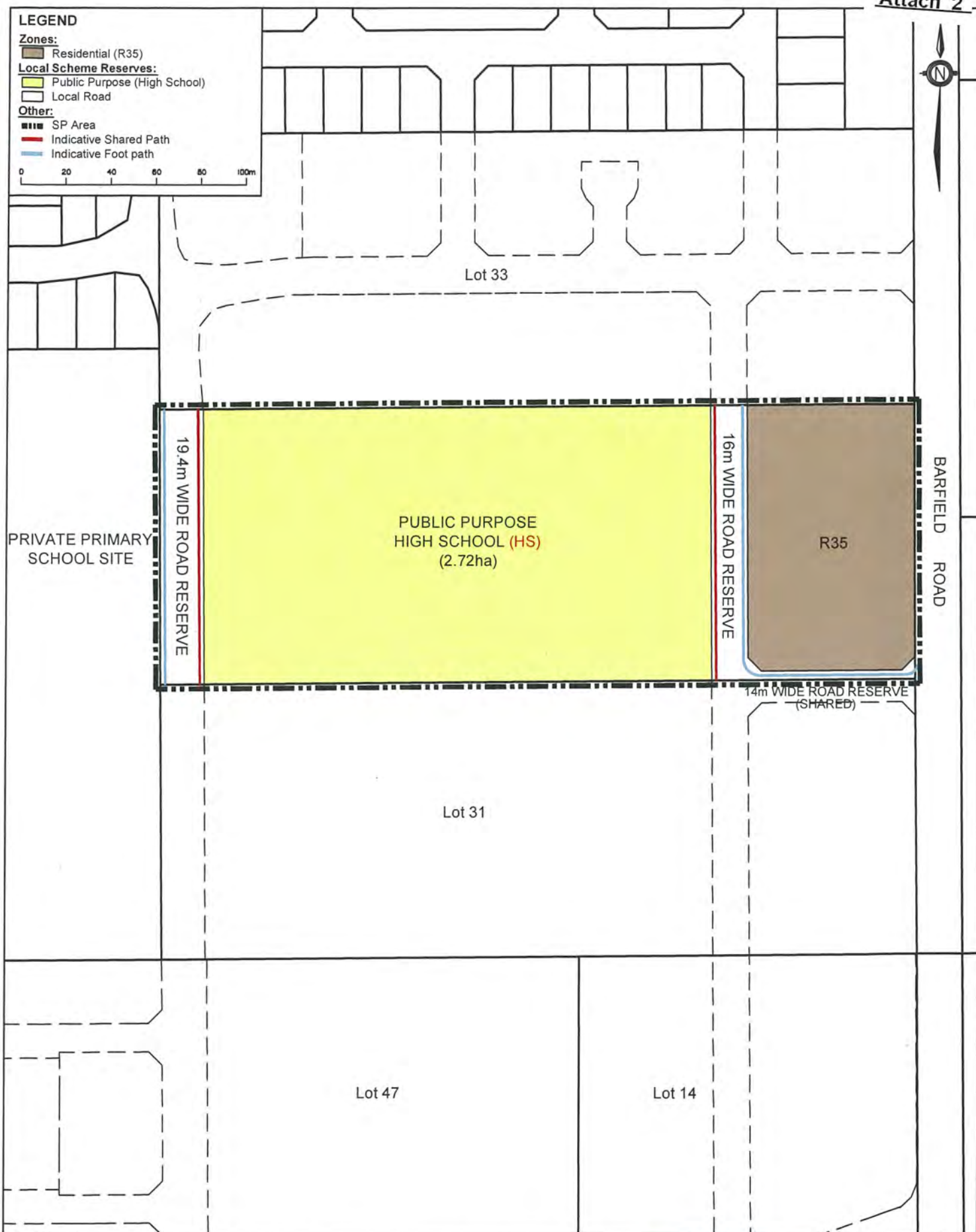
Attachment 1: Location Plan
Lot 32 Barfield Road, Hammond Park

PRINTED ON:
15/09/2015

SCALE = 1:2000

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PROJECT HAMMOND PARK		CLIENT DEPARTMENT OF TREASURY STRATEGIC PROJECTS & ASSET SALES		<div></div> <div><p>RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762</p><p>Subiaco Office 38 Station Street Subiaco WA 6008</p><p>T+61 8 9211 1111 F+61 8 9211 1122 W rpsgroup.com.au</p></div>			
Job Ref. 129191	Date 21 MAY 2015	STRUCTURE PLAN LOT 32 BARFIELD ROAD					
Comp By. BC	DWG Name. 126191-5-005d.dwg						
Checked By. MW	Locality HAMMOND PARK						
Local Authority CITY OF COCKBURN				Scale 1 : 1500	Sheet A3	Plan Ref 126191-5-005	Rev D

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – LOT 32 BARFIELD ROAD, HAMMOND PARK

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Water Corporation Po Box 100 LEEDERVILLE WA 6902	<p>SUPPORT</p> <p>Thank you for your letter of 18 August 2015 inviting comments from the Water Corporation regarding the proposed Local Structure Plan (LSP). The Water Corporation has no objections to the LSP and provides the following infrastructure advice which should be forwarded to the proponents for information.</p> <p><u>Water and wastewater planning.</u></p> <p>The Corporation has prepared water and wastewater scheme planning for this area to guide the servicing of this land at the subdivision and development stages. This planning may be staged and varied by the proponent's consulting engineer in liaison with the Water Corporation.</p> <p>The wastewater servicing of this land and the adjoining areas to the south will require the extension of a 300mm diameter gravity sewer along the proposed neighbourhood connector road.</p> <p>The Corporation's wastewater scheme planning also identifies that the western portion of Lot 32 will require substantial fill in order to achieve the required elevations for the operation of gravity sewers (see hatching on the attached sketch). In this regard, the developer's engineers should be encouraged to obtain further sewer planning information from the Water Corporation's Land Servicing Team prior to the subdivision stage.</p> <p>Modelling undertaken as part of recent staging planning for this part of the Corporation's Thompson's Lake Gravity Water Supply Scheme has determined that the upper limit of compliant gravity supply is in the order of 38m AHD.</p> <p><u>Drainage</u></p> <p>This land is situated within the Thomson's Lake non-standard infrastructure contribution area for drainage purposes. Current drainage headworks charges for this area are as per the attached information sheet.</p>	Noted. The applicant has been made aware of the infrastructure advice as provided by the Water Corporation.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
2	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>SUPPORT</p> <p>Thank you for your letter dated 18 August 2015 requesting Main Roads comments on the above structure plan proposal. Main Roads has reviewed the above proposal and makes the following comments:</p> <p>1. <u>Proposed High School Site:</u></p> <p>The western portion of this Structure Plan includes the High School which will also occupy the lots immediately to the north and south (Lots 31 to 33 Barfield Road).</p> <p>Main Roads commented on the Structure Plans for Lots 33 and 31 Barfield Road on 6 May 2015 and 15 July 2014 (Our refs D15#246897 and D14#360193). The Structure Plans for both Lots were supported on the proviso that the High School Development Application (DA) and associated Transport Impact Assessment are referred to Main Roads for comment.</p> <p>Main Roads reiterates this request for referral of the High School Development Application and associated Transport Impact Assessment at the DA stage.</p> <p>2. <u>Connectivity to Rowley Road:</u></p> <ul style="list-style-type: none"> • Barfield Road: The ultimate configuration at Rowley Road will either be a cul-de-sac or an underpass below Rowley Road. There will be ultimately no direct access to Rowley Road from Barfield Road. (See Main Roads drawing 200221- 33-1 attached). • "Road 22" (North-South connector west of the high school): The Barfield Local Structure Plan (Barfield LSP) south of Lot 32 abuts Rowley Road, which is an important strategic freight route with tightly controlled access. "Road 22" traverses the centre of the Barfield LSP and continues as the north-south connector between the high school and the Private Primary School adjacent to Lot 32. It is important to note that "Road 22" will ultimately have no connectivity to Rowley Road. • Frankland Avenue: Access to and from Rowley Road for Frankland Avenue will ultimately only allow for a 	<p>Noted. The City notes the request to refer the future High School development application to MRWA for comment following lodgement. The City is aware of the long term Rowley Road access and design arrangements.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Left In - Left Out intersection at Rowley Road.</p> <ul style="list-style-type: none"> • Hammond Road: Hammond Road is planned as a future grade separated interchange with Rowley Road. • Please see also the enclosed Main Roads Plans 200221-33-1 and 20221-32-1 which show the ultimate access arrangements to Rowley Road. <p>The proposed Structure Plan for Lot 32 Barfield Road is acceptable to Main Roads subject to the above points being taken into account and future referral of the High School Development Application to Main Roads for comment.</p>	
3	Department of Parks and Wildlife PO Box 104 Bentley Delivery Centre, WA 6983	<p>SUPPORT</p> <p>Thank you for the above notification. Please be advised the Department of Parks and Wildlife has no comments to make on the structure plan proposal.</p>	Noted.
4	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	<p>SUPPORT</p> <p>The Department of Environment Regulation (DER) has reviewed the information submitted in regard to the proposed development of Lot 32 (13/61A) on diagram 32142, Barfield Road, Hammond Park.</p> <p>DER understands that the Structure Plan proposes a development comprising a 20 dwelling residential subdivision and a future High School at the site.</p> <p>DER does not hold any records for this site in relation to historic or current potentially contaminating activities or any records noting contamination on the site.</p> <p>It is noted that Lot 32 Barfield Road is located within an area mapped as having moderate to low risk of acid sulfate soils (ASS) occurring beyond three metres of the natural soil surface.</p> <p>As works to develop a high density residential subdivision and a school are likely to disturb ASS beneath the site, DER recommends that acid sulfate</p>	Noted. It is acknowledged that the appropriate acid sulfate soils condition and advice note may be required at subdivision stage by the Western Australian Planning Commission.

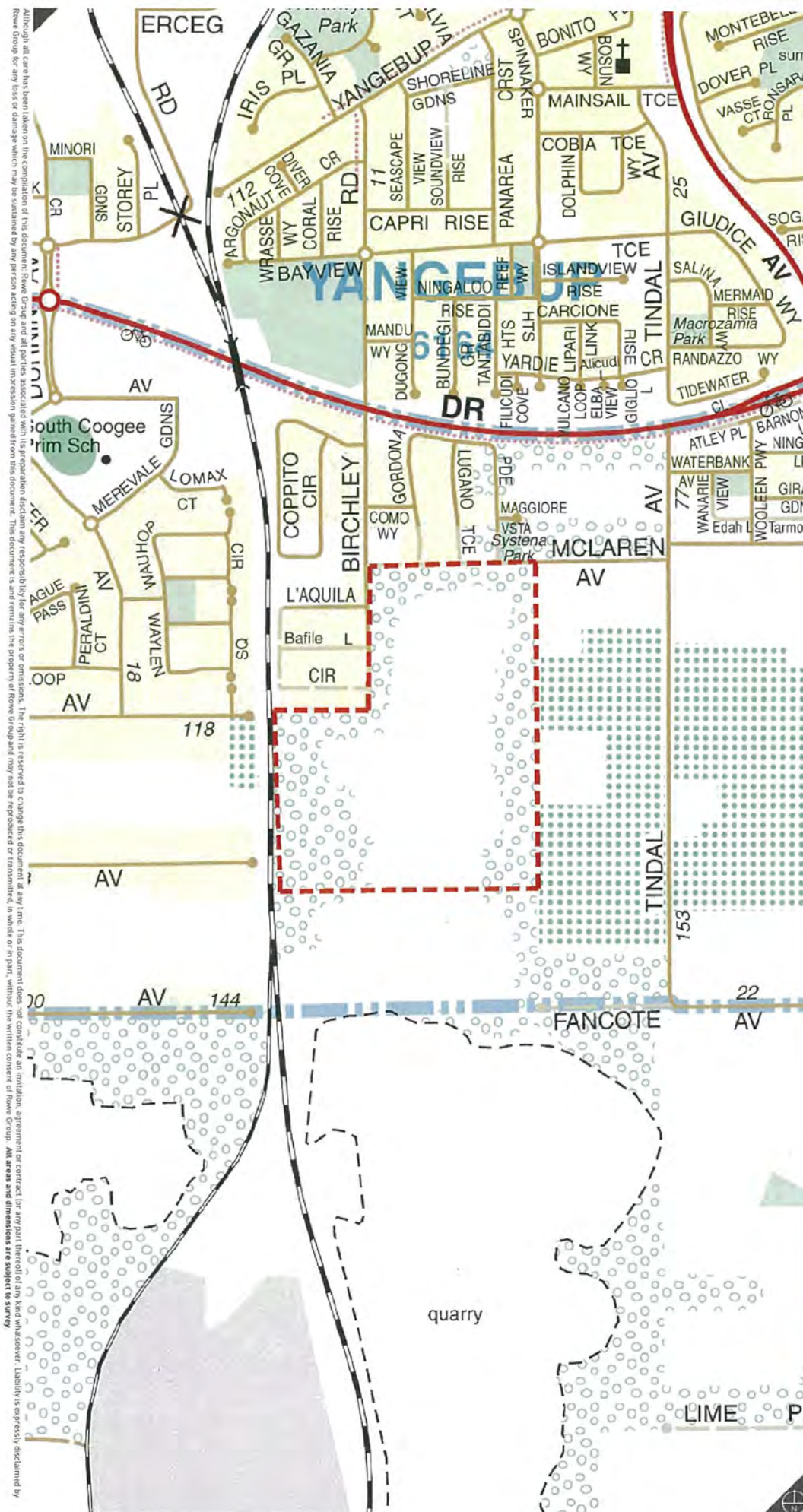
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>soils condition EN8 and advice ENa1 should be applied to the applicable approval, as published in 'Model Subdivision Conditions Schedule' (Department of Planning and WAPC, October 2012).</p> <p>Please note that this advice relates to potential contamination and acid sulphate soil issues only.</p>	
5	<p>Department of Planning/ Bush Forever Office Locked Bag 2506 PERTH WA 6001</p>	<p>SUPPORT</p> <p>This referral does not incorporate, and is not adjacent to any Bush Forever area. As such, the proposal is not expected to have any adverse impact on regionally significant bushland within a Bush Forever area. The Policy Development & Review team will not be providing any formal comment on this referral.</p> <p>It is noted that there is mapped native vegetation within and adjacent to Lot 32 and known threatened and priority fauna species sightings within the adjacent lots. The proposal should be referred to the Department of Parks and Wildlife in this regard.</p> <p>Please note that this is Policy Development and Review's response in regards to Bush Forever only, and does not reflect comments of other branches of the Department of Planning or a formal position of the Western Australian Planning Commission, which may need to be consulted on this proposal.</p>	<p>Noted. The proposed Structure Plan has been referred to the Department of Parks and Wildlife as suggested by the DoP Bush Forever Branch.</p>
6	<p>ATCO Gas 81 Prinsep Road JANDAKOT WA 6164</p>	<p>SUPPORT</p> <p>ATCO Gas Australia does not have any issues with your Structural plan proposal at Lot 32 Barfield Road Hammond Park.</p> <p>During construction works in future, if there is any works within 15m of gas mains please refer to the attached document for reference.</p>	<p>Noted. The applicant has been made aware of the construction requirements.</p>
7.	<p>Department of Education 151 Royal Street EAST PERTH WA 6004</p>	<p>SUPPORT</p> <p>The Department has reviewed the document and advises that it has no objection to this proposal.</p>	<p>Noted.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
8.	Department of Water PO Box 332 Mandurah Western Australia 6210	<p>SUPPORT</p> <p>Thank you for the Local Water Management Strategy (LWMS) for Lot 32 Barfield Road Hammond Park received 19 August 2015. The Department of Water (DoW) has reviewed the document and provides the following advice:</p> <p>Section 3 - Water management objectives</p> <ul style="list-style-type: none"> • Please provide information if any water sustainability initiatives will be implemented i.e. water quality improvement, water-wise landscaping and irrigation requirements. • As the subject area is landlocked please supply information on predevelopment water quality and if any treatment is required. <p>Section 4 – Strategies</p> <ul style="list-style-type: none"> • Please identify the type of model used and any assumptions used in the modelling. • Further information is required on the stormwater management strategy including the design sizing and function of the drainage pits and underground detention areas. • A concept plan is to be provided showing the drainage infrastructure in relation to depth to groundwater and invert levels. <p>The DoW recommends the aforementioned issues, and any comments raised by the City of Cockburn, be addressed in a revised LWMS and submitted for approval.</p>	<p>Noted. The applicant has been advised of the requested changes. The Council report has been conditioned accordingly to ensure the comments from DoW are undertaken to the satisfaction of the DoW in consultation with the City of Cockburn.</p>



LEGEND

--- Subject Site



REVISIONS

Rev	Date	Drawn
A	2015.02.27	K. Trenberth



w: www.rowegroup.com.au
e: info@rowegroup.com.au
p: 08 9221 1591

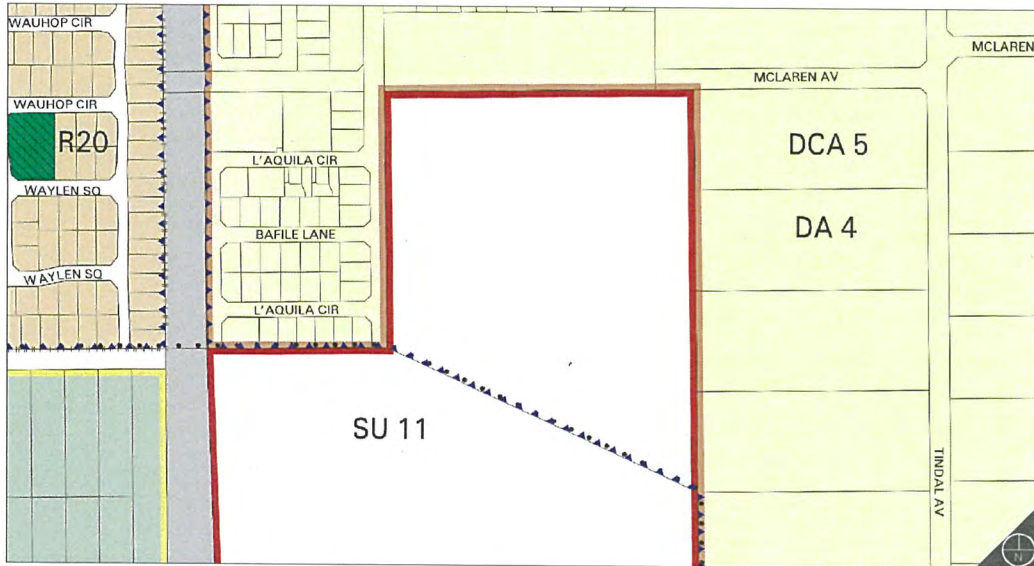
Date Drawn: 2015-02-27
Job Ref: 7222
Scale: 1:10,000 @ A4
Client: Cockburn Cement Limited
Designer: A. Lohman
Drawn: K. Trenberth
Projection: NA
Plan ID: 7222-FIG-17-A
Map supplied by Streetsmart

Local Location

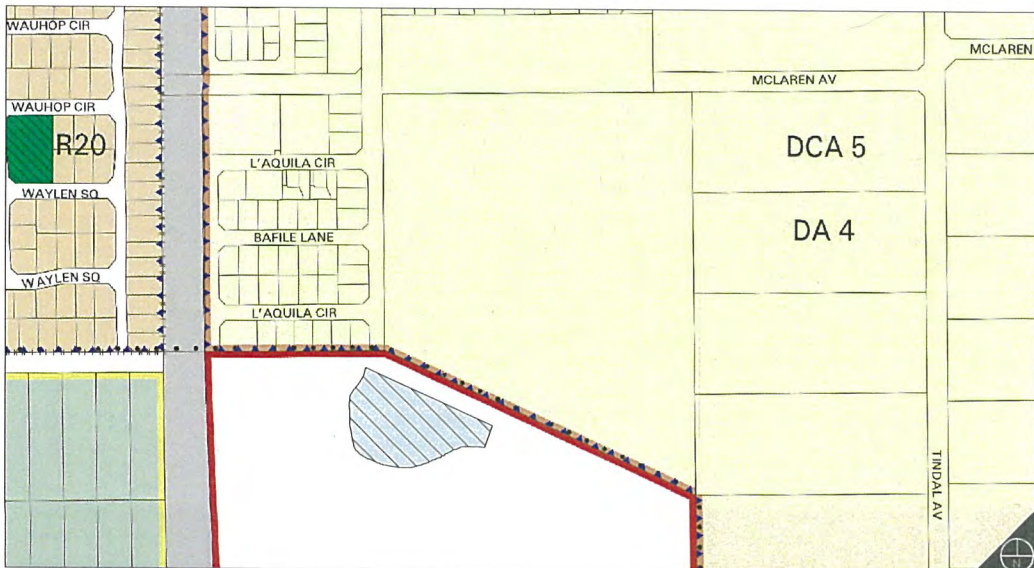
Lot 2 Fanstone Avenue, Beeliar
Figure 1

\\G:\A-PRG-DC\1\DATA\TOWN PLANNING\7222-799\7222\FIG17A-20150227_PFI17A17-DC11.DWG
Matt Sullivan 23 March 2015

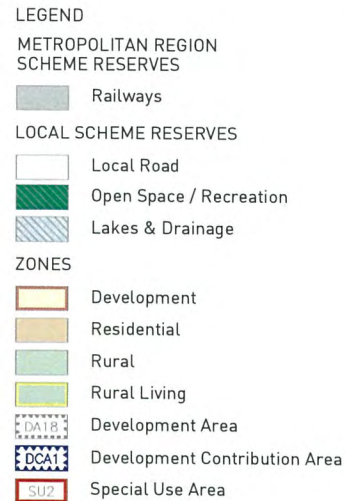
**City of Cockburn
Town Planning Scheme No. 3
Amendment No. 110**



Existing Zoning



Proposed Zoning



ADOPTION/REFUSAL

ADOPTION [Regulation 13(1)]
ADOPTED by resolution of the Council of the
City of Cockburn at the Ordinary Meeting of the
Council held on the ____th day of ____, 201__.

MAYOR

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

1. FINAL ADOPTION BY COUNCIL

Adopted for Final Approval by Resolution of the City of
Cockburn at the _____ Meeting of Council held on
the day of _____, _____. The
Common Seal of the City of Cockburn was hereunto
affixed by authority of a resolution of the Council in the
presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

2. RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

DELEGATED UNDER S.16 OF PD ACT 2005

Date: _____

3. FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

Date: _____

As shown, all lots have been taken into consideration in the development of this plan. It is the responsibility of the owner to ensure that the plan is correct and that the plan is in accordance with the relevant legislation. The plan is not to be used for any other purpose without the written consent of the relevant authority. All areas and dimensions are subject to survey.



Planning Design Delivery



LEGEND

RESIDENTIAL

- Residential - Low Density (R20)
- Residential - Medium Density (R25)
- Residential - High Density (R40)

PARKS, RECREATION & CONSERVATION

- Public Open Space
- Neighbourhood
- Drainage / Public Open Space

TRANSPORT

- Pathway - Shared
- Pathway - Pedestrian Only

OTHER

- Structure Plan Boundary
- Detailed Area Plan Required

0 50 100 Metres

REVISIONS

Rev	Date	Drawn
A	2015.02.19	M. Sullivan
B	2015.02.25	M. Sullivan
C	2015.03.09	K. Trenberth
D	2015.05.29	M. Sullivan



W: www.rowegroup.com.au
E: info@rowegroup.com.au
P: 08 9221 1991

Date Drawn: 2015-02-19
Job Ref: 7222
Scale: 1:2000 @ A3
Client: H. B
Designer: A. Lohr
Drawn: M. Sulli
Projection: MGA50 GD
Plan ID: 7222-LSP-04
Geospatial data supplied by Water Corporation of WA

Local Structure Plan

Lot 2 Fanstone Avenue, Beeliar
Figure 8

Attach 3

Comparison of current TPS 3 to MST layout – with scheme rearrangement notes

How to read this table....

This table is separated into columns with the left indicating current Cockburn TPS3 headings and the right the MST heading/arrangement. To distinguish the MST deemed provisions, they are in bold text.

The division of Parts used reflects the layout in the MST

The centre column provides commentary and rearrangement direction needed to the Cockburn TPS3 to reflect the new MST layout and inclusion of deemed provisions and identifies any supplementary provisions. These notes will inform the proposed TPS3 Scheme Amendment 111.

Current TPS3	What happens to this Part? (Scheme rearrangement notes)	MST arrangement – deemed provisions sections shown in bold text
Part 1 – Preliminary		
PART 1 PRELIMINARY 1.1 CITATION 1.2 RESPONSIBLE AUTHORITY 1.3 SCHEME AREA 1.4 CONTENTS OF SCHEME 1.5 PURPOSES OF THE SCHEME 1.6 THE AIMS OF THE SCHEME 1.7 DEFINITIONS 1.8 RELATIONSHIP WITH LOCAL LAWS 1.9 RELATIONSHIP WITH OTHER SCHEMES 1.10 RELATIONSHIP WITH THE METROPOLITAN REGION SCHEME	<ul style="list-style-type: none"> Stays in same location in TPS/MST layout Existing TPS3 Part 1 provisions are unchanged (they are 'model provisions') Insert deemed provision 1 'Terms Used' 	Citation Commencement Scheme revoked Notes do not form part of Scheme Responsibility for Scheme Scheme area Contents of Scheme Purposes of Scheme Aims of Scheme Relationship with local laws Relationship with other local planning schemes Relationship with region planning scheme Terms used
Part 2 – Reserves and Local Planning Framework		
PART 2 LOCAL PLANNING POLICY FRAMEWORK 2.1 SCHEME DETERMINATION TO CONFORM WITH LOCAL PLANNING STRATEGY 2.2 LOCAL PLANNING STRATEGY 2.3 LOCAL PLANNING POLICIES 2.4 RELATIONSHIP OF LOCAL PLANNING POLICIES TO SCHEME 2.5 PROCEDURES FOR MAKING OR AMENDING A LOCAL PLANNING POLICY 2.6 REVOCATION OF LOCAL PLANNING POLICY	<ul style="list-style-type: none"> Rename this Part "Reserves and Local Planning Framework" Delete current clauses 2.1-2.6 from Part Two Move all current provisions for Reserves (clauses 3.1-3.4) from Part Three into Part Two Insert the deemed provisions 2-6 into Part Two 	Regional Reserves Local reserves Additional uses for local reserves
Division 1 – Local planning strategy		
		Local planning strategy
Division 2 – Local planning policies		
		Local planning policies Procedure for making local planning policy Procedure for amending local planning policy Revocation of local planning policy
Part 3 – Zones and use of land and Heritage protection		
PART 3 RESERVES 3.1 RESERVES 3.2 REGIONAL RESERVES 3.3 LOCAL RESERVES 3.4 USE AND DEVELOPMENT OF LOCAL RESERVES	<ul style="list-style-type: none"> Rename this Part "Zones and Use of land and Heritage protection" Move all current provisions for Zones and Use of land (clauses 4.1-4.12 and Table 1) from Part Four into Part Three Insert the deemed provisions 7-13 into Part Three Move clause 7.6 from Part Seven into Part Three as a supplemental provision 	Zones Zoning table Interpreting zoning table Additional uses Restricted uses Special use zones Non-conforming uses Changes to non-conforming use

Current TPS3	What happens to this Part? (Scheme rearrangement notes)	MST arrangement – deemed provisions sections shown in bold text
		Register of non-conforming uses Terms used Heritage list Designation of heritage areas Heritage agreements Heritage assessment Variations to local planning scheme provisions for heritage purposes Heritage conservation notice
Part 4 – General development requirements and Structure plans		
PART 4 ZONES AND THE USE OF LAND 4.1 ZONES 4.2 OBJECTIVES OF THE ZONES 4.3 ZONING TABLE 4.4 INTERPRETATION OF THE ZONING TABLE 4.6 RESTRICTED USES 4.7 SPECIAL USE ZONES 4.8 NON-CONFORMING USES 4.9 EXTENSIONS AND CHANGES TO A NON-CONFORMING USE 4.10 DISCONTINUANCE OF NON-CONFORMING USE 4.11 TERMINATION OF A NON-CONFORMING USE 4.12 DESTRUCTION OF NON-CONFORMING USE BUILDINGS TABLE 1 - ZONING TABLE	<ul style="list-style-type: none"> o Rename this Part "General development requirements and Structure Plans" o Move all current provisions for General development requirements (clauses 5.1-5.17, Tables 2-5) from Part Five to Part Four o Insert the deemed provisions 14-29 into Part Four o Move clause 6.2.8.3 from Part Six into Part Four as a supplemental provision 	R-Codes Modification of R-Codes State Planning Policy 3.6 to be read as part of Scheme Modification of State Planning Policy 3.6 Other State planning policies to be read as part of Scheme Modification of State planning policies Environmental conditions Additional site and development requirements Additional site and development requirements for areas covered by structure plan, activity centre plan or local development plan Variations to site and development requirements Restrictive covenants Term used: structure plan When structure plan may be prepared Preparation of structure plan Action by local government on receipt of application Advertising structure plan Consideration of submissions Local government report to Commission Cost and expenses incurred by local government Decision of Commission Further services or information from local government Structure plan may provide for later approval of details of subdivision Review Publication of structure plan approved by Commission Effect of structure plan Duration of approval Amendment of structure plan
Part 5 – Special Control areas and Activity Centre Plans		
PART 5 GENERAL DEVELOPMENT REQUIREMENTS 5.1 COMPLIANCE WITH DEVELOPMENT STANDARDS AND REQUIREMENTS 5.2 RESIDENTIAL DESIGN CODES 5.3 SEWERAGE CONNECTION 5.4 SPECIAL APPLICATION OF RESIDENTIAL DESIGN CODES 5.5 RESTRICTIVE COVENANTS 5.6 VARIATIONS TO SITE AND DEVELOPMENT REQUIREMENTS 5.7 ENVIRONMENTAL CONDITIONS 5.8 RESIDENTIAL USES Table 2 - Residential Use Classes - Vehicle Parking 5.9 COMMERCIAL AND INDUSTRIAL USES Table 3 - Commercial Use Classes - Vehicle Parking Table 4 - Industrial Use Classes - Vehicle Parking 44 5.10 RURAL USES Table 5 - Rural Use Classes - Vehicle Parking	<ul style="list-style-type: none"> o Rename this Part "Special Control Areas and Activity Centre Plans" o Move current provisions for Special Control Areas (clauses 6.1, 6.2.2.2, 6.2.3, 6.3-6.6 only) from Part Six to Part Five o Insert the deemed provisions 30-45 into Part Five 	Special control areas Terms used When activity centre plan may be prepared Preparation of activity centre plan Action by local government on receipt of application Advertising activity centre plan Consideration of submissions Local government report to Commission Cost and expenses incurred by local government Decision of Commission Further services or information from local government Activity centre plan may provide for later approval of details of subdivision or development Review Publication of activity centre plan approved by Commission Effect of activity centre plan Duration of approval

Current TPS3		What happens to this Part? (Scheme rearrangement notes)	MST arrangement – deemed provisions sections shown in bold text
5.11	SPECIAL USE ZONE		Amendment of activity centre plan
5.12	EXTRACTIVE INDUSTRY USES		
5.13	DEVELOPMENT ZONE		
5.14	PROTECTION OF NATIVE FAUNA		
5.15	PROTECTION OF NATIVE FLORA		
5.16	PROTECTION OF WETLANDS		
5.17	CONSERVATION ZONE		
Part 6- Local Development Plans			
PART 6	SPECIAL CONTROL AREAS	<ul style="list-style-type: none">o Rename this Part "Local Development Plans"o Delete current clauses 6.2.1-6.2.2.1, 6.2.4-6.2.8.2, 6.2.9-6.2.16.2 from Part Sixo Insert deemed provisions 46-59	Term used: local development plan When local development plan may be prepared Preparation of local development plan Action by local government on receipt of application Advertising of local development plan Consideration of submissions Decision of local government Local development plan may provide for later approval of details of development Review Publication of local development plan approved by local government Effect of local development plan Duration of approval Revocation of local development plan Amendment of local development plan
6.1	OPERATION OF SPECIAL CONTROL AREAS		
6.2	DEVELOPMENT AREAS		
6.3	DEVELOPMENT CONTRIBUTION AREAS (DCA)		
6.4	THE PEEL-HARVEY COASTAL PLAIN CATCHMENT (PHC)		
6.5	JANDAKOT AIRPORT (JA)		
6.6	BUSHFIRE VULNERABILITY AREA		
Part 7 – Requirement for development approval			
PART 7	HERITAGE PROTECTION	<ul style="list-style-type: none">o Rename this Part "Requirement for development approval"o Delete current clauses 7.1-7.5 from Part Seveno Insert deemed provisions 60-61 into Part Seveno Move current clauses 8.2.1(c), 8.2.1(f)-(l) from Part Eight to Part Seven as supplemental provisions	Requirement for development approval Development for which development approval not required
7.1	HERITAGE LIST		
7.2	DESIGNATION OF A HERITAGE AREA		
7.3	HERITAGE AGREEMENTS		
7.4	HERITAGE ASSESSMENT		
7.5	VARIATIONS TO SCHEME PROVISIONS FOR A HERITAGE PLACE OR HERITAGE AREA		
Part 8— Applications for development approval			
PART 8	DEVELOPMENT OF LAND	<ul style="list-style-type: none">o Rename this Part "Applications for development approval"o Delete current clauses 8.1-8.2.1(b)(v), 8.2.1(d)-8.2.1(e), 8.3-8.4 from Part Eighto Move current clause 8.2.1(b)(vi) from Part Eight to Part Five with rewording as set out in Attachment 2o Insert deemed provisions 62-65 into Part Eight	Form of application Accompanying material Advertising applications Subsequent approval of development
8.1	REQUIREMENT FOR APPROVAL TO COMMENCE DEVELOPMENT		
8.2	PERMITTED DEVELOPMENT		
8.3	AMENDING, REVOKING OR REFUSING A PLANNING APPROVAL		
8.4	UNAUTHORISED EXISTING DEVELOPMENTS		
Part 9 – Procedure for dealing with applications for development approval			
PART 9	APPLICATION FOR PLANNING APPROVAL	<ul style="list-style-type: none">o Rename this Part "Procedure for dealing with applications for development approval"o Delete current clauses 9.1-9.4 from Part Nineo Insert deemed provisions 66-77 into Part Nine	Consultation with other authorities Matters to be considered by local government Determination of applications Application not to be refused if development contribution plan not in place Form and date of determination Commencement of development under development approval Temporary development approval Scope of development approval Approval subject to later approval of details Time for deciding application for development approval Review of decisions Amending or cancelling development approval
9.1	FORM OF APPLICATION		
9.2	ACCOMPANYING MATERIAL		
9.3	ADDITIONAL MATERIAL FOR HERITAGE MATTERS		
9.4	ADVERTISING OF APPLICATIONS		

Current TPS3	What happens to this Part? (Scheme rearrangement notes)	MST arrangement – deemed provisions sections shown in bold text
Part 10 – Enforcement and Administration		
Division 1 – Powers of local government		
PART 10 PROCEDURE FOR DEALING WITH APPLICATIONS 10.1 CONSULTATIONS WITH OTHER AUTHORITIES 10.2 MATTERS TO BE CONSIDERED BY COUNCIL 10.3 DETERMINATION OF APPLICATIONS 10.4 FORM AND DATE OF DETERMINATION 10.5 TERM OF PLANNING APPROVAL 10.6 TEMPORARY PLANNING APPROVAL 10.7 SCOPE OF PLANNING APPROVAL 10.8 APPROVAL SUBJECT TO LATER APPROVAL OF DETAILS 10.9 DEEMED REFUSAL 10.10 APPEALS	<ul style="list-style-type: none"> o Rename this Part “Enforcement and Administration” o Delete current clauses 10.1-10.10 from Part Ten o Insert deemed provisions 78-85 into Part Ten o Move clauses 11.8-11.10 from Part Eleven into Part Ten as supplemental provisions 	Powers of local government Entry and inspection powers Repair of existing advertisements
Division 2 - Delegations		
		Terms used Delegations by local government Local government CEO may delegate powers Other matters relevant to delegations under this Division
Division 3 – Miscellaneous		
		Agreement to use of material provided for Scheme purposes
Part 11 – Forms referred to in this Scheme		
PART 11 ENFORCEMENT AND ADMINISTRATION 11.1 POWERS OF THE LOCAL GOVERNMENT 11.2 REMOVAL AND REPAIR OF EXISTING ADVERTISEMENTS 11.3 DELEGATION OF FUNCTIONS 11.4 PERSON MUST COMPLY WITH PROVISIONS OF SCHEME 11.5 COMPENSATION 11.6 PURCHASE OR TAKING OF LAND 11.7 NOTICE FOR REMOVAL OF CERTAIN BUILDINGS 11.8 HERITAGE ADVISORY COMMITTEE 11.9 ADVISORY COMMITTEES 11.10 REFERENCE COMMITTEES 11.11 SITE NOTIFICATION 11.12 ARBITRATION ON VALUE	<ul style="list-style-type: none"> o Rename this Part “Forms referred to in this Scheme” o Delete current clauses 11.1-11.7.2, 11.11-11.12 from Part Eleven o Move current Schedules 1-4 from Part Twelve to Part Eleven o Insert deemed provision 86 into Part Eleven o Move current Schedule 10 from Part Twelve to Part Eleven o Move current Schedule 11-13 from Part Twelve to Part Eleven as supplemental provisions 	Forms referred to in this Scheme
(to be deleted/rearranged current Part 12)		
PART 12 SCHEDULES SCHEDULE 1 DICTIONARY OF DEFINED WORDS AND EXPRESSIONS 1. GENERAL DEFINITIONS 2. LAND USE DEFINITIONS SCHEDULE 2 ADDITIONAL USES SCHEDULE 3 RESTRICTED USES SCHEDULE 4 SPECIAL USE ZONES SCHEDULE 5 EXEMPTED ADVERTISEMENTS SCHEDULE 6 FORM OF APPLICATION FOR PLANNING APPROVAL - MRS FORM 1 SCHEDULE 7 ADDITIONAL INFORMATION FOR ADVERTISING SCHEDULE 8 NOTICE OF PUBLIC ADVERTISEMENT OF PLANNING APPROVAL SCHEDULE 9 NOTICE OF DETERMINATION ON APPLICATION FOR PLANNING APPROVAL – MRS FORM 2 SCHEDULE 10 ENVIRONMENTAL CONDITIONS SCHEDULE 11 DEVELOPMENT AREAS SCHEDULE 12 DEVELOPMENT CONTRIBUTION PLAN SCHEDULE 13 STATUTORY STATIC FEASIBILITY ASSESSMENT MODEL	<ul style="list-style-type: none"> o Delete the following definitions from Schedule 1, as they have been superseded by the definitions in the deemed provisions set out in the Planning and Development (Local Planning Schemes) Regulations 2015 Schedule 2: <ul style="list-style-type: none"> o Advertisement o Amenity o Local government o Local planning strategy o Owner o Premises o R-Codes o Substantially commenced o Works o Zone o Delete current Schedule 6-9 from Part Twelve 	(not referred to in MST)

Current TPS3	What happens to this Part? (Scheme rearrangement notes)	MST arrangement – deemed provisions sections shown in bold text
Schedule 3 provisions		
N/A currently – will add with new Scheme as an additional schedule – these are not deemed provisions		Reserve legends used in local planning scheme maps Zone legends used in local planning scheme maps Additional information used in scheme maps
General changes		
<ul style="list-style-type: none"> o Renumber the scheme provisions and schedules sequentially o Update any cross referenced clauses to the updated clause numbering o Update any references to the Town Planning Act to the Planning and Development Act 2005 o Update any provisions (including model provisions), schedules and notes to reflect structure plan are to be given 'due regard' rather than the 'full force and effect of the Scheme' o Any other rearrangements, deletions, renaming of instruments and carrying over of existing clauses as supplemental clauses as necessary to implement the new Regulations. 		

Analysis of proposed supplemental provisions: Cockburn TPS3

Current provision location and text	Proposed location as supplemental provision	Consistent with Regs (tick)	Not already covered by Regs (tick)	Justification/rationale
Part 3 – Zones & Use of Land and Heritage Protection				
Part 7 – Heritage Provisions Clause 7.6 <i>Planning approval is required prior to the removal, destruction of and/or interference with any tree included on the Local Government Inventory Significant Tree list.</i>	Part 3 – Heritage provisions	✓	✓	Without this clause there is no mechanism to implement or enforce the management recommendations that are outlined in the place records contained in the City's Local Government Inventory, which includes significant trees. In order to provide some level of protection to the significant trees, and to clarify the requirements relating to significant trees it is recommended that an additional clause be included in the Scheme to require planning approval prior to the removal of any significant tree identified on the LGI.
Part 4 General development requirements and Structure Plans				
Part 6 Special Control Areas 6.2.8.3 <i>The local government may advertise a proposed structure plan associated with any proposal to amend the scheme concurrently.</i>	Part 4 – General development requirements and Structure Plans	✓	✓	Without this clause, there is no clarity a LG can advertise a structure plan with a concurrent amendment request Note minor rewording to reflect deemed provisions as follows: <i>"The local government may advertise a proposed structure plan associated with any proposal to amend the scheme concurrently, subject to the provisions of Clause 15(c) of the deemed provisions".</i>
Part 5 Special Control Areas and Activity Centre Plans				
Part 8 – Requirements for Development Approval	Part 5 - Special	✓	✓	This clause needs to move to the Special

Current provision location and text	Proposed location as supplemental provision	Consistent with Regs (tick)	Not already covered by Regs (tick)	Justification/rationale
<p>8.2 <i>Permitted Development</i></p> <p>8.2.1</p> <p>(vi) <i>the development is included in a Bushfire Prone Area, as defined by clause 6.6.2 of the Scheme;</i></p>	Control Areas and Activity Centre Plans			<p>Control Area part of the scheme to give clarity as to when development approval is required in the Special Control Area – Bush Fire Vulnerability Area. It will need minor rewording to ensure it fits within Part 5 appropriately. The proposed supplemental provision could sit between the existing clauses 6.1.1 and 6.1.2.</p> <p>Proposed rewording is (note: crossed referenced clause will need to change as required):</p> <p><i>Notwithstanding the exemptions to the need for development approval set out in Part 7 of the deemed provisions and this scheme, development approval is required where the following development is included in a Bush Fire Prone Area, as defined by clause 6.6.2 of the Scheme:</i></p> <ul style="list-style-type: none"> <i>a) The erection or extension of a single house;</i> <i>b) The erection or extension of an ancillary dwelling;</i> <i>c) The erection or extension of a grouped dwelling</i>
Part 7 – Requirement for development approval				
<p>Part 8 – Requirements for Development Approval</p> <p>8.2 <i>Permitted Development</i></p> <p>8.2.1</p> <p>(c) <i>the demolition of any building or structure except where the building or structure is -</i></p>	Part 7 – Requirements for Development Approval	✓	✓	<p>This would carry across an existing exemption under the City's TPS3 which is in addition to the deemed provisions. In particular this ensures an exemption applies to <i>any</i> building or structure not simply buildings of a residential nature which are covered by the regulations.</p>

Current provision location and text	Proposed location as supplemental provision	Consistent with Regs (tick)	Not already covered by Regs (tick)	Justification/rationale
<ul style="list-style-type: none"> (i) located in a place that has been entered in the Register of Places under the Heritage of Western Australia Act 1990; (ii) the subject of an order under Part 6 of the Heritage of Western Australia Act 1990; (iii) included on the Heritage List under the Scheme; (iv) located within a Heritage Area designated under the Scheme; (v) included on the Local Government Inventory. 				
<p>Part 8 – Requirements for Development Approval</p> <p>8.2 Permitted Development</p> <p>8.2.1</p> <p>(f) any of the exempted classes of advertisements listed in Schedule 5 except in respect of a place included on the Heritage List or in a Heritage Area</p>	Part 7 – Requirements for Development Approval	✓	✓	<p>This would carry across an existing exemption under the City's TPS3 which is in addition to the deemed provisions.</p> <p>Note: Clause rearrangement changes in this instance would change the reference to current Schedule 5 to the new clause number within the body of the Scheme text where the contents of this schedule will be moved.</p>
<p>Part 8 – Requirements for Development Approval</p> <p>8.2 Permitted Development</p> <p>8.2.1</p> <p>(g) the erection of a fence;</p>	Part 7 – Requirements for Development Approval	✓	✓	<p>This would carry across an existing exemption under the City's TPS3 which is in addition to the deemed provisions.</p>
<p>Part 8 – Requirements for Development Approval</p> <p>8.2 Permitted Development</p> <p>8.2.1</p> <p>(h) the erection on a single lot of two grouped dwellings (included extensions and ancillary outbuildings) where a grouped dwelling is designated with the symbol 'P' in the cross-reference to that Use Class and a Zone in the Zoning Table, and where the development is consistent with Local Planning Policy No. APD58</p>	Part 7 – Requirements for Development Approval	✓	✓	<p>This would carry across an existing exemption under the City's TPS3 which is in addition to the deemed provisions.</p> <p>Note: policy reference number would be updated to new renumbered format.</p>

Current provision location and text	Proposed location as supplemental provision	Consistent with Regs (tick)	Not already covered by Regs (tick)	Justification/rationale
<i>(Residential Design Guidelines) and the Residential Design Codes.</i>				
Part 8 – Requirements for Development Approval 8.2 Permitted Development 8.2.1 <i>(j) the erection of a single house and two grouped dwellings including any ancillary outbuildings and swimming pools which comply with the provisions of a Detailed Area Plan;</i>	Part 7 – Requirements for Development Approval	✓	✓	This would carry across an existing exemption under the City's TPS3 which is in addition to the deemed provisions. Note: reference to Detailed Area Plan would be changed to Local Development Plan for consistency with Regulations
Part 8 – Requirements for Development Approval 8.2 Permitted Development 8.2.1 <i>(k) Family Day Care Centre.</i>	Part 7 – Requirements for Development Approval	✓	✓	This would carry across an existing exemption under the City's TPS3 which is in addition to the deemed provisions.
Part 8 – Requirements for Development Approval 8.2 Permitted Development 8.2.1 <i>(l) The parking of commercial vehicles in accordance with clause 5.10.8(a), 5.10.8(b) and clause 5.10.8(c).</i>	Part 7 – Requirements for Development Approval	✓	✓	This would carry across an existing exemption under the City's TPS3 which is in addition to the deemed provisions.
Part 10 – Enforcement and Administration				
Part 11 – Enforcement and Administration 11.8 Heritage Advisory Committee 11.8.1 The local government may establish a Heritage Advisory Committee to advise it on any matter arising under this clause. 11.8.2 The membership of the Committee may include at least one person nominated by the National Trust and/or the Heritage Council of Western Australia, a person having experience or expertise relevant to the	Part 10 – Enforcement and Administration	✓	✓	Provides criteria for the basis of creating committees and how they should be administered.

Current provision location and text	Proposed location as supplemental provision	Consistent with Regs (tick)	Not already covered by Regs (tick)	Justification/rationale
<i>conservation or adaptation of places of cultural heritage significance, and a person representing the community with an interest in heritage conservation.</i>				
<p><i>Part 11 – Enforcement and Administration</i></p> <p>11.9 Advisory Committees</p> <p><i>11.9.1 The local government may from time to time establish Advisory Committees to advise it on any matters in the Scheme, subject to such terms of reference, procedures and conditions of office as the local government thinks fit.</i></p> <p><i>11.9.2 The membership of an Advisory Committee may comprise of community representatives and/or technical experts who in the opinion of the local government have the relevant knowledge, experience or expertise to give fair and reasoned advice on the matters referred to the Committee.</i></p> <p><i>11.9.3 The Advisory Committee shall comprise no more than 5 members appointed by the local government and shall be chaired by a person elected by the Committee.</i></p> <p><i>11.9.4 A member of an Advisory Committee shall not discuss or vote on any matter before the Committee in which that member has a pecuniary interest.</i></p> <p><i>11.9.5 When dealing with any matter involving an application for planning approval or Structure Plans or when dealing with any other matter involving a development or land use proposal, the local government shall have due regard to any relevant recommendation of any Advisory Committee.</i></p>	Part 10 – Enforcement and Administration	✓	✓	Provides criteria for the basis of creating committees and how they should be administered.

Current provision location and text	Proposed location as supplemental provision	Consistent with Regs (tick)	Not already covered by Regs (tick)	Justification/rationale
<p><i>Part 11 – Enforcement and Administration</i></p> <p><i>11.10 Reference Committees</i></p> <p><i>11.10.1 The local government may from time to time establish Reference Committees to advise it on any matters of community interest subject to such terms, procedures and conditions of office as the local government thinks fit.</i></p> <p><i>11.10.2 The local government shall determine which if any matters are referred to the Reference Committee for consideration and advice.</i></p> <p><i>11.10.3 Reference Committees shall represent the community of a specified locality within the district and comprise residents and ratepayers from that locality.</i></p> <p><i>11.10.4 A Reference Committee shall comprise no more than 7 residents and/or ratepayers appointed by the Local government and shall be chaired by a person elected by the Committee.</i></p> <p><i>11.10.5 A member of the Reference Committee shall not discuss or vote on any matter before the Committee in which that member has a pecuniary interest.</i></p> <p><i>11.10.6 When dealing with any matter of community interest including Applications for planning approval, Structure Plans or when dealing with any matter involving a development or land use proposal referred to it by the local government, the local government shall have due regard to any relevant recommendation of any Reference Committee.</i></p>	Part 10 – Enforcement and Administration	✓	✓	Provides criteria for the basis of creating committees and how they should be administered.

Current provision location and text	Proposed location as supplemental provision	Consistent with Regs (tick)	Not already covered by Regs (tick)	Justification/rationale
Part 11 – Forms referred to in this Scheme				
Part 12 – Schedules Schedule 11 – Development Areas	Part 11 – Forms referred to in this Scheme	✓	✓	<p>Provided detailed provisions for individual Development Areas (relate to existing structure planned areas)</p> <p>Note: minor renumbering for clauses cross referenced</p> <p>Any references to status of structure plan to be modified to reflect 'due regard' only</p>
Part 12 – Schedules Schedule 12 – Development Contribution Areas	Part 11 – Forms referred to in this Scheme	✓	✓	<p>Provided detailed provisions for individual Development Contribution Areas (relate to existing development contribution plans)</p> <p>Note: minor renumbering for clauses cross referenced</p>
Part 12 – Schedules Schedule 13 – Statutory Static Feasibility Model	Part 11 – Forms referred to in this Scheme	✓	✓	Required to interpret DCPs



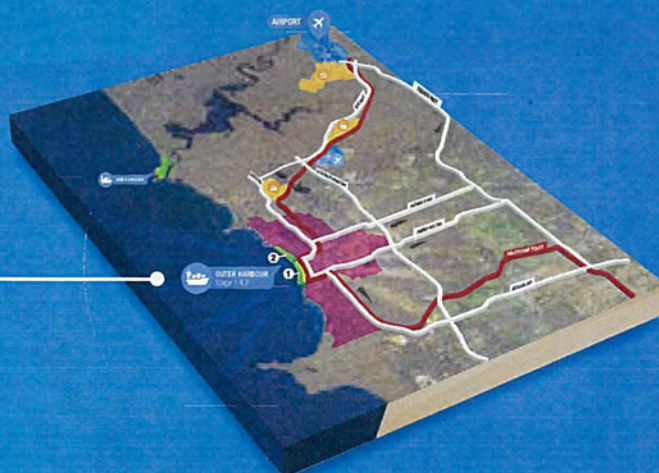
CONSULTATIVE DRAFT
August 2015



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The long-proposed Outer Harbour is considered the future **trade nexus** of container imports and freight movements in and throughout the state for the next half century.





Mayor's Foreword

On behalf of the City of Kwinana, following consultation with our local, state and national stakeholders, it is my privilege to introduce the Indian Ocean Gateway.



A 50 year vision for the State's premier industrial area.

Why should this new vision demand your attention?

At the centre of the Indian Ocean Gateway proposal is a need for a staged relocation of the Fremantle Inner Harbour to a new Outer Harbour in Cockburn Sound. That is the heart of the proposal, but its body is far greater and has far reaching benefits. The long term dividends to the State of Western Australia, and in fact the nation, in terms of economic output, environmental protection, social wellbeing and global reputation are significant. Read on and you will soon share our enthusiasm.

Rather than look at an isolated issue, the Indian Ocean Gateway provides an overarching solution to many of the burning questions around traffic congestion, freight movements, job creation and productivity that are leading community debate right now.

It ticks many important boxes; over the long term it's more sustainable and it's cheaper, it employs more people and it creates more wealth for all West Australians to share; it embraces modern land-use planning and it's a vision which meets the needs of industry and the diverse Perth community.

With the transition to the Outer Harbour, the revitalisation of Fremantle will be bolstered with the spotlight centred around cruise and navy ships as well as competitive racing and pleasure craft and a renewed focus on residential and commercial development, tourism and entertainment.

The Kwinana Industrial Area, which currently contributes \$11 billion to the WA economy each year, will be cemented as a powerhouse of employment and industrial innovation, and will be protected from urban encroachment.

State asset sales, such as the sale of the Fremantle Port, need to be structured to ensure optimal long term community benefits, with mandates for investment in further infrastructure that will build long term revenue streams.

Rather than rely on traditional thinking, we will be modern in our approach. The investment landscape is changing and it is no longer necessary for governments to automatically fund major infrastructure works. The private sector is not only capable of funding key projects, it is willing to do so.

The Indian Ocean Gateway proposal explores these opportunities and delivers a crucial solution; cementing Western Australia as a key trading partner with Asia and bringing wealth and prosperity for generations to come.

We firmly believe that WA faces a pivotal stage in its economic journey and we welcome any discussion and feedback on the Indian Ocean Gateway proposal. This represents a critical opportunity to influence important policy decisions that could either catalyse or constrain the long term future of our State.

City of Kwinana Mayor,
Carol Adams



The 50 Year Vision

► Introducing the global trade link into Western Australia. **The Indian Ocean Gateway.**

The Indian Ocean Gateway (IOG) represents the optimal, long-term solution to the infrastructure, transport, economic and environmental future of the State's premier industrial area, and at its core is the pressing need for investment in the Outer Harbour.

Geographically, the IOG includes the following precincts:

- Australian Marine Complex (AMC) – the advanced ship building area also servicing the expanding oil and gas industries;
- Kwinana Industrial Area (KIA) – the traditional heavy manufacturing and refining centre for the State;
- Rockingham Industry Zone (RIZ) – largely as yet undeveloped, this is an area for the expansion of industry;
- Latitude 32 – also largely undeveloped, although the Flinders Estate is well underway, offers a massive area for industrial expansion;
- All of the remaining land within the current Air Quality Buffer as identified in the draft South Metropolitan Peel Sub-regional Planning Framework; and
- A new Outer Harbour for bulk goods and container freight.

The long-proposed Outer Harbour is considered the future trade nexus of container imports and freight movements in and throughout the State for the next half century. There is agreement across all political spectrums, within all associated industries and at all levels of government – the Outer Harbour is key to the future sustainability and overall success of Western Australia's port trade.

The key question has always been not 'if', but 'when'.

The answer to the question of 'when' is **immediately**.

Over the next half century, Western Australia, through the establishment of the Indian Ocean Gateway, will cater to demand from a myriad of local and foreign industries and investors, providing the economic foundation for WA's continued prosperity.

- Kwinana will remain the industrial heartland of the State, facilitating industrial growth eastward into Latitude 32 and beyond.
- Latitude 32, having been energised from increased activity via the Outer Harbour and the new intermodal facility will be confirmed as the in-land core of industrial trade for Western Australia.
- The legislated IOG protection zone will provide assurance to both community and commercial stakeholders that future land uses will be protected from residential encroachment – resulting in more certainty and more investment.
- An Intermodal Freight Terminal will be constructed south of the Australian Marine Complex, within the Outer Harbour.
- Existing and planned road and rail infrastructure will be bolstered and transformed into a fully integrated freight network, providing efficient linkages from the Outer Harbour through to the Kewdale Freight Hub and beyond, limiting environmental and social impacts.

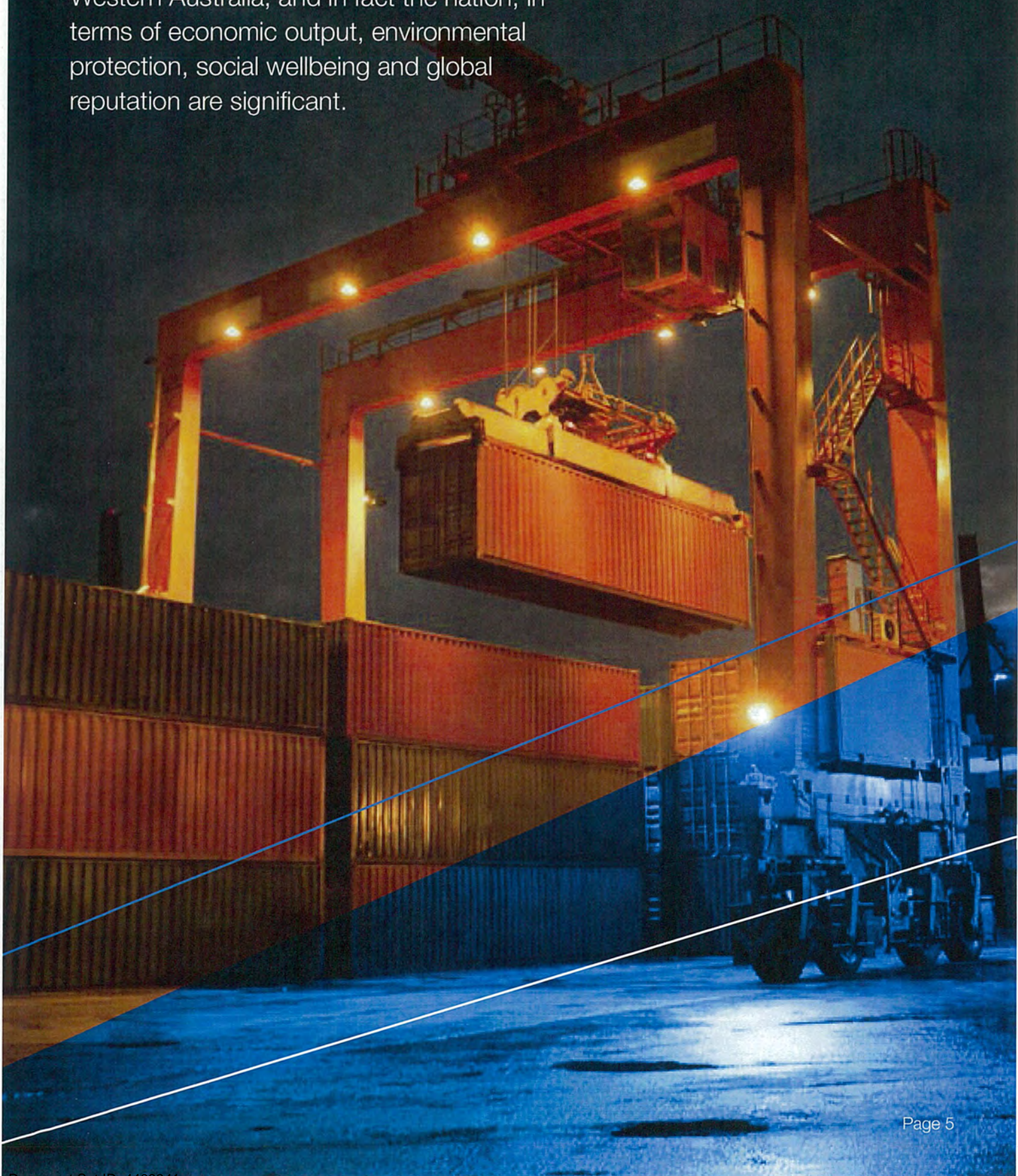
The Indian Ocean Gateway is the answer to the complexities of competing planning, environmental, social and economic issues; issues which have been through a revolving door of debate for decades.

The Indian Ocean Gateway will align with complementary State and Federal transport and infrastructure strategies to cement Western Australia as a robust and sustainable international trade partner.

A true global competitor.



The long term dividends to the State of Western Australia, and in fact the nation, in terms of economic output, environmental protection, social wellbeing and global reputation are significant.



The Benefits

The Indian Ocean Gateway represents Western Australia's premier industrial region on the shores of the Indian Ocean with access to international trading partners throughout Asia and across the globe.

With approx 6,115 hectares of land available, and of this only 2,250 currently utilised, the industrial area provides for growth catering to national and international trade and is a place where industry will be protected from urban encroachment and has certainty to make investment decisions for the long term. The sheer size of the industrial area, the potential for modern infrastructure to exist and the maturity of resources already established in the area makes for the ideal location for business collaboration focusing on the Indian Ocean and throughout Asia.



Revenue

It is estimated that at full build out the annual revenue generated in the IOG would be in the order of \$42.4 billion with projected flow on effects in Australia of indirect sales/output of \$28 billion.



Freight transport links

There is an increasing demand for international container trade. The IOG already has in place the freight rail lines and road networks (already built or reserved) to accommodate the volume of trade projected.



Employment

Current direct employment of 13,757 people is expected to triple to 37,383 employees and generate indirect employment for a further 49,657 employees.



Protected from inappropriate land use

The IOG industry protection zone will be legislated. Residential, sensitive and incompatible land uses will be prevented from being approved within the zone.



Overall prosperity for WA

The IOG proposal will facilitate the diversification of the Western Australian economy, helping to move it away from being reliant on the mining and gas sectors, to a broader trade base including agribusiness, marine servicing, communications and technology.



Improved competitiveness

Once the Outer Harbour and associated infrastructure is built, business confidence will increase and industry will further invest in initiatives that will enable them to be more competitive in the international marketplace.



New industries

There are significant opportunities for new support industries. These include industries associated with science, innovation and technology.



“ annual
revenue
generated **42.4**
BILLION



Increased return on Government land holdings

Once key infrastructure is built and a commitment to protecting the land for industry is formalised, sales and land valuation increases will be realised.



Business development

In the IOG, and unlike the Inner Harbour, there is significant space to expand. Support industries will be attracted to the Outer Harbour activities, and will act as a catalyst for future growth.



Increased profit and lower unit costs

This IOG proposal will improve road and rail transport links and as a result for industry there will be greater efficiencies, lower unit costs and improved profit margins.



Benefits to congestion

Construction of the Outer Harbour is the best solution for addressing Perth's freight congestion issues.



Improved efficiency of port operations

A new modern, technologically competitive port is required to ensure the growth of the State into the future. This will be located at the Outer Harbour and will be built utilising modern technology to improve efficiencies and operating costs.



Improved efficiency and safety around heavy truck movements

Moving oversized plant and/or hazardous materials from the Inner Harbour to final destinations is problematic due to road size, dangerous goods loads and residential constraints. All of the heavy freight transport movements to and from the Outer Harbour would be via purpose built freight routes.



New development opportunities in Fremantle

Ultimately, if the IOG strategic vision is supported, the land around the Fremantle Inner Harbour will become available for residential and commercial development.

Major Components



Port Facility

Key Points

- Shipping channels are in place. Channels will be modified to facilitate the large 'Cape' class vessels.
- Private investors will be responsible for building the new Outer Harbour.
- The land backed Outer Harbour in Kwinana will be world standard, best-of-breed and prepare the State for the future, focusing on Indian Ocean and Asian trade.
- The majority of port operations are ultimately moved out of Fremantle and into one consolidated location.
- Efficient transport links and reservations already exist.
- Port and associated industry will be protected from residential encroachment by the legislation of an industry protection zone.

Vision for the Port

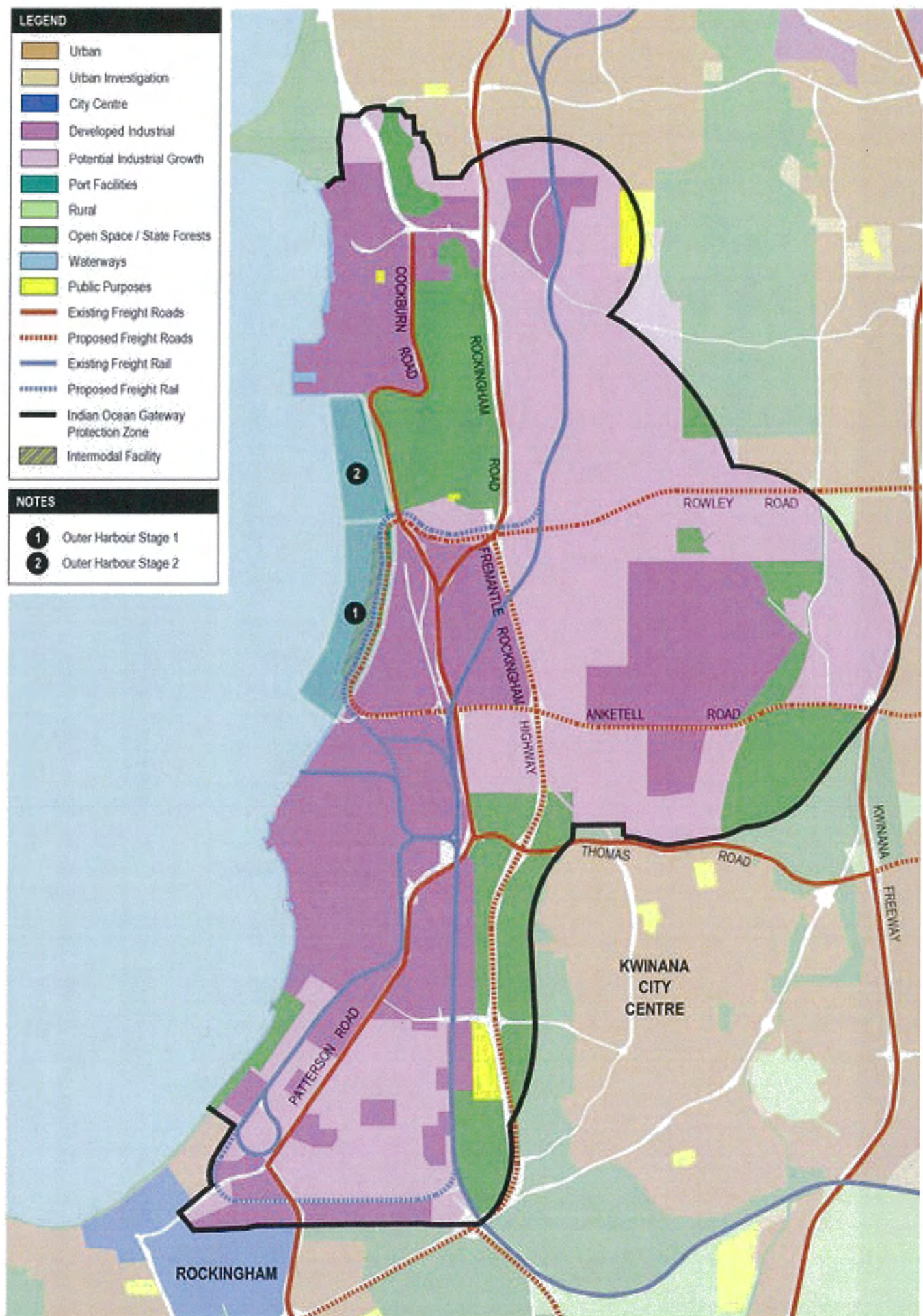
It has been recognised for many decades that a new facility for agribusiness, bulk materials, general cargo and containers will be required in the future. At the Outer Harbour, imports and exports would be managed with more efficiency. State-of-the-art rail and road freight facilities would be located alongside the new berths and directly adjacent to laydown facilities. In modern port facilities around the world, rail marshalling yards and spurs are directly connected to the berths and intermodal facilities, thus improving the efficiencies associated with freight handling. This is particularly relevant for container trade. A rail spur directly onto the berth with sufficient loading space for a complete train would increase efficiencies and reduce double handling. The proposal recommends that a modern, state-of-the-art land backed port be constructed and serviced by road and rail linkages to Rowley and Anketell Roads.

The preferred design runs northward until it intersects with the Australian Marine Complex (AMC). This will allow for expansion of the constrained AMC. The AMC is limited in its ability to grow and expansion is critical to its ability to deliver competitive services to its customers, which include the defence industry, major resource companies and the marine industry.

The Kwinana Bulk Terminal is Perth's main import and export facility for bulk commodities. As part of the new Outer Harbour development, the Kwinana Bulk Terminal would be redeveloped to be a modern world class facility that could cater for an increase in import and export capacity for the State's growing resources and agribusiness industries, who are currently constrained in their supply due to the Kwinana Bulk Terminal's capacity. There is a positive multiplier effect to the development of local businesses when the Outer Harbour facilities are built and associated trade increases.



FIGURE 1: Indian Ocean Gateway Detailed Plan



Funding and Construction

Privately funding the Outer Harbour reduces the funding requirements by the State Government, especially if demand is underwritten by usage contracts taking a normal project financing approach. Building in multiple stages further reduces development risk.

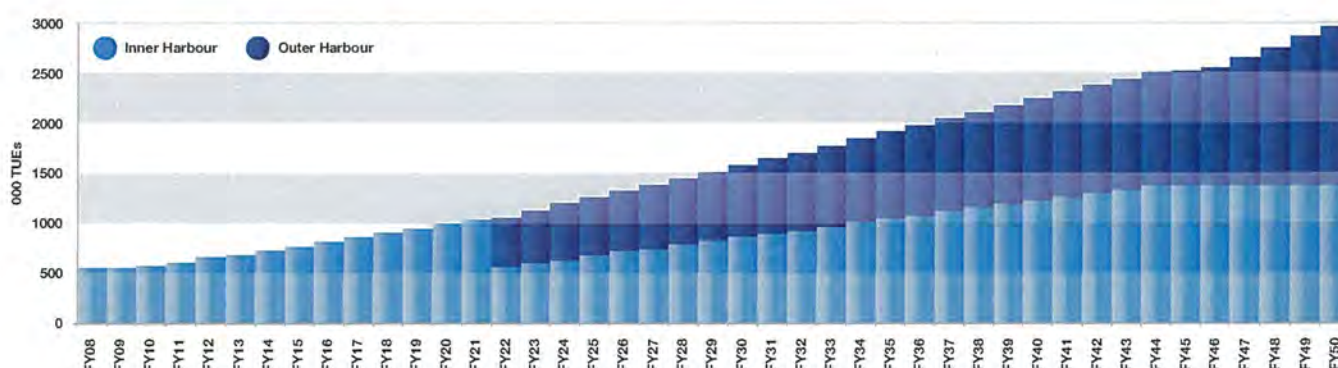
Stage 1 – total estimated cost \$2 billion

1. Reclamation and construction of approximately 110ha land backed Outer Harbour.
2. Construction of rail linkages north and south to the Outer Harbour for an intermodal facility located on the Harbour, and duplication of freight rail.
3. Extension of Rowley Road and Anketell Road to provide road access to the Outer Harbour.
4. Construction and upgrade of Anketell Road to Tonkin Highway.
5. Construction and upgrade of Rowley Road to Kwinana Freeway.
6. Accommodation of intake and outfalls for existing industry.

Stage 2 – total estimated cost \$1.2 billion

1. Reclamation and construction of approximately 85ha land backed Outer Harbour to join Australian Marine Complex.
2. Construction and upgrade of Rowley Road from the Kwinana Freeway to Tonkin Highway.
3. Construction of Fremantle Rockingham Controlled Access Highway from Rowley Road to Kulija Road.

According to the Fremantle Port Authority 2014 Annual Report, the Inner Harbour was expected to reach its optimal capacity of 1million TEUs by 2021 with a need to transition to a new Outer Harbour in 2022.



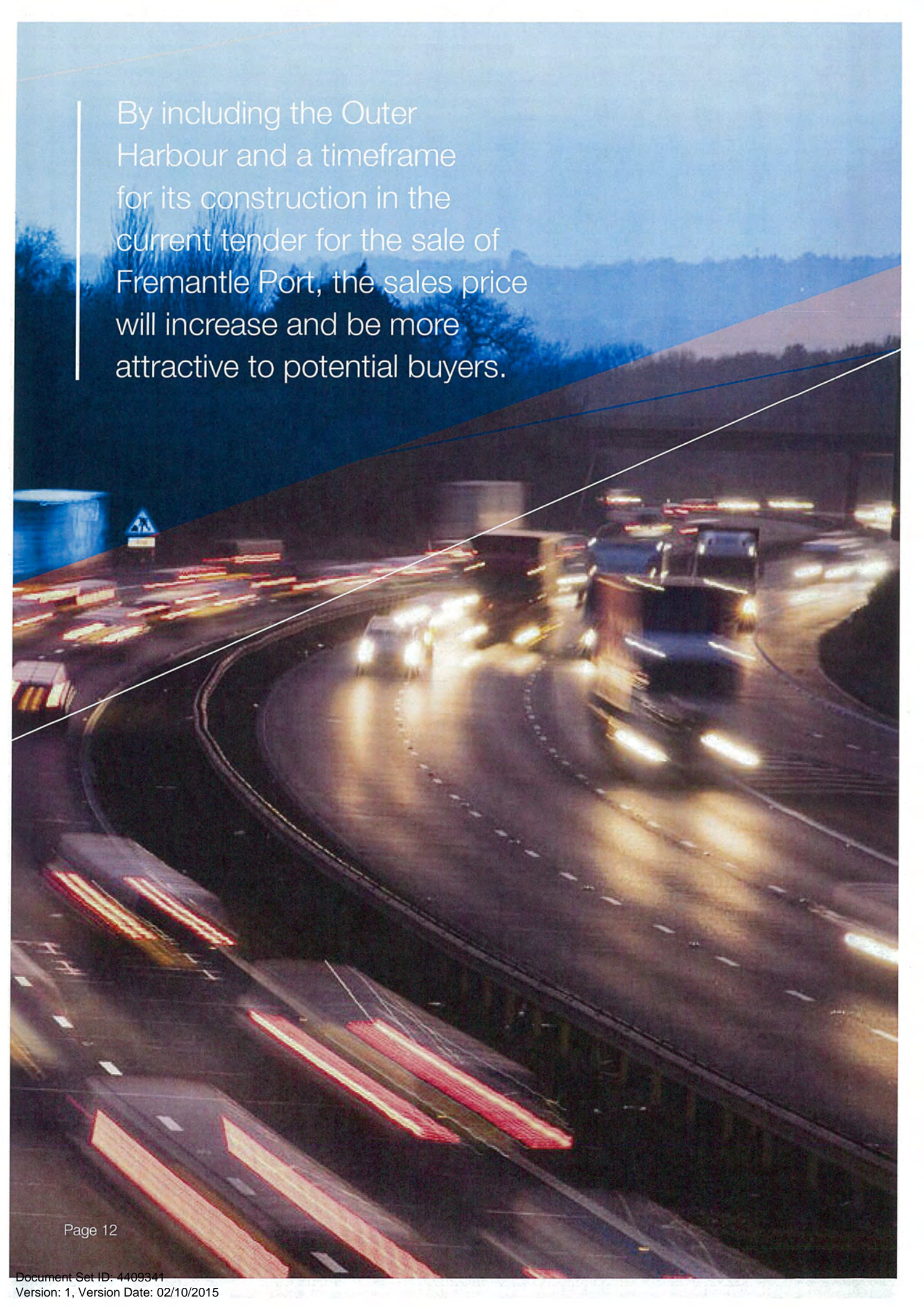
Once the new Outer Harbour is constructed and in operation it will immediately take half of the containers from the Fremantle Port. It is proposed that over time the IOG will take more containers than projected by the Fremantle Port Authority as a result of the infrastructure improvements around the new Outer Harbour in road and rail which makes the freight movements more attractive to industry and ultimately will take all container trade. This will enable Fremantle to focus on urban renewal and redevelop the Inner Harbour to a more high value residential and commercial precinct. The Fremantle Inner Harbour can become the home for cruise and navy ships as well as competitive racing and pleasure craft, while other trade is moved to the new Kwinana Outer Harbour.

By including the Outer Harbour and a timeframe for its construction in the current tender for the sale of Fremantle Port, the sales price will increase and be more attractive to potential buyers. Attractions include providing additional land for expansion and new business opportunities as well as the ability to build a modern, efficient and freight-interconnected port. These new opportunities, especially agribusiness, can increase revenues and therefore the port asset sale's price. As the Outer Harbour would be developed by private investors, the development premium inherent in the project will also increase the returns to investors, which again incentivises a higher selling price for Fremantle Port. The maximum sales price will be achieved through clearly defining what assets are being sold, the approvals required for the future and more importantly the future expansion options only available at the Indian Ocean Gateway.

A nighttime photograph of a port area. In the foreground, a large crane is silhouetted against the dark sky. In the middle ground, a multi-story building is brightly lit with colorful lights (blue, green, yellow) that reflect on the water. Other cranes and industrial structures are visible in the background. The city skyline is visible in the distance on the left.

Recommendation:

That the tender specification for the sale of Fremantle Port includes a requirement to have completed full construction of a land-backed Outer Harbour in Kwinana by 2025 and commence relocation of the operation of the container and bulk break trade from the Inner Harbour.



By including the Outer Harbour and a timeframe for its construction in the current tender for the sale of Fremantle Port, the sales price will increase and be more attractive to potential buyers.



Intermodal Facility

Key Points

- The Intermodal facility is located on the reclamation adjacent to the new Port.
- Intermodal land will be ready to use when the Outer Harbour opens as it would be part of the construction project.
- The facility will cater for the rail marshalling yards to run the full length of stage one of the Outer Harbour reclamation, with adequate room for container storage on site.
- Land size is appropriate to the Port operation.
- When compared to the currently planned Wattleup location, double handling and duplication is eliminated.
- Land in Wattleup can be re-allocated for industrial development.

Roads

Key Points

- Protection along Rowley and Anketell Road that are proposed heavy haulage road links to IOG.
- Reduce traffic, congestion and associated pollution in Melville, East Fremantle, Fremantle and North Fremantle.
- Heavy freight transport routes eastwards from the IOG already exist, or at least are reserved.
- East/West transport routes connect the Outer Harbour with the Kwinana Freeway, with the Tonkin Highway and with the South West Highway.
- Heavy rail reserves exist to support the Outer Harbour and IOG.
- Heavy Vehicle User Charges could be applied on the Rowley Road, Anketell Road and Fremantle Controlled Access Highway which will pay for the State Government's initial investment in the construction of these road networks to a four lane dual carriageway.
- Provides a critical high quality road and rail transport link to the north (to Kewdale and Welshpool).

Fremantle-Rockingham Controlled Access highway

Current planning proposes that Fremantle-Rockingham Controlled Access Highway (FRACH) is a six lane freeway standard and is planned to follow the Rockingham Road corridor from Russell Road to the proposed Rowley Road extension. It is intended that interchanges would be at Russell Road, Rowley Road and Anketell Road. FRACH is intended to directly connect to Kulija Road which in turn connects to the Kwinana Freeway.

Rowley Road

Rowley Road will extend west of Frankland Avenue all the way to the Outer Harbour. It will be expanded to a four lane highway. It is anticipated Rowley Road will become a critical link in any Outer Harbour development.

Anketell Road

Anketell Road is a future designated freight route for high and wide loads from the Outer Harbour to Tonkin Highway (Main Roads WA Corridor 2) and will be upgraded to a dual divided carriageway. The road will facilitate movement of large dimensional loads up to 8 metres high, 8 metres wide, 24 metres long and 200 tonnes mass. A clearance envelope of 10 metres high by 10 metres wide is required to accommodate the movement of a high wide load.

Anketell Road will be extended west of Rockingham Road and bridged over the rail line to provide a more direct route to the southern end of the Outer Harbour and the Kwinana Industrial Area.



IOG Protection Zone

Key Points

- Legislate the IOG Industry Protection Zone (formerly the Western Trade Coast Industry Protection Zone).
- Certainty needed by industry to invest.
- Sensitive land use (residential) encroachment creates investment uncertainty.
- Aggrieved residents can close an industry down.

The IOG Protection Zone extends from the Rockingham light industrial area on Dixon Road in the south, east to the border of residential suburbs of Medina and future Mandogalup, north to Munster and west to the Indian Ocean, along the alignment of the current Air Quality Buffer.



Heavy Freight Rail

Key Points

- Reinstate the Kwinana Loop Railway reserve.
- Increase axel capacity limit.
- Construct dual freight rail from Beeliar Drive south to Rockingham Road (11.6km).
- Commit to regional Tier 3 rail infrastructure remaining.
- Ensure a buffer exists around proposed rail infrastructure to protect links into the IOG.
- Construct the intermodal marshalling yards immediately adjacent to the Outer Harbour.
- Remove user charges for use of rail easements for infrastructure corridors.

The shift in freight trade from the Inner Harbour to the Outer Harbour will set the tone for an urban and economic renaissance for the City of Fremantle in keeping with trends worldwide in Cities such as Stockholm, Vancouver, Melbourne, Sydney and London. It will set the stage for the redevelopment of the port precincts such as Rouse Head Precinct, North Quay and East Victoria Quay. The development potential of these land parcels is an enormous opportunity centred around the retention of the port for commercial liners and tourism related port activities.



Utilities

Key Points

- Assist with the negotiation for adequate and affordable supplies of water for industry, domestic gas for energy and industrial processes, electricity, and access to pipeline corridors.
- Assist potential new entrant companies to understand the issues associated with the provision of utility services.
- Assist to increase the capacity for additional utility services within the Indian Ocean Gateway area.



Land Use Planning

Key Points

- A graduation of industrial uses will exist from heavy industrial precincts at the core of the IOG adjacent to the Outer Harbour, through to new science and innovation precincts on the outer boundaries interfacing with urban areas.
- Land will be reserved for lay down areas in the core industrial zone.
- Review land prices to ensure they are reflective of current state, national and world markets.
- Relocated non-conforming land uses from other areas in the State that are being encroached by urban development will be located in the IOG according to a detailed land use plan.
- Stage one of a land-backed Outer Harbour will include key linkages to Anketell and Rowley Roads and to new rail spurs.
- Stage two will further increase the capacity of the Australian Marine Complex precinct which is currently constrained.



Governance

Key Points

- Kwinana Industries Coordinating Committee was replaced by Western Trade Coast Industries Committee (WTCIC).
- WTCIC disbanded after three years.
- Currently no single entity with governance responsibility for the State's premier industrial area.

The City of Kwinana is prepared to manage the governance role for the IOG area which is within its local government jurisdiction. It is clear that some form of governance entity needs to be present if there is to be a coordinated and comprehensive approach to growing the IOG.

The strategic issues facing the Kwinana Industrial Area (KIA) are largely the same issues facing the other parts of the IOG, so at this time, the City is keen to continue to develop the IOG concept. The Outer Harbour and essentially all of the main industrial companies reside in the KIA.

The City has recognised that business development and land use planning is critical to the success of the IOG and is committed to establishing a dedicated business unit that will be given delegated power to facilitate the implementation of the IOG project and to facilitate new business entrants into the region. There will be a focus on removing red tape for industry.

This proposal has been prepared on an apolitical basis and is consistent with the broad State Government bipartisan support for the Outer Harbour at Kwinana which has been developed over decades.

FIGURE 2: Indian Ocean Gateway in context





Proposed Implementation Plan

	Proposal	Timeframe
1	Ports	
	Sale of Inner Harbour and the proposed land backed Outer Harbour lease, conditional upon 'cap and full transition' (capped 500,000 TEU's for Inner Harbour by 2025 and full transition by 2030).	2015 to 2020
	Construction of land backed Outer Harbour Stage 1 by 2025, including Port based intermodal facility.	2020 to 2025
	Construction of land backed Outer Harbour Stage 2 and extension to Australian Marine Complex.	2035 to 2045
	Redevelopment of surplus Inner Harbour government owned land	2025 to 2035
2	Road infrastructure upgrades	
	Anketell Road connection to Outer Harbour Stage 1. Anketell Rd to be used for initial connection to Kwinana Freeway.	2020 to 2025
	Anketell Road ultimate upgrade – Kwinana Freeway to Tonkin Highway (including Thomas Rd portion)	2020 to 2025
	Rowley Road construction – Outer Harbour to Kwinana Freeway	2020 to 2025
	Rowley Road construction – Kwinana Freeway to Tonkin Highway	2025 to 2035
	Portion of Fremantle Rockingham Controlled Access Highway from Rowley Road to Kulija Road	2025 to 2035
	Freight tolls for the above roads at ultimate construction (user pays)	2035 to 2045
3	Rail upgrades	
	Duplication of rail line to existing Kwinana intermodal terminal and to Kewdale line	2020 to 2025
	Rail lines to Outer Harbour from north and south	2020 to 2025
4	Governance and Land Use Planning	
	Single entity for planning and advocacy for Indian Ocean Gateway	2015 to 2020
	Statutory planning recognition of IOG Protection Zone (MRS amendments)	2015 to 2020

Feedback

Thank you for reviewing the Indian Ocean Gateway Consultative Draft.
We welcome and encourage all feedback and discussion.
Please forward all correspondence to:

City of Kwinana

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CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

OCM 8/10/2015 - Agenda item 15.1

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087184	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	4/08/2015	1,659.80
EF087185	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	4/08/2015	312,328.00
EF087186	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	4/08/2015	3,638.76
EF087187	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	4/08/2015	1,278.75
EF087188	10354	COCKBURN COMMUNITY AND CULTURAL COUNCIL POSTER BOARDS	4/08/2015	500.00
EF087189	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	4/08/2015	495.40
EF087190	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYE PAYROLL DEDUCTIONS	4/08/2015	348.50
EF087191	11651	TREE WATERING SERVICES TREE WATERING SERVICES	4/08/2015	896.00
EF087192	11856	WA LOCAL GOVERNMENT SUPER PLAN PAYROLL DEDUCTIONS	4/08/2015	148.77
EF087193	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	4/08/2015	2,854.53
EF087194	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	4/08/2015	126.50
EF087195	11860	45S CLUB PAYROLL DEDUCTIONS	4/08/2015	110.00
EF087196	11867	KEVIN JOHN ALLEN SUNDRY EXPENSES REIMBURSEMENT	4/08/2015	199.62
EF087197	15236	CITY OF COCKBURN RSL SUB BRANCH HALL HIRE	4/08/2015	270.00
EF087198	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	4/08/2015	12,014.20
EF087199	19059	CAROL REEVE-FOWKES MILEAGE CLAIM REIMBURSEMENT	4/08/2015	1,267.50
EF087200	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	4/08/2015	1,240.00
EF087201	19885	SAFEGUARD INDUSTRIES SECURITY SCREENS/DOORS	4/08/2015	100.00
EF087202	20217	DOWNING SUPERANNUATION FUND PAYROLL DEDUCTIONS	4/08/2015	5,944.80
EF087203	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	4/08/2015	46.29
EF087204	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	4/08/2015	6,707.00
EF087205	23696	JULIE REIDY DRAFTING SERVICES	4/08/2015	5,500.00
EF087206	24813	KINETIC SUPER PAYROLL DEDUCTIONS	4/08/2015	240.19
EF087207	25353	PHILIP EVA MILEAGE CLAIM REIMBURSEMENT	4/08/2015	228.65
EF087208	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	4/08/2015	567.62
EF087209	26530	MEPHALENE RUST CONTROL P/L SANDBLASTING SERVICES	4/08/2015	979.00
EF087210	26556	NYOONGAR SPORTS ASSOCIATION INC NAIDOC AFTER SCHOOL PROGRAM	4/08/2015	660.00
EF087211	26564	OBERTHUR PRIMARY SCHOOL EDUCATIONAL	4/08/2015	190.00
EF087212	26567	THE HANGOUT INDOOR CLIMBING CENTRE ROCK CLIMBING	4/08/2015	736.40

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EF087213	26573	ANNETTE MARIE PANAI ENTERTAINMENT - KARAOKE	4/08/2015	1,500.00
EF087214	26583	ARKS JUNIOR RUGBY UNION FOOTBALL CLUB INC KIDSPORT - REGISTRATION FEES	4/08/2015	170.00
EF087215	26584	ADVANCED TRAINING PTY LTD TRAINING SERVICES (IT)	4/08/2015	3,884.00
EF087216	26586	WA TEMPORARY FENCING SUPPLIES FENCING - TEMPORARY	4/08/2015	495.00
EF087217	26588	SOURCE SEPARATION SYSTEMS P/L PROVIDING WASTE AND RECYCLING BINS	4/08/2015	1,050.72
EF087218	26590	TRANSCORE PTY LTD TRAFFIC CONSULTANCY SERVICES	4/08/2015	11,000.00
EF087219	26591	VALUATIONS WA VALUATION SERVICES	4/08/2015	3,300.00
EF087220	99996	SHAWN CARMAN RATES REUND - EFT RESEND	4/08/2015	1,446.02
EF087221	99997	ALEX FRASER JUNIOR TRAVEL ASSISTANCE - EFT RESEND	4/08/2015	400.00
EF087222	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	4/08/2015	258.50
EF087223	99997	CLARENCE TONG PRESCRIPTION SAFETY GLASSES CONTRIBUTION	4/08/2015	299.00
EF087224	99997	CONNOR MCGRATH EMPLOYEE OF THE YEAR EXPENSES REIMBURSEMENT	4/08/2015	5,000.00
EF087225	99997	STUART DOWNING EXPENSES REIMBURSEMENT - CREDIT CARD ERROR	4/08/2015	195.70
EF087226	99997	UNIVERSITY OF SOUTHERN QUEENSLAND - W.NEL UNIVERSITY FEES CONTRIBUTION	4/08/2015	4,580.00
EF087227	99997	UNIVERSITY OF WESTERN AUSTRALIA - B.GASPAR UNIVERSITY FEES CONTRIBUTION	4/08/2015	3,990.00
EF087228	99997	DEPARTMENT OF HEALTH RETURN OF UNSPENT GRANT FUNDS	4/08/2015	10,649.91
EF087229	11867	KEVIN JOHN ALLEN MONTHLY ALLOWANCE / SISTER CITY EXP REIMBURSEMENT	7/08/2015	2,627.12
EF087230	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	11,158.33
EF087231	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	4,587.46
EF087232	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	2,575.00
EF087233	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	2,575.00
EF087234	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	2,575.00
EF087235	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	2,575.00
EF087236	23340	SHAHYAZ MUBARAKAI MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	2,575.00
EF087237	25352	LYNDSEY WETTON MONTHLY ALLOWANCE / SISTER CITY EXP REIMBURSEMENT	7/08/2015	2,642.78
EF087238	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	7/08/2015	2,575.00
EF087239	10071	AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD LICENCE - PERFORMING RIGHTS	17/08/2015	180.75
EF087240	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	17/08/2015	1,659.80
EF087241	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	17/08/2015	318,170.00

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EF087242	10244	BUILDING & CONST INDUSTRY TRAINING FUND LEVY PAYMENT	17/08/2015	96,363.92
EF087243	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	17/08/2015	3,538.77
EF087244	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	17/08/2015	283.05
EF087245	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYE PAYROLL DEDUCTIONS	17/08/2015	369.00
EF087246	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	17/08/2015	255,066.20
EF087247	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	17/08/2015	596.00
EF087248	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	17/08/2015	25.30
EF087249	11860	45S CLUB PAYROLL DEDUCTIONS	17/08/2015	22.00
EF087250	13179	WR, MA, GD KNIBBS LEASE FEE DRAINAGE SUMP	17/08/2015	1,510.49
EF087251	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	17/08/2015	13,205.93
EF087252	19423	KWIK KOPY CANNING VALE OFFICE EQUIPMENT	17/08/2015	669.75
EF087253	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	17/08/2015	1,331.70
EF087254	23764	ARMADALE CHRISTIAN SOCCER CLUB REGISTRATION FEES	17/08/2015	165.00
EF087255	25385	CREATIVE PATHWAYS STORYTELLING WORKSHOPS	17/08/2015	825.00
EF087256	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	17/08/2015	567.62
EF087257	26299	IMAGE LAB DIGITAL PRODUCTION EXHIBITION PRINTING SERVICES	17/08/2015	5,852.00
EF087258	26469	MURFETT LEGAL PTY LTD LEGAL SEVICES	17/08/2015	4,543.44
EF087259	26537	CONOR MCGRATH DESIGN GRAPHIC DESIGN SERVICES	17/08/2015	1,800.00
EF087260	10888	LJ CATERERS CATERING SERVICES	19/08/2015	7,339.20
EF087261	99997	LOCK IT LOCKSMITHS LOCKSMITH SERVICES	19/08/2015	379.50
EF087262	11856	WA LOCAL GOVERNMENT SUPER PLAN PAYROLL DEDUCTIONS	6/08/2015	342,598.19
EF087263	18005	COLONIAL FIRST STATE PAYROLL DEDUCTIONS	6/08/2015	434.62
EF087264	18432	HESTA SUPER FUND PAYROLL DEDUCTIONS	6/08/2015	4,210.38
EF087265	18718	FIRST STATE SUPER PAYROLL DEDUCTIONS	6/08/2015	1,189.02
EF087266	19010	SUMMIT PERSONAL SUPER PLAN PASQUALE CARRELLO PAYROLL DEDUCTIONS	6/08/2015	443.26
EF087267	19193	REST SUPERANNUATION PAYROLL DEDUCTIONS	6/08/2015	1,070.22
EF087268	19727	MTAA SUPER FUND PAYROLL DEDUCTIONS	6/08/2015	421.00
EF087269	19997	AUSTRALIANSUPER PAYROLL DEDUCTIONS	6/08/2015	19,877.23
EF087270	20056	CBUS PAYROLL DEDUCTIONS	6/08/2015	2,001.32

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EF087271	20217	DOWNING SUPERANNUATION FUND PAYROLL DEDUCTIONS	6/08/2015	3,057.32
EF087272	20300	CATHOLIC SUPER & RETIREMENT FUND PAYROLL DEDUCTIONS	6/08/2015	942.14
EF087273	20406	HSTPLUS SUPERANNUATION FUND PAYROLL DEDUCTIONS	6/08/2015	1,034.22
EF087274	20755	COLONIAL FIRST STATE - ROBERT GRAEME WATSON PAYROLL DEDUCTIONS	6/08/2015	87.30
EF087275	21365	ING LIFE - ONEANSWER PERSONAL SUPER PAYROLL DEDUCTIONS	6/08/2015	82.12
EF087276	21921	MAURICIO FAMILY PAYROLL DEDUCTIONS	6/08/2015	1,999.76
EF087277	22067	STEPHENS SUPERANNUATION FUND PAYROLL DEDUCTIONS	6/08/2015	881.12
EF087278	22901	FONTANA SUPER PLAN PAYROLL DEDUCTIONS	6/08/2015	1,348.70
EF087279	23695	NETWEALTH INVESTMENT & SUPERANNUATION PAYROLL DEDUCTIONS	6/08/2015	653.00
EF087280	24620	E & B PINTO SUPERANNUATION FUND PAYROLL DEDUCTIONS	6/08/2015	1,201.90
EF087281	24642	TWUSUPER PAYROLL DEDUCTIONS	6/08/2015	709.22
EF087282	24813	KINETIC SUPER PAYROLL DEDUCTIONS	6/08/2015	657.78
EF087283	25043	COLONIAL FIRST STATE - KERRY MARGARET ROBERTS PAYROLL DEDUCTIONS	6/08/2015	172.08
EF087284	25051	ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND) R PAYROLL DEDUCTIONS	6/08/2015	1,277.72
EF087285	25394	CONCEPT ONE THE PAYROLL DEDUCTIONS	6/08/2015	17.55
EF087286	25495	ONEPATH CUSTODI PAYROLL DEDUCTIONS	6/08/2015	532.08
EF087287	25538	NORTH PERSONAL SUPERANNUATION PLAN PAYROLL DEDUCTIONS	6/08/2015	346.78
EF087288	25590	FIRST CHOICE WHOLESALE PERSONAL SUPER - M SAPS PAYROLL DEDUCTIONS	6/08/2015	835.13
EF087289	25649	COMMONWEALTH BANK GROUP SUPER PAYROLL DEDUCTIONS	6/08/2015	514.35
EF087290	25950	BT LIFETIME SUPER - EMPLOYER PLAN PAYROLL DEDUCTIONS	6/08/2015	630.24
EF087291	25956	COLONIAL FIRST STATE - KHRISTINE ANNE RYAN PAYROLL DEDUCTIONS	6/08/2015	328.09
EF087292	25963	ONEPATH SUPER - RACHEL PLEASANT PAYROLL DEDUCTIONS	6/08/2015	653.00
EF087293	26071	NORTH PERSONAL SUPERANNUATION PLAN SUPERANNUATION FUND	6/08/2015	211.65
EF087294	26089	ESSENTIAL SUPPERANNUATION FUND SUPPERANNUATION	6/08/2015	1,306.16
EF087295	26144	COLONIAL FIRST STATE - GLENN PETHICK PAYROLL DEDUCTIONS	6/08/2015	659.42
EF087296	26154	AMP FLEXIBLE LIFETIME SUPER RAYMOND DOREY PAYROLL DEDUCTIONS	6/08/2015	598.76
EF087297	26311	SUNSUPER PTY LTD PAYROLL DEDUCTIONS	6/08/2015	1,053.52
EF087298	26373	ONE PATH MASTERFUND - ERIN MAE RUKMINI KERSHAW PAYROLL DEDUCTIONS	6/08/2015	336.15
EF087299	26374	IOOF SUPERANNUATION FUND - IOOF SUPERANNUATION PAYROLL DEDUCTIONS	6/08/2015	864.07

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EF087300	26405	ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND) R PAYROLL DEDUCTIONS	6/08/2015	283.35
EF087301	26468	SULLIVAN SUPER FUND PTY LTD PAYROLL DEDUCTIONS	6/08/2015	4,385.98
EF087302	26504	NGS SUPER SHANTELLE TYLOR PAYROLL DEDUCTIONS	6/08/2015	373.80
EF087303	26517	CLICKSUPER PAYROLL DEDUCTIONS	6/08/2015	526.14
EF087304	26538	BT RETIREMENT WRAP ASANKA VIDANAGE 3588 PAYROLL DEDUCTIONS	6/08/2015	802.06
EF087305	26553	ONE PATH MASTERFUND 3597 LEEANNE DAVIS PAYROLL DEDUCTIONS	6/08/2015	14.40
EF087306	26569	THE TRUST COMPANY(SUPERANNUATION) LTD ATF ING PAYROLL DEDUCTIONS	6/08/2015	200.28
EF087307	26570	FIRST CHOICE PERSONAL SUPER - BRENTON BULMER PAYROLL DEDUCTIONS	6/08/2015	614.18
EF087308	26575	INTRUST SUPER SUPERANNUATION	6/08/2015	7.43
EF087309	26555	EXCLAIMER LTD SOFTWARE PURCHASES	21/08/2015	3,347.00
EF087310	10009	AAA PRODUCTION SERVICES AUDIO EQUIPMENT HIRE	31/08/2015	1,099.17
EF087311	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	31/08/2015	2,244.33
EF087312	10071	AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD LICENCE - PERFORMING RIGHTS	31/08/2015	697.06
EF087313	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	31/08/2015	7,294.86
EF087314	10118	AUSTRALIA POST POSTAGE CHARGES	31/08/2015	45,861.24
EF087315	10135	ENVIRONMENTAL HEALTH AUSTRALIA TRAINING SERVICES - HEALTH	31/08/2015	940.00
EF087316	10143	AUST LIBRARY & INFORMATION ASSOC SUBSCRIPTION	31/08/2015	1,125.00
EF087317	10153	SISTER CITIES AUST INC MEMBERSHIP/SUBSCRIPTIONS	31/08/2015	550.00
EF087318	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	31/08/2015	2,378.53
EF087319	10184	BENARA NURSERIES PLANTS	31/08/2015	1,896.40
EF087320	10220	BOYA EQUIPMENT EQUIPMENT SUPPLIES	31/08/2015	1,997.25
EF087321	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	31/08/2015	10,326.83
EF087322	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	31/08/2015	23,426.65
EF087323	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	31/08/2015	3,615.65
EF087324	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	31/08/2015	1,739.10
EF087325	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	31/08/2015	180.81
EF087326	10256	CABLE LOCATES & CONSULTING LOCATING SERVICES	31/08/2015	1,775.95
EF087327	10279	CASTROL AUSTRALIA PTY LTD GREASE/LUBRICANTS	31/08/2015	4,797.55
EF087328	10283	CENTRAL INSTITUTE OF TECHNOLOGY TRAINING SERVICES	31/08/2015	904.95

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EF087329	10287	CENTRELINE MARKINGS LINEMARKING SERVICES	31/08/2015	1,980.00
EF087330	10329	CITY OF ROCKINGHAM TIP FEES	31/08/2015	3,008.09
EF087331	10333	CJD EQUIPMENT PTY LTD HARDWARE SUPPLIES	31/08/2015	2,549.55
EF087332	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	31/08/2015	233.42
EF087333	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	31/08/2015	2,690.16
EF087334	10349	COCKBURN BASKETBALL ASSOC INC ELECTRICITY REIMBURSEMENTS	31/08/2015	810.00
EF087335	10351	COCKBURN BMX STADIUM SPORTING EQUIPT GRANT/REGISTRATION FEES	31/08/2015	400.00
EF087336	10353	COCKBURN CEMENT LTD RATES REFUND	31/08/2015	298.32
EF087337	10358	COCKBURN LIQUOR CENTRE LIQUOR SUPPLIES	31/08/2015	168.77
EF087338	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	31/08/2015	2,464.00
EF087339	10360	COCKBURN PARTY HIRE OF PARTY EQUIPMENT	31/08/2015	594.00
EF087340	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	31/08/2015	250.00
EF087341	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	31/08/2015	6,666.42
EF087342	10384	PROGILITY PTY LTD COMMUNICATION SERVICES	31/08/2015	3,704.03
EF087343	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	31/08/2015	10,149.48
EF087344	10394	CD'S CONFECTIONERY WHOLESALERS CONFECTIONERY	31/08/2015	2,014.35
EF087345	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	31/08/2015	18,749.54
EF087346	10526	E & MJ ROSHER PTY LTD MOWER PARTS	31/08/2015	6,522.85
EF087347	10528	EASIFLEET MANAGEMENT VEHICLE LEASE	31/08/2015	149.17
EF087348	10535	WORKPOWER INCORPORATED EMPLOYMENT SERVICES - PLANTING	31/08/2015	5,550.60
EF087349	10537	EDUCATIONAL ART SUPPLIES CO ART/CRAFT SUPPLIES	31/08/2015	768.46
EF087350	10551	EMMANUEL CATHOLIC COLLEGE SCHOOL GRADUATION AWARDS 2011	31/08/2015	750.00
EF087351	10580	FC COURIERS COURIER SERVICES	31/08/2015	2,265.74
EF087352	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES ESL LEVY & RELATED COSTS	31/08/2015	5,186.13
EF087353	10609	FORESTVALE TREES P/L PLANTS - TREES/SHRUBS	31/08/2015	20,339.00
EF087354	10636	FUJI XEROX AUSTRALIA PTY LTD PHOTOCOPY CHARGES	31/08/2015	585.41
EF087355	10641	GALVINS PLUMBING SUPPLIES PLUMBING SERVICES	31/08/2015	2,626.73
EF087356	10655	GHD PTY LTD CONSULTANCY SERVICES	31/08/2015	40,919.07
EF087357	10692	AECOM AUSTRALIA PTY LTD CONSULTANCY SERVICES	31/08/2015	10,879.00

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EF087358	10708	HEAVY AUTOMATICS PTY LTD EQUIPMENT MAINTENANCE SERVICES	31/08/2015	4,904.13
EF087359	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	31/08/2015	7,829.58
EF087360	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	31/08/2015	28,299.70
EF087361	10743	ICON-SEPTECH PTY LTD DRAINAGE PRODUCTS	31/08/2015	25,834.88
EF087362	10767	INST OF PUBLIC WORKS ENG AUST - NSW TRAINING SERVICES	31/08/2015	4,235.00
EF087363	10768	INST OF PUBLIC WORKS ENG AUST - WA MEMBERSHIP FEES	31/08/2015	168.00
EF087364	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	31/08/2015	31,299.59
EF087365	10781	JANDAKOT EARTHMOVING & RURAL CONTRACTORS FIREBREAK CONSTRUCTION	31/08/2015	8,789.30
EF087366	10783	JANDAKOT METAL INDUSTRIES METAL SUPPLIES	31/08/2015	990.00
EF087367	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	31/08/2015	4,000.00
EF087368	10792	JASOL AUSTRALIA CLEANING PRODUCTS	31/08/2015	603.82
EF087369	10794	JASON SIGNMAKERS SIGNS	31/08/2015	17,270.00
EF087370	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	31/08/2015	2,260.50
EF087371	10836	KERB DOCTOR CONCRETE KERBING - SUPPLY & LAYING	31/08/2015	10,206.90
EF087372	10864	LAMP REPLACEMENTS LIGHTING SUPPLIES	31/08/2015	304.76
EF087373	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	31/08/2015	1,115.38
EF087374	10884	WSP BUILDINGS PTY LTD CONSULTANCY SERVICES	31/08/2015	12,650.00
EF087375	10888	LJ CATERERS CATERING SERVICES	31/08/2015	5,494.24
EF087376	10892	LOCAL GOVT MANAGERS AUSTRALIA SUBSCRIPTION	31/08/2015	1,960.00
EF087377	10896	LOCAL HEALTH AUTHORITIES ANALYTICAL COMMITTEE ANALYTICAL SERVICES	31/08/2015	23,547.94
EF087378	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT / REPAIR SERVICES	31/08/2015	5,755.32
EF087379	10918	MAIN ROADS WA REPAIRS/MAINTENANCE SERVICES	31/08/2015	275,946.48
EF087380	10931	MARLBROH BINGO ENTERPRISES BINGO EQUIPMENT	31/08/2015	147.45
EF087381	10939	LINFOX ARMAGUARD BANKING SECURITY SERVICES	31/08/2015	1,494.60
EF087382	10944	MCLEODS LEGAL SERVICES	31/08/2015	51,334.19
EF087383	10960	METRO FILTERS FILTER SUPPLIES	31/08/2015	26.40
EF087384	10968	MINIQUIP HIRING SERVICES	31/08/2015	21,249.80
EF087385	10990	MOWER CITY SALES & SERVICES PTY LTD LAWN MOWING EQUIPMENT	31/08/2015	1,435.40
EF087386	10991	BEACON EQUIPMENT MOWING EQUIPMENT	31/08/2015	904.90

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EF087387	11026	NESTLE FOOD SERVICES CATERING SUPPLIES	31/08/2015	800.40
EF087388	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	31/08/2015	1,673.50
EF087389	11029	NEWCASTLE WEIGHING SERVICES PTY LTD SOFTWARE SUPPORT	31/08/2015	16,145.80
EF087390	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	31/08/2015	19,604.62
EF087391	11068	VODAFONE HUTCHISON AUSTRALIA PTY LTD PAGING SERVICES	31/08/2015	668.80
EF087392	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	31/08/2015	1,523.50
EF087393	11136	DONEGAN ENTERPRISES FENCING REPAIRS/MAINTENANCE	31/08/2015	1,427.80
EF087394	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	31/08/2015	3,378.98
EF087395	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD TRAFFIC CONTROL SERVICES	31/08/2015	20,385.58
EF087396	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	31/08/2015	6,070.45
EF087397	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	31/08/2015	732.60
EF087398	11244	RESEARCH SOLUTIONS PTY LTD RESEARCH SERVICES	31/08/2015	29,312.80
EF087399	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	31/08/2015	1,025.54
EF087400	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	31/08/2015	2,895.50
EF087401	11308	SBA SUPPLIES HARDWARE SUPPLIES	31/08/2015	7,182.69
EF087402	11318	SELECT SECURITY WA PTY LTD SECURITY SERVICES	31/08/2015	1,250.00
EF087403	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	31/08/2015	4,053.64
EF087404	11373	SKIPPER TRUCK PARTS SPARE PARTS & MAINTENANCE SERVICES	31/08/2015	601.65
EF087405	11376	SLICKER STICKERS STICKER SUPPLIES	31/08/2015	517.00
EF087406	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	31/08/2015	1,385.20
EF087407	11396	SOUTH COOGEE PRIMARY SCHOOL GRANTS & DONATIONS	31/08/2015	6,000.00
EF087408	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	31/08/2015	477,559.97
EF087409	11453	SPEARWOOD NEWSROUND NEWSPAPER SUPPLIES	31/08/2015	1,465.84
EF087410	11459	SPEARWOOD VETERINARY HOSPITAL VETERINARY SERVICES	31/08/2015	1,018.00
EF087411	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	31/08/2015	7,513.00
EF087412	11470	SPORTSWORLD OF WA SPORT SUPPLIES	31/08/2015	752.40
EF087413	11471	SPOTLIGHT PTY LTD FABRIC SUPPLIES	31/08/2015	120.84
EF087414	11478	ST JEROME'S NETBALL KIDSPORT REGISTRATION FEES	31/08/2015	600.00
EF087415	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	31/08/2015	160.00

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Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF087416	11493	SAI GLOBAL LTD PUBLICATIONS - STANDARDS	31/08/2015	2,225.27
EF087417	11496	STANLEE WA LTD CATERING EQUIPMENT/SUPPLIES	31/08/2015	330.00
EF087418	11502	STATE LAW PUBLISHER ADVERTISING SERVICES	31/08/2015	588.60
EF087419	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	31/08/2015	7,150.00
EF087420	11511	STATEWIDE BEARINGS BEARING SUPPLIES	31/08/2015	237.67
EF087421	11513	STICKERWORLD STICKER PRINTING	31/08/2015	2,761.00
EF087422	11520	STOP & COPY PRINT CENTRE PTY LTD COPYING SERVICES	31/08/2015	438.00
EF087423	11540	SWANVIEW PLANT FARM NURSERY	31/08/2015	396.00
EF087424	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	31/08/2015	7,832.00
EF087425	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	31/08/2015	4,312.00
EF087426	11613	TIMEZONE AVEL PTY LTD ENTERTAINMENT SERVICES	31/08/2015	96.00
EF087427	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	31/08/2015	145,720.83
EF087428	11637	CITY OF VINCENT LOST ITEM REFUNDS / LSL ENTITLEMENTS	31/08/2015	3,479.73
EF087429	11642	TRAILER PARTS PTY LTD TRAILER PARTS	31/08/2015	1,256.15
EF087430	11651	TREE WATERING SERVICES TREE WATERING SERVICES	31/08/2015	8,224.00
EF087431	11655	TRISLEYS HYDRAULIC SERVICES PTY LTD POOL EQUIPMENT/REPAIRS	31/08/2015	665.50
EF087432	11665	TUNNEL VISION PLUMBING SERVICES	31/08/2015	341.00
EF087433	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	31/08/2015	2,800.79
EF087434	11684	UNIVERSITY OF WESTERN AUSTRALIA EDUCATIONAL/RESEARCH SERVICES	31/08/2015	400.00
EF087435	11690	URBAN DEVELOPMENT INSTITUTE OF AUSTRALIA WA CONSULTANCY SERVICES - PLANNING	31/08/2015	2,035.00
EF087436	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	31/08/2015	671.10
EF087437	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	31/08/2015	3,850.00
EF087438	11701	VIBRA INDUSTRIA FILTER SUPPLIES	31/08/2015	443.30
EF087439	11710	VOLUNTEERING WA SUBSCRIPTIONS	31/08/2015	132.00
EF087440	11715	WA BLUEMETAL ROADBASE SUPPLIES	31/08/2015	28,903.95
EF087441	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	31/08/2015	1,188.00
EF087442	11787	DEPT OF TRANSPORT WA GOVT DEPARTMENT	31/08/2015	1,180.90
EF087443	11789	WALGA ADVERTISING/TRAINING SERVICES	31/08/2015	67,057.89
EF087444	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	31/08/2015	16,154.81

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EF087445	11795	WESTERN POWER ELECTRICAL SERVICES	31/08/2015	87,836.49
EF087446	11810	ABAXA PREVIOUSLY WH LOCATIONS LOCATING SERVICES	31/08/2015	27,370.20
EF087447	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR PRINTING SERVICES	31/08/2015	1,512.41
EF087448	11835	WURTH AUSTRALIA PTY LTD HARDWARE SUPPLIES	31/08/2015	1,406.42
EF087449	11841	YANGEBUP FAMILY CENTRE INC VENUE HIRE / GRANTS & DONATIONS	31/08/2015	2,213.00
EF087450	11854	ZIPFORM PRINTING SERVICES	31/08/2015	20,119.92
EF087451	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	31/08/2015	5,229.51
EF087452	11987	SAFETY ZONE AUSTRALIA PTY LTD SAFETY EQUIPMENT	31/08/2015	496.05
EF087453	12007	SHANE MCMASTER SURVEYS SURVEYING SERVICES	31/08/2015	22,253.00
EF087454	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD EXCAVATING/EARTHMOVING EQUIPMENT	31/08/2015	1,229.68
EF087455	12146	BUSWEST TRANSPORT SERVICES - BUS HIRE	31/08/2015	484.00
EF087456	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	31/08/2015	5,639.83
EF087457	12394	MP ROGERS & ASSOCIATES PTY LTD CONSULTANCY SERVICES - MARINE	31/08/2015	4,210.23
EF087458	12499	PLAYMASTER PTY LTD PLAYGROUND EQUIPMENT	31/08/2015	4,128.30
EF087459	12536	SCOTT & ASSOCIATES CONSULTANCY SERVICES - CIVIL ENGINEERING	31/08/2015	1,116.50
EF087460	12539	COCKBURN JUNIOR FOOTBALL CLUB INC. SPORTS SERVICES	31/08/2015	2,000.00
EF087461	12561	CATEK EQUIPMENT REPAIRS REPAIRS/MAINTENANCE SERVICES	31/08/2015	311.63
EF087462	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	31/08/2015	1,492.81
EF087463	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POOR GROVE SLSC DEVELOPMENT COSTS	31/08/2015	300.00
EF087464	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	31/08/2015	10,697.50
EF087465	12779	WESTERN RESOURCE RECOVERY PTY LTD WASTE DISPOSAL SERVICES	31/08/2015	1,654.62
EF087466	12848	PALMERSTON ASSOCIATION YOUTH EDUCATION SERVICES	31/08/2015	5,500.00
EF087467	12849	GIUDICE SURVEYS SURVEYING SERVICES	31/08/2015	4,950.00
EF087468	12882	ALLFLOW INDUSTRIAL WASTE DISPOSAL SERVICES	31/08/2015	298.05
EF087469	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	31/08/2015	1,650.00
EF087470	13102	MICHAEL PAGE INTERNATIONAL EMPLOYMENT SERVICES	31/08/2015	9,106.24
EF087471	13111	OCE-AUSTRALIA LIMITED COPIERS/PRINTERS	31/08/2015	218.70
EF087472	13393	SOUTH WEST GROUP CONTRIBUTIONS	31/08/2015	42,075.00
EF087473	13409	KLEENIT CLEANING SERVICES	31/08/2015	23,721.00

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EF087474	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	31/08/2015	1,065.35
EF087475	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	31/08/2015	13,083.68
EF087476	13670	HISCO PTY LTD HOSPITALITY SUPPLIES	31/08/2015	359.59
EF087477	13767	ELLIOTTS IRRIGATION PTY LTD IRRIGATION SERVICES	31/08/2015	1,655.50
EF087478	13779	PORTER CONSULTING ENGINEERS ENGINEERING CONSULTANCY SERVICES	31/08/2015	5,427.50
EF087479	13825	JACKSON MCDONALD LEGAL SERVICES	31/08/2015	172,263.56
EF087480	13832	INSIGHT CALL CENTRE SERVICES COMMUNICATION SERVICES	31/08/2015	4,135.95
EF087481	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	31/08/2015	8,672.40
EF087482	14128	MATER CHRISTI SCHOOL GRADUATION AWARDS	31/08/2015	750.00
EF087483	14297	ARTREF PTY LTD OFFICE EQUIPMENT	31/08/2015	1,412.64
EF087484	14426	HARMONY PRIMARY SCHOOL SAND EXPENSES REIMBURSEMENT	31/08/2015	2,750.00
EF087485	14435	LAKES JUNIOR FOOTBALL CLUB YOUTH ACTIVE PROGRAM REGISTRATION FEES	31/08/2015	2,600.00
EF087486	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	31/08/2015	835.50
EF087487	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	31/08/2015	10,475.08
EF087488	14667	APPEALING SIGNS SIGNS	31/08/2015	904.20
EF087489	14744	MUCHEA TREE FARM PLANTS/GREENSTOCK	31/08/2015	10,052.46
EF087490	15301	JAKO INDUSTRIES PTY LTD AIR CONDITIONING SYSTEMS	31/08/2015	1,892.00
EF087491	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	31/08/2015	1,914.31
EF087492	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	31/08/2015	329.35
EF087493	15550	APACE AID PLANTS & LANDSCAPING SERVICES	31/08/2015	15,990.92
EF087494	15746	WESTERN AUSTRALIA POLICE SERVICE POLICE CLEARANCES	31/08/2015	103.20
EF087495	15786	AD ENGINEERING INTERNATIONAL PTY LTD SIGNS - ELECTRONIC	31/08/2015	15,840.00
EF087496	16291	WA PROFILING ROAD PROFILING SERVICES	31/08/2015	2,803.90
EF087497	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	31/08/2015	70,653.23
EF087498	16704	ACCIDENTAL FIRST AID SUPPLIES - PERTH SOUTH MEDICAL SUPPLIES	31/08/2015	3,850.45
EF087499	16985	WA PREMIX CONCRETE SUPPLIES	31/08/2015	22,972.18
EF087500	17097	VALUE TISSUE PAPER PRODUCTS	31/08/2015	501.60
EF087501	17121	UNDERGROUND POWER DEVELOPMENT PTY LTD ELECTRICAL SERVICES	31/08/2015	10,890.00
EF087502	17213	COCKBURN CITY SOCCER CLUB INC SPORT EQUIPMENT GRANT	31/08/2015	400.00

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EF087503	17362	JOHN EARLEY TRAINING	31/08/2015	250.00
EF087504	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	31/08/2015	1,053.12
EF087505	17600	ERECTIONS (WA) GUARD RAILS	31/08/2015	3,398.89
EF087506	17661	THE COCKBURN BU ADVERTISING SERVICES	31/08/2015	2,625.00
EF087507	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	31/08/2015	3,099.80
EF087508	17942	MRS MAC'S FOOD SUPPLIES	31/08/2015	786.50
EF087509	18038	COCKBURN NETBALL CLUB REGISTRATION FEES	31/08/2015	530.00
EF087510	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	31/08/2015	2,234.16
EF087511	18147	AURECON AUSTRALASIA PTY LTD CONSULTANCY - CIVIL ENGINEERING	31/08/2015	36,293.03
EF087512	18265	FREMANTLE CITY DOCKERS FOOTBALL CLUB	31/08/2015	2,400.00
EF087513	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	31/08/2015	140.48
EF087514	18303	BIBRA LAKE JUNIOR FOOTBALL CLUB REGISTRATION FEES	31/08/2015	3,300.00
EF087515	18313	CITY OF WHITTLESEA SEMINAR	31/08/2015	23,100.00
EF087516	18425	SUCCESS STRIKERS NETBALL CLUB REGISTRATION FEES	31/08/2015	4,800.00
EF087517	18496	LAKESIDE JUNIOR BASKETBALL CLUB SPORTING ORGANISATION	31/08/2015	600.00
EF087518	18508	JOHN TURNER BRICK LAYING SERVICES	31/08/2015	5,459.00
EF087519	18598	TOX FREE SOLUTIONS LTD PESTICIDE DISPOSAL	31/08/2015	698.78
EF087520	18613	ECO-HIRE EQUIPMENT HIRE	31/08/2015	10,833.33
EF087521	18628	UNILEVER AUSTRALIA LTD BEVERAGES	31/08/2015	253.54
EF087522	18695	MYAREE CRANE HIRE CRANE HIRE	31/08/2015	583.00
EF087523	18734	P & R EDWARDS ENTERTAINMENT SERVICES	31/08/2015	525.00
EF087524	18764	AFFIRMATIVE PAVING BRICK PAVING SERVICES	31/08/2015	4,246.00
EF087525	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	31/08/2015	6,063.00
EF087526	18941	ALLSTAMPS STATIONERY	31/08/2015	76.80
EF087527	18962	SEALANES (1985) P/L CATERING SUPPLIES	31/08/2015	5,243.60
EF087528	18997	GISSA INTERNATIONAL PTY LTD TRAINING SERVICES	31/08/2015	3,183.30
EF087529	19505	ADVANCED WINDOW SHUTTERS WINDOW SHUTTERS	31/08/2015	900.00
EF087530	19506	SYLEX ERGONOMICS OFFICE FURNITURE	31/08/2015	1,334.30
EF087531	19533	WOOLWORTHS LTD GROCERIES	31/08/2015	4,185.49

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EF087532	19541	TURF CARE WA PTY LTD TURF SERVICES	31/08/2015	9,218.00
EF087533	19623	ERGOLINK OFFICE FURNITURE	31/08/2015	1,164.90
EF087534	19649	TELSTRA NETWORK INTEGRITY SERVICES COMMUNICATION SERVICES	31/08/2015	4,252.23
EF087535	19652	TMS SERVICES TAPPS MOBILE SECURITY SECURITY SERVICES	31/08/2015	4,865.67
EF087536	19718	SIFTING SANDS CLEANING SERVICES - SAND	31/08/2015	534.32
EF087537	19747	ALLERDING & ASSOCIATES CPLANNING CONSULTANCY SERVICES	31/08/2015	4,305.66
EF087538	19795	FREMANTLE RUGBY LEAGUE CLUB INC REGISTRATION FEES	31/08/2015	895.00
EF087539	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	31/08/2015	3,400.90
EF087540	19856	WESTERN TREE RECYCLERS SHREDDING SERVICES	31/08/2015	37,543.37
EF087541	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	31/08/2015	18,788.25
EF087542	20215	POWERVAC CLEANING EQUIPMENT	31/08/2015	1,142.35
EF087543	20247	CHRISTIE PARKSAFE PARKS & RECREATIONAL PRODUCTS	31/08/2015	5,667.20
EF087544	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	31/08/2015	69,751.00
EF087545	20322	PLANTRITE PLANT SUPPLIES	31/08/2015	990.00
EF087546	20347	THE ORGANIC COLLECTIVE ORGANIC FOODS	31/08/2015	65.00
EF087547	20457	IAN PERCY NARRATIVE THERAPY	31/08/2015	187.00
EF087548	20473	RACKMART SHELVING SUPPLIES	31/08/2015	1,084.50
EF087549	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	31/08/2015	1,875.50
EF087550	20631	ID CONSULTING PTY LTD CONSULTANCY SERVICES	31/08/2015	55,000.00
EF087551	20763	JECODA CONCRETE CONCRETE SUPPLY	31/08/2015	1,430.00
EF087552	20867	FARM INFORMATION SERVICES TRAINING/INSTRUCTION	31/08/2015	2,250.15
EF087553	20882	BELL-VISTA FRUIT & VEGETABLE FRUIT & VEGETABLE	31/08/2015	1,431.82
EF087554	21120	SHOREWATER MARINE PTY LTD MARINE CONSTRUCTION SERVICES	31/08/2015	616.00
EF087555	21127	JOANNA AYCKBOURN INSTRUCTION - SINGING	31/08/2015	750.00
EF087556	21131	STATE WIDE TURF SERVICES TURF RENOVATION	31/08/2015	3,000.00
EF087557	21287	T.J.DEPIAZZI & SONS SOIL & MULCH SUPPLIES	31/08/2015	17,395.40
EF087558	21294	CAT HAVEN ANIMAL SERVICES	31/08/2015	2,233.00
EF087559	21363	TENDERLINK.COM PTY LTD COMPUTER SOFTWARE	31/08/2015	1,100.00
EF087560	21371	LD TOTAL SANPOINT PTY LTD LANDSCAPING WORKS/SERVICES	31/08/2015	10,344.73

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EF087561	21434	CARERS ASSOCIATION OF WESTERN AUSTRALIA INC WORKSHOPS / CARERS RESPITE PROGRAM	31/08/2015	110.00
EF087562	21463	CAPITAL FINANCE AUSTRALIA LTD FINANCIAL SERVICES - LEASE FINANCES	31/08/2015	3,401.35
EF087563	21466	BENT LOGIC MEMBERSHIP KEY TAGS	31/08/2015	1,006.50
EF087564	21471	WA MACHINERY GLASS GLAZING SERVICES	31/08/2015	539.00
EF087565	21594	GREENSENSE PTY LTD CONSULTANCY - CLIMATE	31/08/2015	4,229.92
EF087566	21665	MMJ REAL ESTATE (WA) PTY LTD PROPERTY MANAGEMENT SERVICES	31/08/2015	19,518.03
EF087567	21678	IANNELLO DESIGNS GRAPHIC DESIGN	31/08/2015	792.00
EF087568	21691	ZETTANET PTY LTD INTERNET/WEB SERVICES	31/08/2015	23.20
EF087569	21694	UNITED EQUIPMENT PTY LTD USED EQUIPMENT	31/08/2015	501.60
EF087570	21697	ICT EXPRESS PTY LTD CONSULTANCY SERVICES - IT	31/08/2015	6,258.51
EF087571	21744	JB HI-FI - COMMERCIAL ELECTRONIC EQUIPMENT	31/08/2015	3,424.00
EF087572	21791	THE LEISURE INSTITUTE OF WA (AQUATICS) INC. PROFESSIONAL ORGANISATION	31/08/2015	1,460.00
EF087573	21794	PRACSYS MANAGEMENT SYSTEMS MARKET RESEARCH SERVICES	31/08/2015	8,360.00
EF087574	21879	SPOTLESS SERVICES AUSTRALIA LTD (CLEANING) CLEANING SERVICES	31/08/2015	80,019.06
EF087575	21915	ECOWATER SERVICES PTY LTD MAINTENANCE SERVICES - WASTE SYSTEMS	31/08/2015	1,119.00
EF087576	21922	DIGGA-WEST EARTHMOVING EQUIPMENT	31/08/2015	932.80
EF087577	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	31/08/2015	2,300.53
EF087578	21990	MEDIBANK HEALTH SOLUTIONS PTY LTD MEDICAL SERVICES	31/08/2015	1,133.03
EF087579	21997	MELVILLE KIA MOTOR CARS	31/08/2015	48,739.50
EF087580	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	31/08/2015	2,898.00
EF087581	22119	BINDI BINDI DREAMING MARISSA VERMA CONSULT - ABORIGINAL EDUCATION/ENT	31/08/2015	600.00
EF087582	22182	KALAMUNDA FENCING & GATEMAKERS FENCING SERVICES	31/08/2015	2,293.50
EF087583	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	31/08/2015	46,388.19
EF087584	22258	WATERLOGIC AUSTRALIA PTY LTD WATER SUPPLY EQUIPMENT	31/08/2015	247.50
EF087585	22308	DEPARTMENT OF AGRICULTURE & FOOD WEED CONTROL SERVICES/LAB ANALYSIS	31/08/2015	7,764.00
EF087586	22337	SEGAFREDO ZANETTI AUSTRALIA PTY LTD COFFEE & COFFEE MACHINES	31/08/2015	457.80
EF087587	22343	COMMUNITYWEST INCORPORATED TRAINING SERVICES	31/08/2015	1,155.00
EF087588	22448	CAKES WEST PTY LTD CATERING	31/08/2015	268.64
EF087589	22511	JOHNNY'S TILING TILING SERVICES	31/08/2015	2,986.00

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EF087590	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	31/08/2015	2,036.77
EF087591	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	31/08/2015	2,315.50
EF087592	22613	VICKI ROYANS ARTISTIC SERVICES	31/08/2015	450.00
EF087593	22619	KSC TRAINING TRAINING SERVICES	31/08/2015	1,318.00
EF087594	22639	SHATISH CHAUHAN TRAINING SERVICES - YOGA	31/08/2015	1,970.00
EF087595	22653	PCYC FREMANTLE SPONSORSHIP	31/08/2015	401.82
EF087596	22681	ABBEEY BLINDS PTY LTD BLINDS	31/08/2015	1,347.50
EF087597	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	31/08/2015	87,807.66
EF087598	22749	PEOPLE SOLUTIONS AUSTRALASIA PTY LTD CONSULTANCY SERVICES - HR	31/08/2015	935.00
EF087599	22751	WORKFORCE CLOTHING PTY LTD CLOTHING - INDUSTRIAL	31/08/2015	567.05
EF087600	22752	ELGAS LIMITED GAS SUPPLIES	31/08/2015	105.60
EF087601	22806	AUSTRALIAN FUEL DISTRIBUTORS PTY LTD FUEL SUPPLIES	31/08/2015	79,970.06
EF087602	22854	LGISWA INSURANCE PREMIUMS	31/08/2015	1,100.00
EF087603	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	31/08/2015	512.00
EF087604	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	31/08/2015	463.93
EF087605	22914	LADY LATTE CATERING SERVICES	31/08/2015	228.00
EF087606	23253	KOTT GUNNING LEGAL SERVICES	31/08/2015	4,810.69
EF087607	23309	FUN IN TRAINING AUSTRALIA PTY LTD FITNESS CLASSES-INSTRUCTIONS	31/08/2015	1,306.25
EF087608	23332	WRIGHTS HEAVY RECOVERY TOWING SERVICES	31/08/2015	1,650.00
EF087609	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	31/08/2015	1,221.70
EF087610	23473	MAX FAIRCLOUGH PHOTOGRAPHY PHOTOGRAPHY SERVICES	31/08/2015	250.00
EF087611	23516	BOS SURVEYING PTY LTD SURVEY RESULTS SURVEYING SERVICES	31/08/2015	23,606.78
EF087612	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	31/08/2015	36,688.99
EF087613	23670	LIEBHERR AUSTRALIA PTY LTD SPARE PARTS	31/08/2015	1,465.75
EF087614	23685	ASTRO SYNTHETIC TURF PTY LTD SITE INSPECTIONS	31/08/2015	726.00
EF087615	23696	JULIE REIDY DRAFTING SERVICES	31/08/2015	8,800.00
EF087616	23818	AM & IE MUTCH ENGINEERING CONSULTANTS CONSULTANCY SERVICES	31/08/2015	1,012.00
EF087617	23854	FRATELLE GROUP PTY LTD ARCHITECTUAL SERVICES	31/08/2015	32,725.00
EF087618	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	31/08/2015	10.84

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EF087619	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	31/08/2015	4,422.00
EF087620	24062	LEEMING NETBALL CLUB INC. REGISTRATION FEES-KIDSPORT	31/08/2015	400.00
EF087621	24131	GLASSRENU WA GLASS CLEANING	31/08/2015	1,535.00
EF087622	24181	FORRESTDALE JUNIOR FOOTBALL CLUB REGISTRATION FEES	31/08/2015	200.00
EF087623	24186	ELAN ENERGY MANAGEMENT PTY LTD RECYCLING SERVICES - TYRES	31/08/2015	438.70
EF087624	24187	TOTAL GREEN RECYCLING E-WASTE RECYCLING SERVICES	31/08/2015	2,135.10
EF087625	24195	PAYNE'S WINDOW CLEANING AND SERVICES WINDOW CLEANING SERVICES	31/08/2015	6,635.70
EF087626	24298	TANKS FOR HIRE EQUIPMENT HIRE	31/08/2015	512.60
EF087627	24436	DASH PAINTBALL ENTRY FEES	31/08/2015	1,080.00
EF087628	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	31/08/2015	225.00
EF087629	24557	AVELING CONSULTANCY SERVICES	31/08/2015	9,505.50
EF087630	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	31/08/2015	1,679.00
EF087631	24643	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY PURCHASE OF LIBRARY TAGS	31/08/2015	34,124.75
EF087632	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	31/08/2015	4,067.00
EF087633	24736	ZENIEN CCTV INSTALLATION	31/08/2015	144,836.97
EF087634	24748	PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L ELECTRICAL SERVICES	31/08/2015	6,055.33
EF087635	24800	DZOLV PRODUCTS CATERING SUPPLIES	31/08/2015	68.75
EF087636	24805	KAREN WOOLHEAD DANCING CLASSES	31/08/2015	1,360.00
EF087637	24886	A NATURAL SELF ENTERTAINMENT SUPPLIES	31/08/2015	528.00
EF087638	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	31/08/2015	28,600.00
EF087639	24949	BITUMEN SURFACING BITUMEN SUPPLIES	31/08/2015	3,751.00
EF087640	24952	CARALEE COMMUNITY SCHOOL REGISTRATION FEES	31/08/2015	286.00
EF087641	24974	SCOTT PRINT PRINTING SERVICES	31/08/2015	17,514.20
EF087642	24976	SNAP PRINTING - COCKBURN CENTRAL PRINTING SERVICES	31/08/2015	403.50
EF087643	24984	AUBIN GROVE PRI TRAVEL SMART EVENTS	31/08/2015	750.00
EF087644	25060	DFP RECRUTIMENT SERVICES EMPLOYMENT SERVICES	31/08/2015	22,062.03
EF087645	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	31/08/2015	5,252.50
EF087646	25115	FIIG INVESTMENT MANAGEMENT SERVICES	31/08/2015	2,750.00
EF087647	25121	IMAGESOURCE DIGITAL SOLUTIONS BILLBOARDS	31/08/2015	8,682.70

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EF087648	25128	HORIZON WEST LANDSCAPE & IRRIGATION P/L LANDSCAPING SERVICES	31/08/2015	1,479.39
EF087649	25158	MPIRE SECURITY SECURITY SERVICES	31/08/2015	7,460.75
EF087650	25192	CANNING COSMOS REGISTRATION FEES	31/08/2015	200.00
EF087651	25262	SANDOVER PINDER ARCHITECTS ARCHITECTURAL SERVICES	31/08/2015	46,135.71
EF087652	25264	ACURIX NETWORKS PTY LTD WIFI ACCESS SERVICE	31/08/2015	1,072.50
EF087653	25325	NATSALES ADVERTISING PTY LTD PRINTING SERVICES	31/08/2015	1,072.50
EF087654	25333	INTELLIGENZ SOLUTIONS COMPUTER SOFTWARE	31/08/2015	4,532.00
EF087655	25418	CS LEGAL LEGAL SERVICES	31/08/2015	4,656.82
EF087656	25539	CALIBRE CONSULTING (MELB) PTY LTD CONSULTANCY SERVICES	31/08/2015	8,800.00
EF087657	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	31/08/2015	13,117.50
EF087658	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	31/08/2015	30.58
EF087659	25648	NANKIVELL, MATTHEW LEE MN CREATIVE PHOTOGRAPHY SERVICES	31/08/2015	304.00
EF087660	25708	AMGROW PTY LTD HERBICIDES	31/08/2015	165.00
EF087661	25713	DISCUS ON DEMAND PRINTING SERVICES	31/08/2015	228.80
EF087662	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	31/08/2015	3,283.50
EF087663	25734	LIVEWELL MASSAGE MASSAGE SERVICES	31/08/2015	120.00
EF087664	25749	ATTADALE NETBALL CLUB REGISTRATION FEES	31/08/2015	200.00
EF087665	25772	SUPERFINS WA INC REGISTRATION FEES	31/08/2015	200.00
EF087666	25806	TRAININGSHIP COCKBURN PARENT COMMITTEE REGISTRATION FEES	31/08/2015	600.00
EF087667	25824	SOUTH PERTH SOCCER CLUB INC REGISTRATION FEES	31/08/2015	200.00
EF087668	25874	BRIGHTSKY AUSTRALIA HEALTHCARE PRODUCTS	31/08/2015	1,086.25
EF087669	25875	COOGEE PLUMBING SERVICES PLUMBING SERVICES	31/08/2015	26,006.29
EF087670	25952	CUTTING EDGES SPARE PARTS	31/08/2015	1,154.01
EF087671	25955	ADECCO INDUSTRIAL PTY LTD EMPLOYEMENT SERVICES	31/08/2015	98,776.05
EF087672	25962	ALL LINES LINEMARKING SERVICES	31/08/2015	715.00
EF087673	25981	EAST FREMANTLE LACROSSE CLUB INC BUILDING LEVY	31/08/2015	600.00
EF087674	26029	AUTOSWEEP WA SWEEPING SERVICES	31/08/2015	6,974.00
EF087675	26058	HAMMOND PARK PRIMARY SCHOOL GRANTS & DONATIONS	31/08/2015	2,000.00
EF087676	26067	SPRAYKING WA PTY LTD CHEMICAL WEED CONTROL SERVICES	31/08/2015	10,658.89

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EF087677	26090	FREMANTLE MILK DISTRIBUTORS MILK DISTRIBUTORS	31/08/2015	189.25
EF087678	26102	VIXENS NETBALL CLUB NETBALL REGISTRATION FEES	31/08/2015	400.00
EF087679	26110	DASH CIVIL CONTRACTING CONCRETING SERVICES	31/08/2015	39,234.77
EF087680	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	31/08/2015	923.62
EF087681	26173	SOUTHSIDE PLUMBING PLUMBING SERVICES	31/08/2015	10,280.60
EF087682	26211	AMCOM PTY LTD INTERNET/DATA SERVICES	31/08/2015	6,510.00
EF087683	26253	CREATE IT TIME LAPSE CAMERA	31/08/2015	913.00
EF087684	26257	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	31/08/2015	410.00
EF087685	26261	LEARNING SEAT TRAINING SERVICES	31/08/2015	26,400.00
EF087686	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE TURF & LANDSCAPE MAINTENANCE	31/08/2015	135,992.15
EF087687	26310	LOCAL GEOTECHNICS CONSULTANCY SERVICES	31/08/2015	28,594.50
EF087688	26314	CPE GROUP TEMPORARY EMPLOYMENT SERVICES	31/08/2015	1,548.47
EF087689	26323	AT THE KITCHEN CATERING SERVICES	31/08/2015	644.00
EF087690	26359	WILSON SECURITY SECURITY SERVICES	31/08/2015	345,837.44
EF087691	26386	AIRMASTER AUSTRALIA PTY LTD AIRCONDITIONING MAINTENANCE SERVICES	31/08/2015	4,944.30
EF087692	26399	PAPERSCOOT GRAPHIC DESIGN SERVICES	31/08/2015	330.00
EF087693	26403	CHES POWER GROUP ENGINEERING SOLUTIONS / BACK UP GENERATOR	31/08/2015	89,925.00
EF087694	26418	INTEGRANET TECHNOLOGY GROUP PTY LTD ICT CONSULTANCY SERVICES	31/08/2015	22,440.00
EF087695	26442	BULLANT SECURITY PTY LTD LOCKSMITH & SECURITY SERVICES	31/08/2015	4,223.85
EF087696	26461	777 MAINTENANCE PTY LTD MAINTENANCE SERVICES	31/08/2015	4,818.37
EF087697	26469	MURFETT LEGAL PTY LTD LEGAL SERVICES	31/08/2015	3,004.08
EF087698	26470	SCP CONSERVATION AND LAND MANAGEMENT FENCING SERVICES	31/08/2015	6,410.00
EF087699	26475	QUANTUM BUILDING SERVICES CARPENTRY SERVICES	31/08/2015	9,632.70
EF087700	26480	MATTRESS REMOVAL WA MATTRESS REMOVAL SERVICES	31/08/2015	15,111.50
EF087701	26486	BIBRA LAKE FABRICATORS PTY LTD FABRICATION SERVICES	31/08/2015	4,279.00
EF087702	26516	ULTIMATE LIMESTONE CONSTRUCTION SERVICES	31/08/2015	92,723.00
EF087703	26525	ENVIRO CONTRACTING PTY LTD BUILDING MAINTENANCE SERVICES	31/08/2015	28,467.83
EF087704	26536	SKYLINE LANDSCAPE SERVICES (WA) LANDSCAPING SERVICES	31/08/2015	26,720.84
EF087705	26544	DIVERSIFIED FIRE SERVICES THE TRUSTEE FOR GRIFFIN BUSHFIRE SPRINKLER SYSTEMS	31/08/2015	19,940.80

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EF087706	26557	ISA TECHNOLOGIES IT CONSULTANCY SERVICES	31/08/2015	38,610.01
EF087707	26574	EVA BELLYDANCE ENTERTAINMENT - BELLY DANCING	31/08/2015	350.00
EF087708	26579	THE BRAND AGENCY CONSULTANCY SERVICES	31/08/2015	7,491.00
EF087709	26581	ROSSMOYNE JUNIOR FOOTBALL CLUB INC SPORTS CLUB - REGISTRATION FEES	31/08/2015	195.00
EF087710	26585	DYNAMIC WEB TRAINING PTY LTD TRAINING - WEB	31/08/2015	1,320.00
EF087711	26588	SOURCE SEPARATION SYSTEMS P/L PROVIDING WASTE AND RECYCLING BINS	31/08/2015	3,557.81
EF087712	26589	AQUENTA CONSULTING PTY LTD PROJECT SERVICES CONSULTANCY	31/08/2015	4,185.50
EF087713	26592	ZACOR DESIGN PTY LTD PROJECT MANAGEMENT - MUNICIPAL, MARITIME	31/08/2015	3,272.50
EF087714	26593	CURTIN UNIVERSITY RUGBY UNION FOOTBALL CLUB REGISTRATION FEES - SPORTS CLUD	31/08/2015	400.00
EF087715	26595	STATE 28 INTERIORS INTERIOR DESIGN	31/08/2015	1,584.00
EF087716	26599	EXCLUSIVE TROPHIES TROPHIES	31/08/2015	748.30
EF087717	26600	TIMMOTHY KELLY ABORIGINAL CULTURAL DANCING	31/08/2015	400.00
EF087718	26601	THE WIRRPANDA FOUNDATION LTD PUBLIC SPEAKING - MENTORING	31/08/2015	550.00
EF087719	26602	OCLC (UK) LTD SOFTWARE LICENCES	31/08/2015	332.20
EF087720	26605	PERTH SOCCER CLUB (INC) SPORTING CLUB SOCCER	31/08/2015	200.00
EF087721	26607	ARMADALE SOCCER CLUB (INCORPORATED) COMMUNITY SPORTING CLUB	31/08/2015	600.00
EF087722	26608	DEPARTMENT OF STATE HERITAGE (FREMANTLE PRISON) GUIDED TOURS FREMANTLE PRISON	31/08/2015	1,051.00
EF087723	26609	BASICS APPROVAL SERVICES BUILDING SURVEYING	31/08/2015	550.00
EF087724	26614	MARKETFORCE PTY LTD ADVERTISING	31/08/2015	6,427.00
EF087725	26615	COOLBINIA BOMBERS JUNIOR FOOTBALL CLUB INC. KIDS SPORT REGISTRATION FEES	31/08/2015	100.00
EF087726	26622	ST CHRISTOPHER'S NETBALL CLUB KIDS REGISTRATION FEES	31/08/2015	400.00
EF087727	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	31/08/2015	9,893.00
EF087728	99997	BRADLEY J HARKINS DOG REGISTRATION REFUND	31/08/2015	28.35
EF087729	99997	T & I HEINZLE DOG REGISTRATION REFUND	31/08/2015	42.50
EF087730	99997	JANETTE CAMPBELL DOG REGISTRATION REFUND	31/08/2015	30.00
EF087731	99997	JADE K NELSON DOG REGISTRATION REFUND	31/08/2015	30.00
EF087732	99997	REBECCA CRISP DOG REGISTRATION REFUND	31/08/2015	150.00
EF087733	99997	S OHARA DOG REGISTRATION REFUND	31/08/2015	20.00
EF087734	99997	SAM SEYMOUR-EYLES REIMBURSEMENT OF IPHONE PURCHASE	31/08/2015	200.00

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EF087735	99997	JANDAKOT PRIMARY SCHOOL DONATION - CONTRIBUTION OF SAND COSTS	31/08/2015	454.08
EF087736	99997	ST JEROME'S P & C DONATION - FUNDRAISER QUIZ NIGHT	31/08/2015	200.00
EF087737	99997	FREMANTLE CHRISTIAN COLLEGE SUSTAINABILITY GRANT	31/08/2015	2,424.00
EF087738	99997	COOGEE BEACH SURF LIFE SAVING CLUB PINDAN PROGRESS CLAIM	31/08/2015	5,500.00
EF087739	99997	SOUTH COOGEE PRIMARY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087740	99997	BLUE GUM MONTESSORI SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087741	99997	SPEARWOOD PRIMARY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087742	99997	EAST HAMILTON HILL PRIMARY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087743	99997	KERRY STREET COMMUNITY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087744	99997	NEWTON PRIMARY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087745	99997	SPEARWOOD ALTERNATIVE SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087746	99997	FREMANTLE CHRISTIAN COLLEGE ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087747	99997	COOLBELLUP COMMUNITY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087748	99997	HAMMOND PARK CATHOLIC PRIMARY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087749	99997	SOUTH LAKE PRIMARY SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087750	99997	SUCCESS PRIMARU SCHOOL ENVIRONMENTAL EDUCATION GRANTS	31/08/2015	1,100.00
EF087751	99997	ATRZPLACE CULTURAL GRANT	31/08/2015	1,400.00
EF087752	99997	PHOENIX PRIMARY SCHOOL CULTURAL GRANT	31/08/2015	1,870.00
EF087753	99997	RHONDA MONTGOMERY CULTURAL GRANT	31/08/2015	500.00
EF087754	99997	LAKESIDE VILLAGE SOCIAL CLUB CULTURAL GRANT	31/08/2015	1,754.90
EF087755	99997	FREE SPIRIT DANCE COMMUNITY CULTURAL GRANT	31/08/2015	3,590.00
EF087756	99997	COOGEE PRIMARY SCHOOL FREMANTLE PORTS COMMUNITY GRANT	31/08/2015	1,000.00
EF087757	99997	DAVID PIGRAM NAIDOC EVENT ENTERTAINMENT	31/08/2015	500.00
EF087758	99997	CHAMONIX TERBLANCHE REIMBURSEMENT OF APPLICATION FEES	31/08/2015	148.00
EF087759	99997	JANET WELLS VOLUNTEER MILEAGE CLAIM REIMBURSEMENT	31/08/2015	9.00
EF087760	99997	ROBERTA BUNCE VOLUNTEER EXPENSES REIMBURSEMENT	31/08/2015	126.25
EF087761	99997	CASSANDRA ORLANDO INSURANCE CLAIM 0637	31/08/2015	198.00
EF087762	99997	EIGIL HANSEN COMPOST BIN REBATE	31/08/2015	50.00
EF087763	99997	RACHAEL M BECH ANIMAL REGISTRATION REFUND	31/08/2015	15.00

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EF087764	99997	JOANNE & BRENDON DARCY CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087765	99997	XINHE TAN CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087766	99997	NASIR UDDIN CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087767	99997	SENG HAN CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087768	99997	JUANITA & JESSE BERROW CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087769	99997	NANY LEON SANCHEZ CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087770	99997	LI ALLISON CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087771	99997	PM BYRNES CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087772	99997	CAMERON WHEELER CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087773	99997	SELINA KHEW & STEPHEN FENDI CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087774	99997	A LOCKLEY & J ANYALAI CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087775	99997	RICQUEL PEARSON CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087776	99997	DANIELE ANTONY DIMASSI CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087777	99997	WEIFENG WU CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087778	99997	DANNIS W LEE CROSSOVER CONTRIBUTION	31/08/2015	300.00
EF087779	99997	ANTON LEES REIMBURSEMENT OF STUDY FEES	31/08/2015	3,950.00
EF087780	99997	KAMILA FULARA STUDY FEES CONTRIBUTION	31/08/2015	300.14
EF087781	99997	RSPCA WA DONATION - RSPCA CUPCAKE DAY	31/08/2015	965.80
EF087782	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/08/2015	2,338.00
EF087783	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/08/2015	135.00
EF087784	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE ADMINISTRATION GRANT	31/08/2015	2,500.00
EF087785	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE PPE GRANT	31/08/2015	5,000.00
EF087786	99997	SOUTH COOGEE VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/08/2015	225.00
EF087787	99997	SOUTH COOGEE VOLUNTEER BUSH FIRE BRIGADE ADMINISTRATION & PPE GRANTS	31/08/2015	7,500.00
EF087788	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	31/08/2015	1,659.80
EF087789	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	31/08/2015	328,209.00
EF087790	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	31/08/2015	3,538.76
EF087791	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	31/08/2015	283.05
EF087792	11001	LOCAL GOVERNMENT RACING & CEMETERIES EMPLOYE PAYROLL DEDUCTIONS	31/08/2015	369.00

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EF087793	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	31/08/2015	588.80
EF087794	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	31/08/2015	25.30
EF087795	11860	45S CLUB PAYROLL DEDUCTIONS	31/08/2015	22.00
EF087796	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	31/08/2015	13,078.14
EF087797	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	31/08/2015	1,240.00
EF087798	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	31/08/2015	567.62
EF087799	99996	CARISSA VIKAN RATES REFUND - EFT RESEND	31/08/2015	863.23
EF087800	99996	LORRAINE BUSTY RATES REFUND	31/08/2015	374.71
EF087801	99996	K KELLY RATES REFUND	31/08/2015	575.19
EF087802	99996	DK & DS RAJASOORAR RATES REFUND	31/08/2015	340.34
EF087803	99996	JR & SE MEAGHER RATES REFUND	31/08/2015	1,503.31
EF087804	99996	MRPP NOMINEES PTY LTD RATES REFUND	31/08/2015	2,634.21
EF087805	99996	FIRST CHOICE CONVEYANCING RATES REFUND	31/08/2015	257.54
EF087806	99996	BRUNO BELLOTTI RATES REFUND	31/08/2015	903.36
EF087807	99996	DAVID PARATORE RATES REFUND	31/08/2015	894.94
EF087808	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	31/08/2015	61,742.59
EF087809	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	31/08/2015	49,043.83
EF087810	17555	ALLEASING PTY LTD LEASE REPAYMENTS	31/08/2015	37,904.82
EF087811	24558	MACQUARIE BANK LIMITED LEASE REPAYMENT	31/08/2015	1,615.13
EF087812	25823	ENIGIN WESTERN AUSTRALIA ELECTRICITY USAGE/SUPPLIES	31/08/2015	13,862.76
026380	13932	ARMAGUARD BANKING SERVICES	5/08/2015	1,976.00
026381	10747	IINET LIMITED INTERNET SERVICES	4/08/2015	770.45
026382	13932	ARMAGUARD BANKING SERVICES	28/08/2015	2,102.60
026383	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	17/08/2015	3,068.00
026384	13932	ARMAGUARD BANKING SERVICES	28/08/2015	1,988.50
026385	13932	ARMAGUARD BANKING SERVICES	28/08/2015	2,117.75
026386	20510	DEPARTMENT OF HOUSING RATES REFUND	31/08/2015	10,282.50
026387	26633	TRIENTJE CAMERON RATES REFUND	31/08/2015	399.25
026388	10047	ALINTA ENERGY GAS SUPPLIES	31/08/2015	1,750.70

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026389	11758	WATER CORP WATER USAGE SUPPLIES ADD RETENTION HELD NIL LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS	31/08/2015	13,690.22
EF087183	99996	SHAWN CARMAN	4/08/2015	1,446.02
EF086501	99997	ALEX FRASER	4/08/2015	400.00
EF086388	26299	IMAGE LAB	17/08/2015	5,852.00
EF086407	26469	MURFETT LEGAL PTY LTD	17/08/2015	4,543.44
EF086425	26537	CONOR FERGUS MCGRATH	17/08/2015	1,800.00
EF087066	25385	CREATIVE PATHWAYS	17/08/2015	825.00
EF087015	23764	ARMADALE CHRISTIAN SOCCER CLUB	17/08/2015	165.00
EF086920	19423	KWIK KOPY CANNING VALE	17/08/2015	669.75
EF087182	99996	CARISSA VIKAN	17/08/2015	863.23
EF086671	10071	AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD	17/08/2015	180.75
026374	99999	SHANTHI THIRU	17/08/2015	150.00
025606	10330	CITY OF STIRLING - 2014/15 EOFY STALE CHQ	26/08/2015	30.80
025886	10589	FINES ENFORCEMENT REGISTRY - 2014/15 EOFY STALE C	26/08/2015	3,870.00
026156	11478	ST JEROME'S NETBALL - 2014/15 EOFY STALE CHQ	26/08/2015	200.00
025556	11760	WATER CORPORATION - 2014/15 EOFY STALE CHQ	26/08/2015	6,979.20
026028	11790	WESTERN AUSTRALIAN PLANNING COMMISSION - 2014/15	26/08/2015	3,576.70
026144	11790	WESTERN AUSTRALIAN PLANNING COMMISSION - 2014/15	26/08/2015	2,101.00
025567	25174	ANGELA HARRILD - 2014/15 EOFY STALE CHQ	26/08/2015	446.41
025724	22740	CJ & AL SALVADOR - 2014/15 EOFY STALE CH	26/08/2015	305.87
025766	25515	MW & SM MCGANN - 2014/15 EOFY STALE CHEQ	26/08/2015	496.00
025771	25520	MJ & RF COLLINS - 2014/15 EOFY STALE CHE	26/08/2015	337.63
025819	25597	EILEEN BURNS - 2014/15 EOFY STALE CHEQUE	26/08/2015	310.00
025860	25640	JOHN COOMBE - 2014/15 EOFY STALE CHEQUES	26/08/2015	240.00
025863	25679	ALBERT & DAPHNE ALLEN - 2014/15 EOFY STA	26/08/2015	409.40
025864	25680	MARIA DE ABREU - 2014/15 EOFY STALE CHEQ	26/08/2015	429.86
025933	25852	F & D REALE - 2014/15 EOFY STALE CHEQUES	26/08/2015	322.40
026068	26127	MARGARET KING - 2014/15 EOFY STALE CHEQU	26/08/2015	444.15
026095	26209	AMBICA CHOPRA-D'COSTA - 2014/15 EOFY STA	26/08/2015	306.68
025602	99999	STEVEN PHILLIPS - 2014/15 EOFY STALE CHQ	26/08/2015	75.57
025969	99999	NATALIA FIDYKA - 2014/15 EOFY STALE CHQ	26/08/2015	150.00
025973	99999	TIARA ADLY - 2014/15 EOFY STALE CHEQUES	26/08/2015	12.50
TOTAL				7,065,024.48
TOTAL AS PER AP SOURCE 15GLACT9991000				7,065,024.48
TOTAL AS PER TR SOURCE 15GLACT9991000				7,065,024.48
ADDITIONAL DIRECT PAYMENTS				
BANK FEES				
MERCHANT FEES COC				-
MERCHANT FEES SLLC				-
MERCHANT FEES VARIOUS OUT CENTRES				-
NATIONAL BPAY CHARGE				12,114.82
RTGS/ACLR FEE				7.50
NAB TRANSACT FEE				-
MERCHANDISE / OTHER FEES				-
				12,122.32
FAMILY DAY CARE AND IN HOME CARE PAYMENTS				
FDC PAYMENTS				52,615.32
IHC PAYMENTS				64,558.20
				117,173.52

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
		PAYROLL TRANSACTIONS		
		COC 06/08/15 CITY OF COCKBURN 042958		6,499.73
		COC 11/08/15 CITY OF COCKBURN 042958		1,018,723.79
		COC 13/08/15 CITY OF COCKBURN 042958		360.97
		COC 13/08/15 CITY OF COCKBURN 042958		3,410.12
		COC 14/08/15 CITY OF COCKBURN 042958		10,936.42
		COC 19/08/15 CITY OF COCKBURN 042958		1,448.53
		COC 21/08/15 CITY OF COCKBURN 042958		12,103.01
		COC 25/08/15 CITY OF COCKBURN 042958		1,049,461.06
		COC 29/07/15 CITY OF COCKBURN 042958		362.95
		COC 30/07/15 CITY OF COCKBURN 042958		426.58
		COC 31/07/15 CITY OF COCKBURN 042958		28,742.62
		COC 27/08/15 CITY OF COCKBURN 042958 3337FEDELES,STEFAN		414.62
		COC 27/08/15 CITY OF COCKBURN 042958 3643RIVERS,KYLIE L		654.48
				2,133,544.88
		CREDIT CARD PAYMENTS		
		CBA CREDIT CARD PAYMENT		83,671.24
				83,671.24
		TOTAL PAYMENTS FOR AUGUST		9,411,536.44

PAYMENT SUMMARY

CHEQUE PAYMENTS

026380 - 026389

CANCELLED PAYMENTS

Nil.

ELECTRONIC FUNDS TRANSFER PAYMENT

EF087184 – EF087812

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	91,560,577	91,072,169	1%	488,408 ✓	97,258,212	99,121,749
Financial Services	255,878	151,175	69%	104,703	657,050	657,050
Information Services	60	250	-76%	(190)	1,500	1,500
Human Resource Management	47,093	47,665	-1%	(572)	286,000	286,000
Library Services	7,232	11,918	-39%	(4,686)	57,790	57,790
Community Services	593,562	753,655	-21%	(160,093)	4,661,929	4,671,929
Human Services	1,407,482	1,220,483	15%	186,999	6,256,783	6,240,453
Corporate Communications	1,655	8,600	-81%	(6,945)	13,400	13,400
Statutory Planning	252,078	289,836	-13%	(37,758)	1,739,015	1,739,015
Strategic Planning	911,972	777,902	17%	134,070	2,430,924	2,435,924
Building Services	476,996	471,713	1%	5,283	1,607,963	1,607,963
Environmental Health	196,482	37,617	422%	158,866	225,500	225,500
Waste Services	3,184,720	4,155,480	-23%	(970,760) X	13,181,768	13,181,768
Parks & Environmental Services	1,662	2,317	-28%	(655)	13,900	13,900
Engineering Services	102,288	48,949	109%	53,339	293,695	293,695
Infrastructure Services	24,436	550	4347%	23,887	92,297	3,297
	99,024,173	99,050,277	0%	(26,105)	128,777,726	130,550,933
Total Operating Revenue	99,024,173	99,050,277	0%	(26,105)	128,777,726	130,550,933
Operating Expenditure						
Governance	(663,076)	(643,242)	3%	(19,834)	(5,442,318)	(5,625,919)
Financial Services	(1,747,097)	(1,738,053)	1%	(9,044)	(5,444,589)	(5,444,589)
Information Services	(584,165)	(783,623)	-25%	199,458	(4,624,634)	(4,589,733)
Human Resource Management	(321,205)	(469,332)	-32%	148,127	(2,676,655)	(2,676,655)
Library Services	(527,991)	(548,694)	-4%	20,703	(3,503,879)	(3,502,079)
Community Services	(1,205,526)	(1,363,918)	-12%	158,392	(9,798,066)	(9,768,892)
Human Services	(1,072,997)	(1,311,508)	-18%	238,511 ✓	(7,879,667)	(7,646,969)
Corporate Communications	(332,079)	(408,561)	-19%	76,482	(3,140,452)	(3,033,146)
Statutory Planning	(169,506)	(214,418)	-21%	44,912	(1,433,266)	(1,350,078)
Strategic Planning	(320,029)	(269,592)	19%	(50,436)	(1,709,443)	(1,689,560)
Building Services	(240,424)	(252,013)	-5%	11,589	(1,650,628)	(1,650,628)
Environmental Health	(248,517)	(272,103)	-9%	23,586	(1,699,818)	(1,690,419)
Waste Services	(2,367,036)	(2,717,019)	-13%	349,983 ✓	(21,754,940)	(21,691,182)
Parks & Environmental Services	(1,394,133)	(1,948,243)	-28%	554,111 ✓	(12,070,814)	(12,051,467)
Engineering Services	(1,242,194)	(1,302,731)	-5%	60,538	(8,125,698)	(8,051,738)
Infrastructure Services	(1,172,467)	(1,540,877)	-24%	368,411 ✓	(9,194,316)	(8,952,654)
	(13,608,442)	(15,783,929)	-14%	2,175,487	(100,149,183)	(99,415,708)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	298,136	616,184	-52%	(318,048) X	3,024,460	3,024,460
Add: Depreciation on Non-Current Assets						
Computer & Electronic Equip	(5,348)	(5,348)	0%	-	(32,091)	(32,091)
Furniture & Equipment	(23,953)	(23,953)	0%	(0)	(143,718)	(143,718)
Plant & Machinery	(477,264)	(491,376)	-3%	14,112	(2,949,690)	(2,949,690)
Buildings	(897,140)	(897,166)	0%	26	(5,382,841)	(5,382,841)
Roads	(1,863,663)	(1,863,664)	0%	1	(11,181,984)	(11,181,984)
Drainage	(420,702)	(420,702)	0%	0	(2,524,212)	(2,524,212)
Footpaths	(200,219)	(200,220)	0%	1	(1,201,320)	(1,201,320)
Parks Equipment	(503,251)	(503,252)	0%	1	(3,019,512)	(3,019,512)
Landfill	(207,736)	(207,736)	0%	0	(1,246,416)	(1,246,416)
	(4,599,277)	(4,613,418)	0%	14,141	(27,681,784)	(27,681,784)
Total Operating Expenditure	(17,909,583)	(19,781,163)	-9%	1,871,580	(124,806,507)	(124,073,032)
Change in Net Assets Resulting from Operations	81,114,590	79,269,114	2%	1,845,475	3,971,219	6,477,902
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant & Machinery	-	(705,624)	-100%	705,624 ✓	72,771	(266,729)
Freehold Land	-	3,506,668	-100%	(3,506,668) X	24,457,938	8,437,938
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	-	-	0%	-	-	-
	-	2,801,044	-100%	(2,801,044)	24,530,709	8,171,209
Asset Acquisitions						
Land and Buildings	(939,367)	(4,748,618)	-80%	3,809,250 ✓	(69,693,152)	(63,968,000)
Infrastructure Assets	(1,233,656)	(3,326,949)	-63%	2,093,293 ✓	(25,247,509)	(13,135,576)
Plant and Machinery	(58,265)	(256,000)	-77%	197,735	(6,189,490)	(4,568,000)
Furniture and Equipment	-	(6,000)	-100%	6,000	(6,000)	(6,000)
Computer Equipment	(68,120)	(240,628)	-72%	172,508	(1,041,971)	(503,800)
Note 1.	(2,299,408)	(8,578,194)	-73%	6,278,787	(102,178,122)	(82,181,376)
Add: Transfer to Reserves	(8,000,090)	(12,345,391)	-35%	4,345,301 ✓	(78,432,230)	(63,087,125)
	70,815,092	61,146,573	16%	9,668,519	(152,108,423)	(130,619,390)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 August 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Add Funding from							
Grants & Contributions - Asset Development	4,174,129	2,304,580	81%	1,869,549 ✓		28,444,447	26,705,947
Proceeds on Sale of Assets	-	3,622,668	-100%	(3,622,668) ✗		32,410,500	16,051,000
Reserves	10,667,192	15,963,426	-33%	(5,296,234) ✗		51,316,963	31,635,188
Loan Funds Raised	-	-	0%	-		25,000,000	25,000,000
	85,656,413	83,037,247	3%	2,619,166		(14,936,513)	(31,227,255)
Non-Cash/Non-Current Item Adjustments							
Depreciation on Assets	4,599,277	4,613,418	0%	(14,141)		27,681,784	27,681,784
Profit/(Loss) on Assets Disposal	-	(2,801,044)	-100%	2,801,044 ✓		(24,530,709)	(8,171,209)
Loan Repayments	-	-	0%	-		(1,423,320)	(1,423,320)
Non-Current Leave Provisions	142,835	-	0%	142,835		-	-
	90,398,524	84,849,620	7%	5,548,904		(13,208,758)	(13,140,000)
Opening Funds	12,416,545	13,500,000	-8%	(1,083,455)		13,500,000	13,500,000
Closing Funds	Note 2, 3.	102,815,070	5%	4,465,219		291,242	360,000
	-	-		-		-	-

Notes to Statement of Financial Activity

Note 1.

Additional information on the capital works program including committed orders at end of month:

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
Assets Classification	\$	\$			\$	\$
Land and Buildings	(939,367)	(3,239,197)	(4,178,564)	(4,748,618)	(69,693,152)	65,514,588
Infrastructure Assets	(1,233,656)	(3,573,753)	(4,807,409)	(3,326,949)	(25,247,509)	20,440,100
Plant and Machinery	(58,265)	(1,196,082)	(1,254,347)	(256,000)	(6,189,490)	4,935,143
Furniture and Equipment	-	-	-	(6,000)	(6,000)	6,000
Computer Equipment	(68,120)	(117,314)	(185,434)	(240,628)	(1,041,971)	856,537
	(2,299,408)	(8,126,346)	(10,425,754)	(8,578,194)	(102,178,122)	91,752,368

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	174,878,269	182,682,343	113,947,104	120,256,114
Rates Outstanding	49,088,987	700,000	700,000	700,000
Rubbish Charges Outstanding	576,447	320,000	320,000	320,000
Sundry Debtors	4,731,042	2,700,000	2,700,000	2,700,000
GST Receivable	771,129	-	-	-
Prepayments	621,686	350,000	350,000	350,000
Accrued Debtors	330,447	-	-	-
Stock on Hand	4,600	80,000	80,000	80,000
	231,002,607	186,832,343	118,097,104	124,406,114
Current Liabilities				
Creditors	(16,945,528)	(5,935,000)	(5,935,000)	(5,935,000)
Income Received in Advance	-	-	-	-
GST Payable	(418,384)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,862,882)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(1,852,386)	(2,099,330)	(2,595,980)	(2,595,980)
	(22,079,180)	(11,034,330)	(11,530,980)	(11,530,980)
Net Current Assets	208,923,427	175,798,013	106,566,124	112,875,134
Add: Non Current Investments	4,523,285	4,541,761	4,541,761	4,541,761
	213,446,712	180,339,774	111,107,885	117,416,895
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(104,412,420)	(81,989,923)	(112,720,225)	(117,056,895)
Deposits & Bonds Liability *	(6,219,222)	(6,802,184)	(6,802,184)	(6,802,184)
Grants & Contributions Unspent *	-	6,802,184	6,802,184	6,802,184
	102,815,070	98,349,851	(1,612,340)	360,000
Closing Funds (as per Financial Activity Statement)	102,815,070	98,349,851	(1,612,340)	360,000

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)				360,000
OP	6818	Remove lease income		Operating Income			5,000	355,000
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	291,242
				Closing Funds Surplus (Deficit)	0	0	68,758	291,242

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 August 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	88,778,623	88,454,974	323,649	89,354,663	89,031,014	89,031,014
02 Specified Area Rates	338,684	274,438	64,246	338,684	274,438	274,438
05 Fees and Charges	Note 1 6,009,676	6,720,144	(710,468)	24,406,485	25,116,953	25,121,953
06 Service Charges	1,036,782	1,037,370	(588)	1,036,782	1,037,370	1,037,370
10 Grants and Subsidies	1,655,329	1,517,305	138,024	7,453,391	7,315,366	9,098,273
15 Contributions, Donations and Reimbursements	76,916	146,775	(69,858)	536,395	606,253	592,253
20 Interest Earnings	1,123,024	897,589	225,435	5,610,967	5,385,532	5,385,532
25 Other revenue and Income	5,139	1,683	3,455	14,255	10,800	10,100
Total Operating Revenue	99,024,173	99,050,277	(26,105)	128,751,622	128,777,726	130,550,933
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (6,764,054)	(7,122,778)	358,724	(46,122,135)	(46,480,859)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(122,720)	(116,352)	(6,368)	(1,150,537)	(1,144,169)	(1,133,185)
55 Materials and Contracts	Note 3 (3,983,851)	(5,799,109)	1,815,258	(34,935,402)	(36,750,660)	(36,109,194)
65 Utilities	(670,451)	(794,941)	124,491	(4,497,658)	(4,622,148)	(4,622,148)
70 Interest Expenses	(210)	-	(210)	(73,546)	(73,336)	(73,336)
75 Insurances	(1,172,004)	(1,223,138)	51,134	(2,083,314)	(2,134,448)	(2,134,448)
80 Other Expenses	(895,153)	(727,611)	(167,541)	(9,111,105)	(8,943,563)	(8,933,563)
85 Depreciation on Non Current Assets	(4,599,277)	(4,613,418)	14,141	(27,667,643)	(27,681,784)	(27,681,784)
Add Back: Indirect Costs Allocated to Capital Works	298,136	616,184	(318,048)	2,706,412	3,024,460	3,024,460
Total Operating Expenditure	(17,909,583)	(19,781,163)	1,871,580	(122,934,927)	(124,806,507)	(124,073,032)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	81,114,590	79,269,114	1,845,475	5,816,695	3,971,219	6,477,902
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	2,155,831	14,260	2,141,571	16,844,096	14,702,525	12,964,025
16 Contributions - Asset Development	2,018,298	2,290,320	(272,023)	13,469,899	13,741,922	13,741,922
95 Profit/(Loss) on Sale of Assets	-	2,801,044	(2,801,044)	21,729,665	24,530,709	8,171,209
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	-	-
Total Non-Operating Activities	4,174,129	5,105,624	(931,495)	52,043,661	52,975,156	34,877,156
NET RESULT	85,288,719	84,374,738	913,980	57,860,356	56,946,376	41,355,058

Notes to Statement of Comprehensive Income

Note 1.

Additional information on main sources of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Community Services:</u>				
Recreational Services	118,730	90,053	540,320	540,320
South Lake Leisure Centre	346,170	503,400	3,020,401	3,020,401
Law and Public Safety	52,350	86,416	518,496	518,496
	526,795	679,870	4,079,217	4,079,217
<u>Waste Services:</u>				
Waste Collection Services	2,368,414	2,350,222	2,350,222	2,350,222
Waste Disposal Services	821,537	1,805,258	10,831,546	10,831,546
	3,189,951	4,155,480	13,181,768	13,181,768
	3,716,746	4,835,349	17,260,985	17,260,985

Note 2.

Additional information on Salaries and Direct On-Costs by each Division.

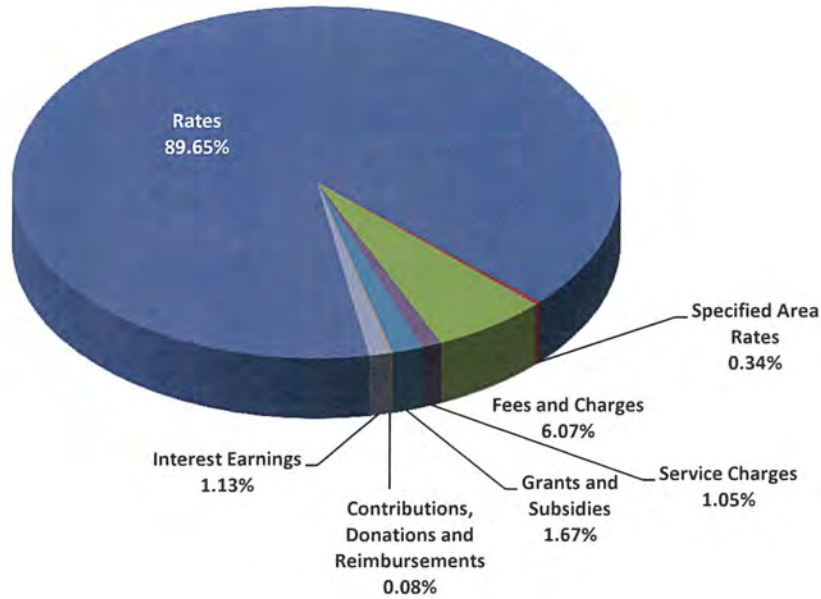
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(395,291)	(389,148)	(3,054,750)	(3,238,351)
Finance & Corporate Services Division	(994,999)	(1,168,757)	(7,171,946)	(7,171,946)
Community Services Division	(2,083,872)	(2,108,681)	(13,807,819)	(13,636,381)
Planning & Development Division	(813,672)	(822,106)	(5,368,020)	(5,284,832)
Engineering & Works Division	(2,476,220)	(2,634,085)	(17,078,324)	(17,078,324)
	(6,764,054)	(7,122,778)	(46,480,859)	(46,409,834)

Note 3

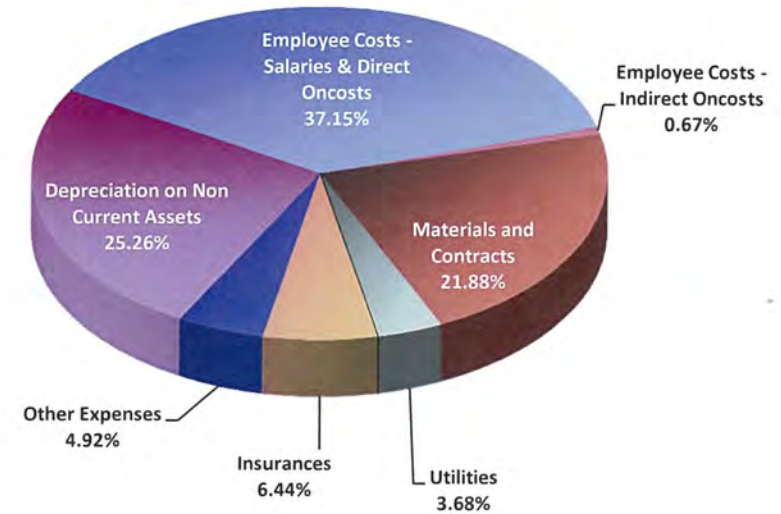
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(249,851)	(221,799)	(2,042,892)	(2,042,892)
Finance & Corporate Services Division	(369,510)	(505,738)	(2,815,773)	(2,780,872)
Community Services Division	(848,452)	(1,278,358)	(8,013,396)	(7,834,840)
Planning & Development Division	(162,851)	(179,469)	(1,019,679)	(990,397)
Engineering & Works Division	(2,353,188)	(3,613,746)	(22,858,920)	(22,460,193)
Not Applicable	0	0	0	0
	(3,983,851)	(5,799,109)	(36,750,660)	(36,109,194)

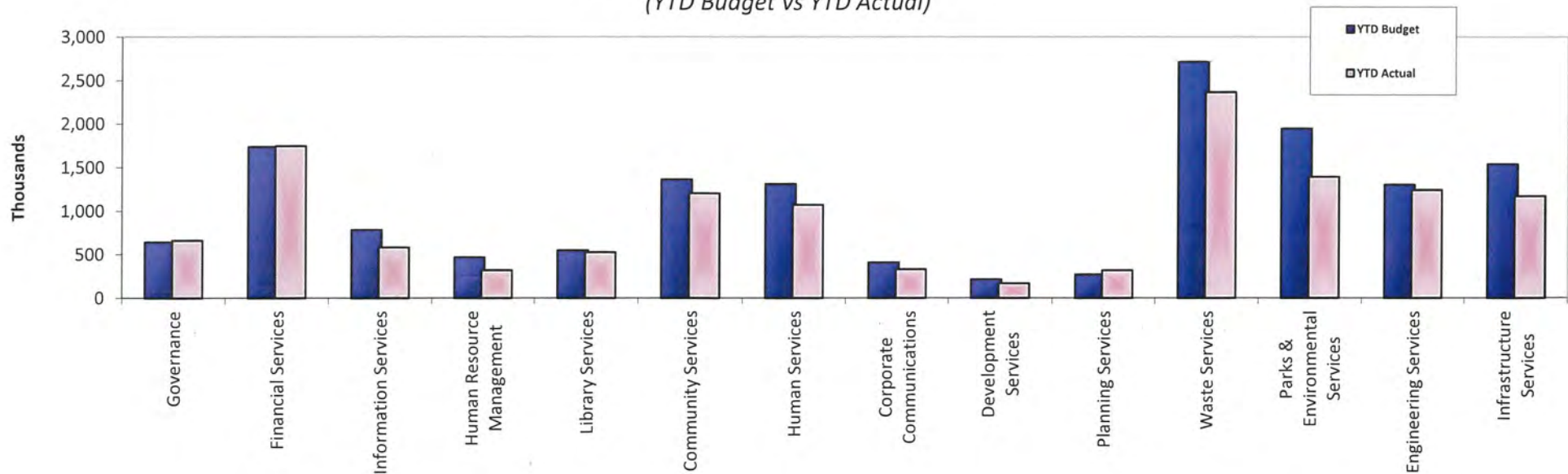
Operating Income by Nature and Type
(YTD Actual)



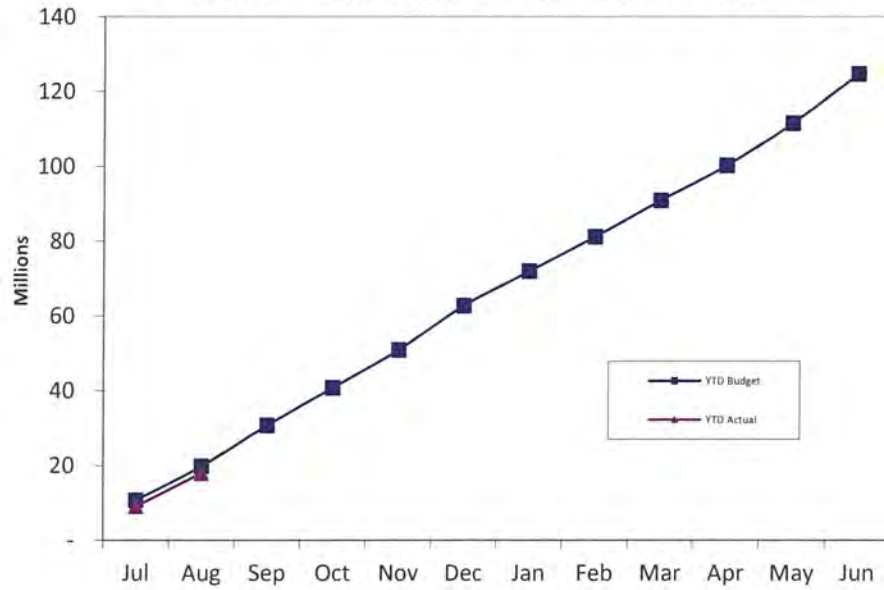
Operating Expenditure by Nature and Type
(YTD Actual)



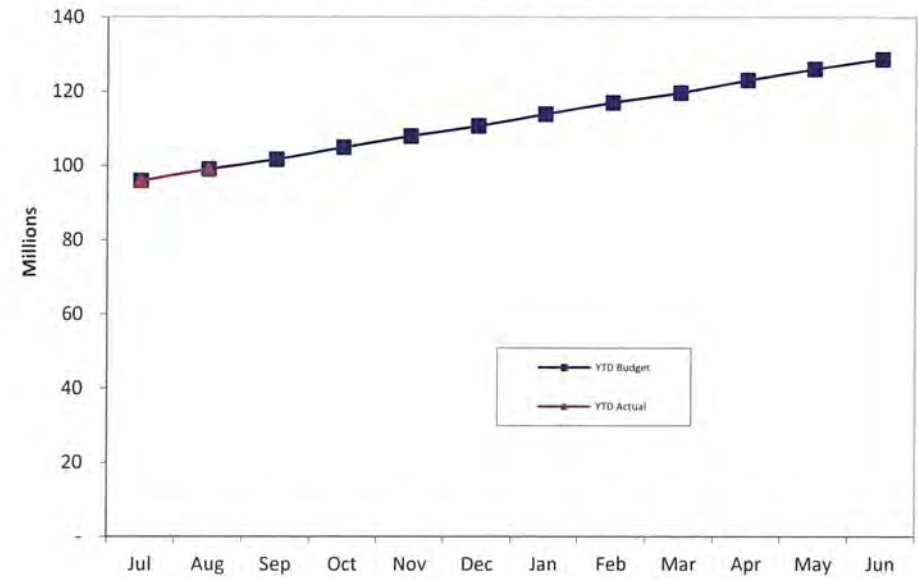
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



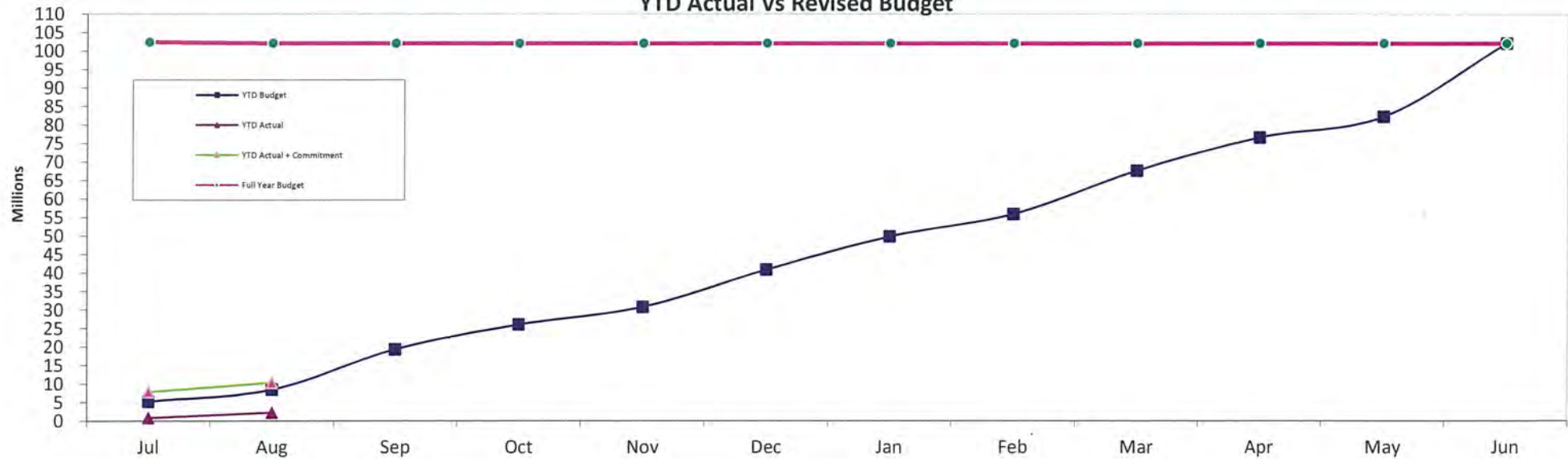
YTD Operating Expenditure Vs YTD Revised Budget



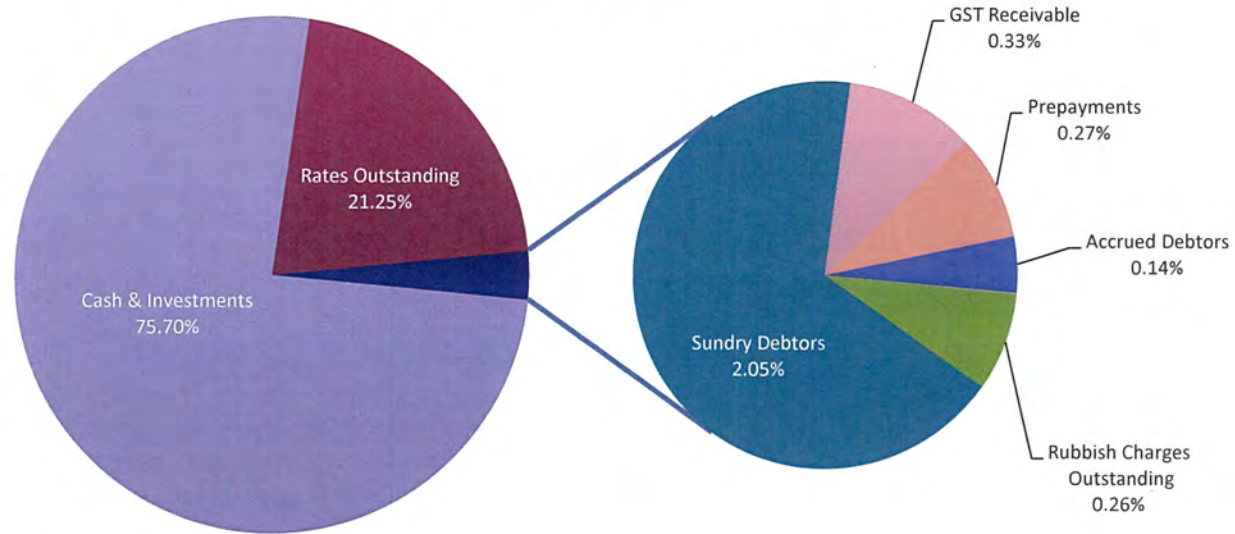
YTD Operating Income Vs YTD Revised Budget



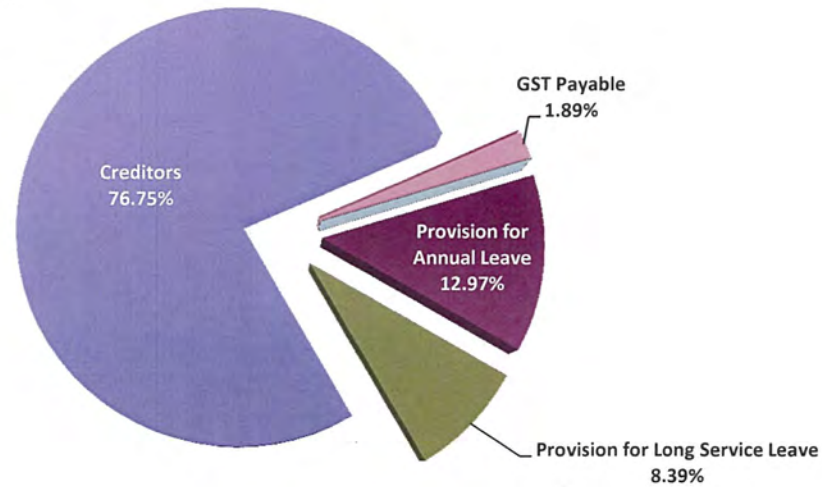
**Capital Expenditure
YTD Actual Vs Revised Budget**



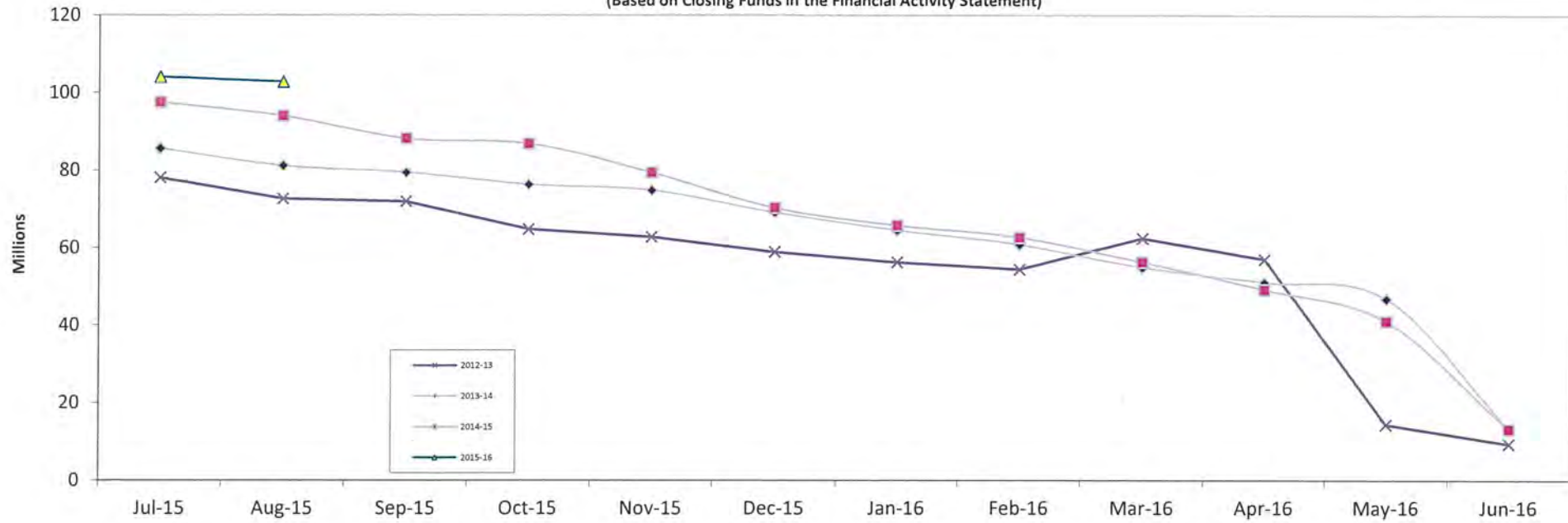
Current Assets (YTD Actual)



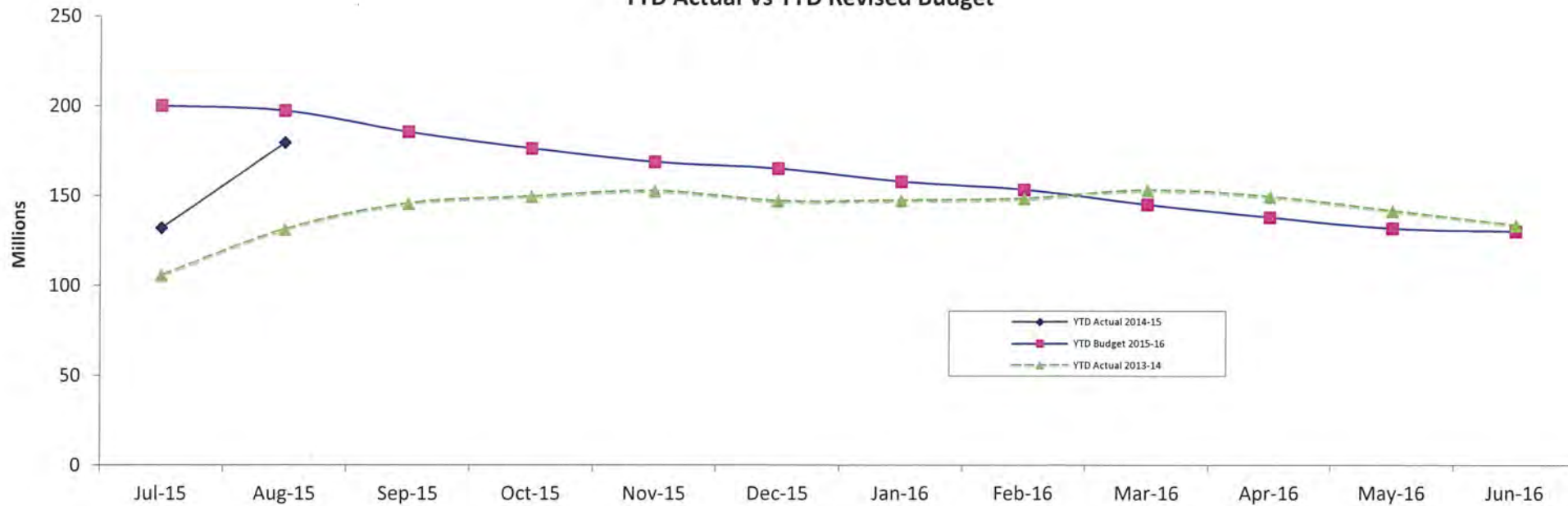
Current Liabilities (YTD Actual)



Municipal Liquidity Over the Year
(Based on Closing Funds in the Financial Activity Statement)



Cash & Investments Positions
YTD Actual Vs YTD Revised Budget



City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31 August 2015

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Council Funded										
Bibra Lake Management Plan Reserve	794,506	748,863	-	2,727	-	-	(600,000)	(1,818)	194,506	749,771
Bibra Lake Nutrient Managment	319,856	321,564	11,999	1,171	-	-	-	-	331,855	322,735
C/FWD Projects Reserve	-	-	-	-	10,500,000	-	(9,657,071)	(415,794)	842,929	(415,794)
CCW Development Fund	-	7,908,607	-	28,795	8,700,000	6,700,000	(6,950,000)	-	1,750,000	14,637,402
Community Infrastructure	9,775,774	6,214,015	198,992	22,306	5,300,000	-	(70,000)	(2,379)	15,204,766	6,233,942
Community Surveillance Levy Reserve	518,798	1,481,926	29,127	5,198	-	-	(296,847)	-	251,078	1,487,124
Contaminated Sites	2,512,485	2,488,919	50,542	9,062	-	-	(100,000)	-	2,463,027	2,497,981
DCD Redundancies Reserve	146	39,839	-	145	-	-	-	-	146	39,984
Environmental Offset Reserve	283,039	284,550	-	1,036	-	-	-	-	283,039	285,586
Green House Emissions Reductions	627,838	636,855	13,617	2,305	200,000	-	(533,961)	(14,746)	307,494	624,414
Information Technology	178,840	279,795	36,514	1,019	100,000	-	(112,186)	-	203,168	280,813
Land Development & Investment Fund Reserve	5,738,759	5,605,100	278,221	20,277	30,425,432	-	(12,351,884)	(77,882)	24,090,528	5,547,495
Major Buildings Refurbishment	5,524,551	5,452,406	25,439	19,758	4,928,686	-	(220,840)	(96,714)	10,257,836	5,375,450
Mobile Rubbish Bins	-	572	-	2	-	-	-	-	-	574
Municipal Elections	50,738	51,009	13,018	186	150,000	-	(200,000)	-	13,756	51,195
Naval Base Shacks	772,223	828,752	16,109	3,115	158,497	-	(184,447)	(7,380)	762,382	824,486
Plant & Vehicle Replacement	4,214,532	7,416,121	77,520	27,002	2,800,000	-	(3,886,990)	-	3,205,062	7,443,123
Port Coogee Special Maintenance Reserve	906,531	1,224,733	22,623	4,459	274,438	-	(132,305)	(3,399)	1,071,287	1,225,794
Roads & Drainage Infrastructure	1,758,452	3,207,854	99,653	11,667	-	-	(1,313,531)	(11,833)	544,574	3,207,688
Staff Payments & Entitlements	1,988,978	2,049,042	154,552	7,461	110,000	-	(180,000)	-	2,073,530	2,056,503
Waste & Recycling	17,940,198	21,330,958	614,391	76,858	2,703,369	-	(713,633)	(53,316)	20,544,325	21,354,499
Waste Collection Levy	52,610	1,055,070	1,511	3,751	1,090,079	-	(580,000)	(4,424)	564,200	1,054,397
Workers Compensation	387,255	389,322	15,187	1,418	-	-	-	-	402,442	390,740
POS Cash in Lieu (Restricted Funds)	5,675,824	5,485,916	130,194	19,972	-	-	(840,692)	(3,999)	4,965,326	5,501,888
	60,021,934	74,501,786	1,789,209	269,688	67,440,501	6,700,000	(38,924,387)	(693,685)	90,327,256	80,777,789
Grant Funded										
Aged & Disabled Vehicle Expenses	298,869	430,493	10,728	1,567	60,317	-	(328,643)	-	41,271	432,061
CIHF Building Maintenance Resrv	-	2,189,423	-	7,972	1,000,000	-	-	-	1,000,000	2,197,395
Cockburn Super Clinic Reserve	-	(3,067)	-	(11)	-	-	-	-	-	(3,078)
Family Day Care Accumulation Fund	-	-	-	(1)	-	-	-	-	-	(1)
Naval Base Shack Removal Reserve	340,773	397,285	4,189	1,447	54,693	-	-	-	399,655	398,732
Restricted Grants & Contributions Resrv	2,108,490	5,575,594	-	-	-	-	(3,500,624)	(3,273,507)	(1,392,133)	2,302,087
UNDERGROUND POWER	769,646	550,927	-	2,000	1,030,000	-	(1,372,063)	-	427,583	552,927
Welfare Projects Employee Entitlements	429,960	432,255	10,719	1,574	45,105	-	(11,060)	-	474,724	433,829
	3,947,738	9,572,911	25,636	14,547	2,190,115	-	(5,212,390)	(3,273,507)	951,100	6,313,951
Development Cont. Plans										
Aubin Grove DCP	173,956	174,478	4,705	635	-	-	(890)	-	177,771	175,113
Community Infrastructure DCA 13	15,494,450	16,479,668	140,052	61,223	5,000,000	701,903	(7,063,463)	(6,700,000)	13,571,039	10,542,793
Gaebler Rd Development Cont. Plans	1,004,131	1,006,568	18,924	3,665	-	-	(4,543)	-	1,018,512	1,010,233
Hammond Park DCP	465,063	457,825	9,354	1,887	396,000	126,416	(15,218)	-	855,199	586,127
Munster Development	675,119	692,062	18,147	2,558	443,798	22,192	(13,500)	-	1,123,564	716,813
Muriel Court Development Contribution	(49,321)	(79,429)	-	(289)	206,000	-	(20,689)	-	135,990	(79,718)
Packham North - DCP 12	13,859	7,270	10,529	26	434,388	-	(21,359)	-	437,417	7,296
Solomon Road DCP	425,012	411,393	8,493	1,637	120,000	79,966	(8,110)	-	545,395	492,996
Success Lakes Development	905,915	909,941	3,817	3,313	-	-	(4,543)	-	905,189	913,254
Success Nth Development Cont. Plans	1,525,721	1,700,726	15,311	6,192	11,700	-	(6,683)	-	1,546,049	1,706,918
Thomas St Development Cont. Plans	12,326	12,392	294	45	-	-	-	-	12,620	12,437
Wattleup DCP 10	11,960	2,647	-	10	-	-	(15,218)	-	(3,258)	2,657
Yangebup East Development Cont. Plans	615,675	851,367	6,026	3,100	130,036	-	(3,270)	-	748,467	854,467
Yangebup West Development Cont. Plans	361,420	377,918	9,195	1,376	-	-	(2,700)	-	367,915	379,294
	21,635,286	23,004,825	244,847	85,378	6,741,922	930,477	(7,180,186)	(6,700,000)	21,441,869	17,320,680
	85,604,958	107,079,522	2,059,692	369,613	76,372,538	7,630,477	(51,316,963)	(10,667,192)	112,720,225	104,412,420

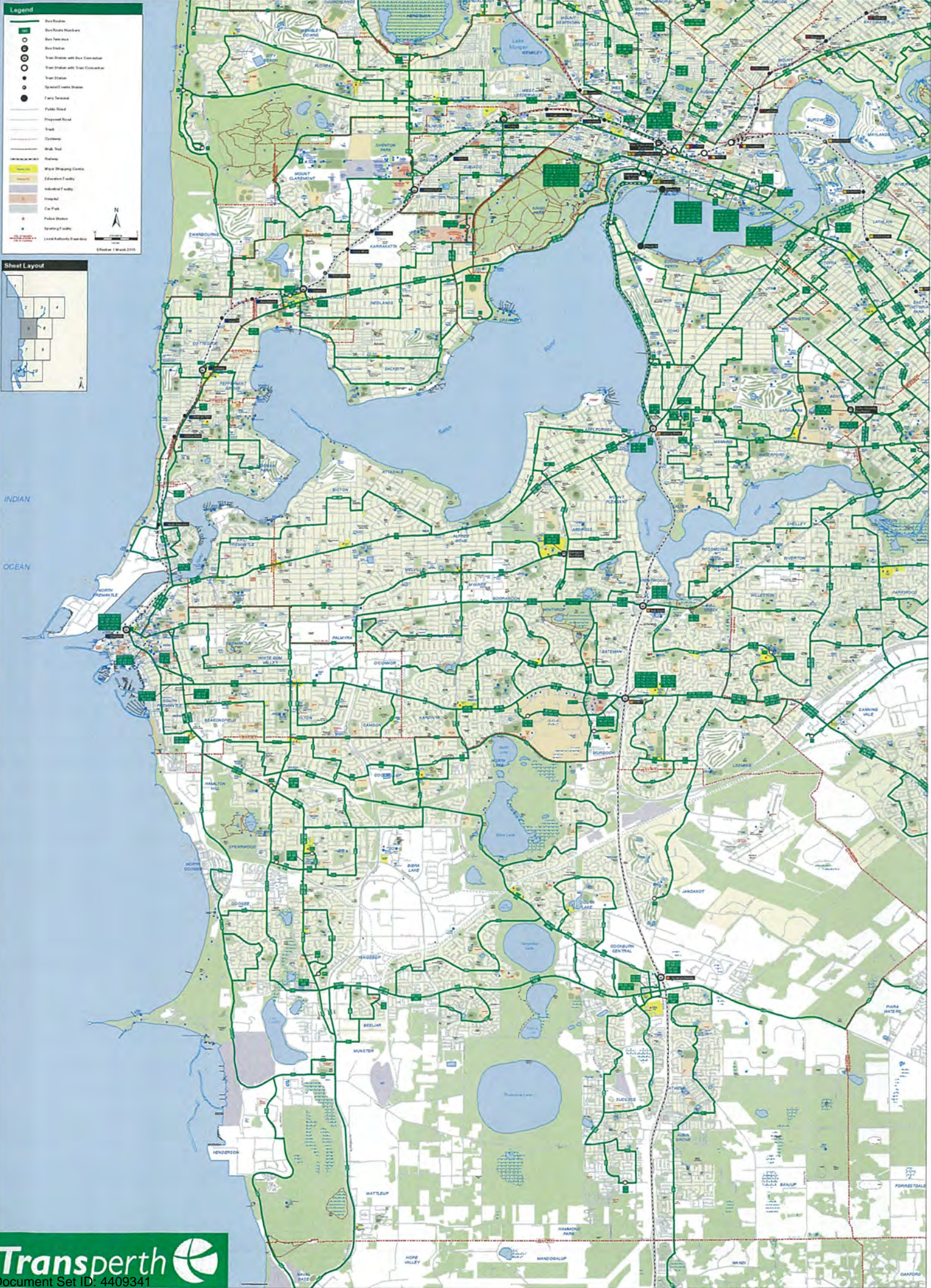
Total Reserves

Variance Analysis						
Municipal Financial Activity Statement for the period ended 31 August 2015						
	YTD Actuals \$	YTD Revised Budget \$	Full Year Revised Budget \$	YTD Variance \$	✓ = Favourable ✗ = Unfavourable	Aug-15
OPERATING REVENUE						
Governance	91,560,577	91,072,169	97,258,212	488,408	✓	GRV - Residential Rates, GRV - Commercial Rates & Rate Interest are over budget by \$1,2m, \$503k & \$232k respectively. GRV - Part Year Rates are under budget by \$1.43m
Waste Services	3,184,720	4,155,480	13,181,768	(970,760)	✗	Income received from Landfill Fees is under ytd budget by \$952k.
OPERATING EXPENDITURE						
Human Services	1,072,997	1,311,508	7,879,667	238,511	✓	Contract Expenses and Caregiver Payments are under budget by \$106k & \$105k respectively
Waste Services	2,367,036	2,717,019	21,754,940	349,983	✓	Contract Expenses are under budget by \$477k Landfill Levy is over budget by \$100k
Parks & Environmental Services	1,394,133	1,948,243	12,070,814	554,111	✓	Contract Expenses are under budget by \$482k
Infrastructure Services	1,172,467	1,540,877	9,194,316	368,411	✓	Expenses in Facilities Maintenance and Management are under ytd budget by \$348k
PROFIT/(LOSS) ON ASSETS DISPOSAL						
Plant & Machinery	-	(705,624)	72,771	(705,624)	✗	Major Plant Purchases and Light Vehicle Purchases have unspent budgets of \$594k and \$111k
ADDITIONAL FUNDING RECEIVED						
Grants & Contributions - Asset Development	4,174,129	2,304,580	28,444,447	1,869,549	✓	The New Aquatic Centre's contract expenses are under budget by \$2.82m, and the centre's funding is short by \$1.74m for CCW Development Fund Reserve and \$1.07m for Developer Contributions
Proceeds on Sale of Assets	-	3,622,668	32,410,500	(3,622,668)	✗	Many land subdivisions have not been sold yet, they are Lot 33 Davilak Ave \$436k, Lot 23 Russell Road \$340k & Lot 40 Cervantes Loop \$302k

Capital Expenditure

for the period ended 31 August 2015

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	v = Favourable X = Unfavourable	Explanation
	\$	\$	\$	\$		
SUMMARY						
Purchase of Land and Buildings	939,367	4,748,618	69,693,152	3,809,250	✓	
Acquisition & Development of Infrastructure Assets	1,233,656	3,326,949	25,247,509	2,093,293	✓	
Purchase of Plant and Machinery	58,265	256,000	6,189,490	197,735	✓	
Purchase of Furniture and Equipment	0	6,000	6,000	6,000	✓	
Purchase of Computer Equipment	68,120	240,628	1,041,971	172,508	✓	
	2,299,408	8,578,194	102,178,122	6,278,787		
Material Variances Identified:						
<u>Works in Progress - Roads Infrastructure</u>						
3544 - North Lake Road (Hammond to Kentucky)	16,312	332,099	1,077,700	315,787	✓	Project 70% complete. \$650k in committed orders.
2989 - Berrigan Dr – [Kwinana Fwy to Jandakot] Construct 2nd cwy	53,328	517,688	2,553,064	464,360	✓	Design and consultancy in progress.
2475 - Beelihar Drive (Spearwood - Stock)	23,968	1,088,602	3,965,806	1,064,634	✓	Design in progress.
Sub Total	93,607	1,938,389	7,596,570	1,844,782		
<u>Works in Progress - Buildings</u>						
007 - Operations Centre Upgrade	261,828	56,966	9,170,897	(204,862)	X	A generator costing \$78000 was installed. A cashflow issue has caused the variance.
026 - Cockburn Central Aquatic Recreation Ctr	385,820	2,904,167	50,000,000	2,518,346	✓	Project is 15% complete and on track. A cashflow journal may need to be completed.
4485 - Atwell Clubrooms & Playing Surfaces - Upgrades	320	232,550	697,650	232,230	✓	Procurement currently preparing tender documentation.
Sub Total	647,968	3,193,683	59,868,547	2,545,715		



Weekday bus services in/out of Cockburn Central Bus Station

Bus Route	Route start	Route end	Cockburn suburbs serviced	Number of buses ¹		
				AM Peak (7-8 am)	PM Peak (5-6pm)	Total weekday
514	Cockburn Central Station	Murdoch Station	Cockburn Central, South Lake, Bibra Lake, North Lake	7	5	59
518	Cockburn Central Station	Murdoch Station	Cockburn Central, Jandakot, Banjup	8	8	58
520	Cockburn Central Station	Fremantle	Cockburn Central, South Lake, Bibra Lake, Coolbellup, Hamilton Hill	8	7	81
522	Cockburn Central Station	Spearwood	Cockburn Central, Success, Beeliar, Yangebup, Munster, Henderson, Coogee, Spearwood	1	0	4
525	Cockburn Central Station	Hammond Park	Cockburn Central, Success, Hammond Park	4	5	49
526	Cockburn Central Station	Hammond Park	Cockburn Central, Success, Hammond Park	4	5	48
527	Cockburn Central Station	Wandi	Atwell, Aubin Grove	8	8	86
530	Cockburn Central Station	Fremantle	Cockburn Central, Yangebup, Beeliar, Munster, Spearwood, Hamilton Hill	7	6	75
531	Cockburn Central Station	Fremantle	Cockburn Central, Yangebup, Beeliar, Munster, Spearwood, Hamilton Hill	6	6	49
532	Cockburn Central Station	Fremantle	Cockburn Central, Yangebup, Beeliar, Munster, Spearwood, Hamilton Hill	7	8	66
Total				60	58	575

1. The information contained in this table was sourced from Transperth bus timetables for the respective bus routes, current as of 18 September.