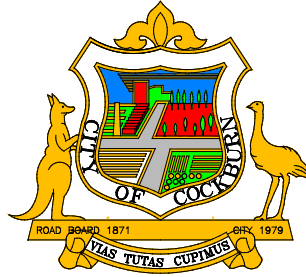


# **CITY OF COCKBURN**



## **ORDINARY COUNCIL**

## **AGENDA PAPER**

### **FOR**

**THURSDAY, 10 SEPTEMBER 2015**

# CITY OF COCKBURN

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**CITY OF COCKBURN****AGENDA TO BE PRESENTED TO THE ORDINARY  
COUNCIL MEETING TO BE HELD ON  
THURSDAY, 10 SEPTEMBER 2015 AT 7:00 PM**

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**1. DECLARATION OF MEETING****2. APPOINTMENT OF PRESIDING MEMBER (If required)****3. DISCLAIMER (To be read aloud by Presiding Member)**

Members of the public, who attend Council Meetings, should not act immediately on anything they hear at the Meetings, without first seeking clarification of Council's position. Persons are advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.

**4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF  
FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding  
Member)****5. APOLOGIES AND LEAVE OF ABSENCE****6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE****7. PUBLIC QUESTION TIME****8. CONFIRMATION OF MINUTES****8.1 (OCM 10/9/2015) - MINUTES OF THE ORDINARY COUNCIL  
MEETING - 13 AUGUST 2015****RECOMMENDATION**

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday 13 August 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)**
12. **DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER**
13. **COUNCIL MATTERS**
  - 13.1 **(OCM 10/9/2015) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 2 JUNE 2015 (086/003; 182/001; 182/002) (D GREEN) (ATTACH)**

**RECOMMENDATION**

That Council receive the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Thursday, 27 August 2015, and adopt the recommendations contained therein.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Background**

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 27 August 2015. The Minutes of the meeting are required to be presented.

**Submission**

N/A

**Report**

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

The primary focus of this meeting was to review the Engineering and Works Directorate's Delegated Authorities, Policies and Position Statements including those DAPPS which were required to be reviewed on an as needs basis.

**Strategic Plan/Policy Implications****Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.
- Effective advocacy that builds and manages relationships with all stakeholders.
- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

**Budget/Financial Implications**

As contained in the Minutes.

**Legal Implications**

N/A

**Community Consultation**

As contained in the Minutes.

**Attachment(s)**

Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting – 27 August 2015.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**14. PLANNING AND DEVELOPMENT DIVISION ISSUES****14.1 (OCM 10/9/2015) - CONSIDER ADOPTION OF PROPOSED TOWN PLANNING SCHEME AMENDMENT NO. 109 (109/04) (C CATHERWOOD) (ATTACH)****RECOMMENDATION**

That Council

- (1) note no submissions were received in respect of Amendment 109 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");
- (2) adopt Scheme Amendment No. 109 for final approval for the purposes of:
  1. Deleting the current land use permissibility contained within Table 1 Zoning Table for the land use 'Club Premises' for the following zones and replacing as described below:

Zone*	Land Use permissibility for 'Club Premises'	
	Delete current:	Replace with:
Residential	A	X
Regional Centre	P	D
District Centre	P	D
Local Centre	D	A
Mixed Business	P	D
Business	D	A
Light and Service Industry	P	D
Industry	P	D
Rural Living	A	X

*\*Zones not mentioned are to remain as currently designated*

- (3) ensure the amendment documentation, be signed and sealed and then submitted to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning.

**COUNCIL DECISION****Background**

From time to time, the City of Cockburn receives development applications for 'Club Premises' and is required to assess these and determine whether they are appropriate for the proposed zone and location.

Given the range of different clubs which fall within this land use, it would be useful to provide further guidance and clarity to both potential applicants and City officers as to:

- Where this land use is considered appropriate or otherwise;
- What will be considered in the exercise of Council's discretion; and
- What types of conditions may be imposed on approvals for this land use.

The latter two are matters which can be dealt with via a local planning policy. Land use permissibility is set out in the City's Town Planning Scheme No. 3 (TPS3) and this proposed amendment proposes changes to the current land use table.

**Submission**

N/A

**Report**

The purpose of this report is to consider submissions and final adoption of Scheme Amendment No. 109 to change the land use permissibility for the land use 'Club Premises' in some zones under Town Planning Scheme No. 3.

Council resolved to initiate the Amendment for the purposes of advertising at the Ordinary Meeting of 14 May 2015. It was advertised for public comment for a period of 42 days from 30 June to 11 August 2015. No submissions were received. This is not considered unusual given the administrative nature of this amendment.

The definition for 'Club Premises' within TPS3 is consistent with the Model Scheme Text, and reads:

*"club premises" means premises used by a legally constituted club or association or other body of persons united by a common interest"*

This is a reasonably broad definition and can encompass a range of different types of clubs, often with differing impacts on the surrounding land uses.

This amendment seeks to adjust the land use permissibility for this land use in some zones. A local planning policy ('LPP') could then form the assessment criteria to guide the assessment and approval process.

It is proposed to delete the current land use permissibility contained within Table 1 Zoning Table for the land use 'Club Premises' for the following zones and replacing as described below:

Zone*	Land Use permissibility for 'Club Premises'	
	Delete current:	Replace with:
Residential	A	X
Regional Centre	P	D
District Centre	P	D
Local Centre	D	A
Mixed Business	P	D
Business	D	A
Light and Service Industry	P	D
Industry	P	D
Rural Living	A	X

*\*Zones not mentioned are to remain as currently designated*

The proposed changes would ensure that 'Club Premises' are not in any zone a 'P' use, and that they are either a 'X' use or 'D' or 'A' use where they are not permitted without Council discretion being exercised.

Should the changes be adopted, Council could consider implementing a Local Planning Policy for 'Club Premises' to provide specific assessment criteria. Particular issues a local planning policy could assist in clarifying for potential applicants include:

- Definition of potential amenity impacts;
- Locational attributes; and
- Differentiation between low and high impact activities.

This work would form within the responsibility of the City's Statutory Planning Business Unit.



Conclusion

It is recommended that Council note there were no submissions received and adopt the amendment for final approval.

**Strategic Plan/Policy Implications****Growing City**

- Development that is soundly balanced between new and existing areas.

**Budget/Financial Implications**

Nil

**Legal Implications**

Planning and Development Act 2005

**Community Consultation**

The amendment was advertised for public comment for a period of 42 days from 30 June to 11 August 2015. No submissions were received.

**Attachment(s)**

N/A

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

- 14.2 (OCM 10/9/2015) - DEDICATION AS ROAD RESERVE - LOT 956 (PLAN 55528) ROE HIGHWAY, LOT 1004 (PLAN 55544) KWINANA FREEWAY, LOT 970 KAREL AVENUE (PLAN 55528) JANDAKOT AND LEEMING - OWNER MAIN ROADS WESTERN AUSTRALIA - APPLICANT: MAIN ROADS WESTERN AUSTRALIA (041/001) (KSIM) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) request that the Minister for Lands dedicate Lot 956 and 970 on

Plan 55528 and Lot 1004 on Plan 55544 as road reserve pursuant to Section 56(1) of the *Land Administration Act 1997*; and

- (2) indemnify the Minister for Lands against reasonable costs incurred in considering and granting the request in (1) above.

## COUNCIL DECISION

### Background

Main Roads Western Australia have over the years acquired the three lots the subject of this request and other land in order to assemble all of the land required to complete the sections of the Kwinana Freeway and Roe Highway in the north eastern portion of the City of Cockburn.

The three lots are freehold lots in the ownership of Main Roads Western Australia. Now that the road works have been completed, Main Roads require that all of the land making up Kwinana Freeway and Roe Highway be dedicated as road reserve. This relates to the existing road itself, not the proposed extension west of Kwinana Freeway which the City is opposed to.

### Submission

A letter from Main Roads Western Australia details a request that Council dedicate Lots 956, 970 and 1004 Roe Highway, Karel Avenue and Kwinana Freeway. A copy of the letter can be reviewed at Attachment 2.

### Report

Roads under the control of Main Roads Western Australia are declared a "public highway" or "main road" in the Government Gazette. Additionally all Main Roads controlled roads have to be dedicated as road reserve which can only be undertaken pursuant to section 56 of the Land Administration Act 1997. The Act stipulates that this action can only be undertaken by the Local Authority where the road is located. The land is removed from the control of the Transfer of Land Act 1893 and re vested in the crown as road reserve.

Land to be dedicated as road reserve per Section 56 of the LAA can be one of three different forms. The subject land falls into subsection one (1)(a) and (1)(b) being land that has been acquired for use by the public, has been constructed and maintained to the satisfaction of the local authority and the application comes from the holder of the freehold title of the land.

In its letter Main Roads have also asked that the City of Cockburn accept a number of their surplus land parcels as reserves for conservation and management by the City of Cockburn. The location of these land parcels are generally in the vicinity of the Kwinana Freeway Roe Highway intersection and are generally isolated and difficult to access and maintain.

Main Roads have not offered to meet ongoing costs to maintain these potential crown reserves. Accordingly the City does not support this proposal. This matter may be presented to a future ordinary council meeting if a source of ongoing funding can be negotiated with Main Roads.

The letter also requests that a small section of unconstructed Marriot Road be closed pursuant to section 58 of the Land Administration Act. This request is being addressed elsewhere in this agenda.

Main Roads have indemnified the City for any costs and claims associated with this application.

The Department Lands have advised that a road dedication request pursuant to Section 56 of the *Land Administration Act 1997* requires a Council resolution.

Following Council's resolution, the request will be forwarded to the Department of Lands. They will then instigate a process whereby the dedication will proceed and the road will be dedicated as road reserve.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- Manage our financial and infrastructure assets to provide a sustainable future.

#### **Moving Around**

- An integrated transport system which balances environmental impacts and community needs.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Provisions of the *Land Administration Act 1997*.

### **Community Consultation**

N/A

### **Attachment(s)**

1. Plan of subject land
2. Letter from Main Roads

### **Advice to Proponent(s)/Submissioners**

The applicants have been advised that the matter will be considered at the Ordinary Council Meeting 10 September 2015.

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

Nil.

#### **14.3 (OCM 10/9/2015) - CLOSURE OF PORTION OF MARRIOT ROAD, JANDAKOT - LOCATION: ADJOINING LOT 12, SURVEY DIAGRAM 62671 - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: MAIN ROADS WA (041/001) (K SIM) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) request that the Minister for Lands permanently close portion of Marriot Road Jandakot, pursuant to Section 58 of the *Land Administration Act 1997* subject to the land being amalgamated with Lot 12 on Diagram 62671; and
- (2) advise the applicant of Council's decision accordingly.

#### **COUNCIL DECISION**

## Background

The majority of Marriot Road, Jandakot has been closed and acquired by the Commonwealth of Australia as part of the land comprising Jandakot Airport. A further road section that traversed the Railway reserve has been transferred to the State of Western Australia. The northern most portion remains as road reserve and does not serve any road function.

## Submission

Main Roads WA has written to the City of Cockburn requesting closure of portion of Marriot Road, Jandakot adjacent to Lot 12 on Plan 7148, Jandakot.

## Report

The request for closure submitted by Main Roads WA included a plan of the proposed Road Reserve to be closed. A Deposited Plan 55528 has been lodged at Landgate with the subject area shown as Lot 706. Lot 706 has an area of 304 square

All of the service authorities have been advised of the proposal, and there have been no objections. The proposal has also been publicly advertised in accordance with the requirements of the *Land Administration Act 1997*, with no objections received.

Although Main Roads WA has control of Roe Highway, it is only via Section 58 of the *Land Administration Act 1997* that roads can be permanently closed. This requires the Local Authority to manage the road closure process including advertising and necessary Council resolutions.

It is recommended that Council proceed with the road closure request as per the officer recommendation.

## 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.

### Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

## Budget/Financial Implications

N/A

### **Legal Implications**

Section 58 of the *Land Administration Act 1997* refers.

### **Community Consultation**

The proposal has been advertised in the West Australian in accordance with the requirements of the *Land Administration Act 1997*.

### **Attachment(s)**

Location Plan

### **Advice to Proponent(s)/Submissioners**

The Proponent(s) have been advised that this matter is to be considered at the 10 September 2015 Ordinary Council Meeting.

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

Nil

#### **14.4 (OCM 10/9/2015) - CLOSURE OF PORTION OF HOPE ROAD, JANDAKOT - LOCATION: ADJOINING LOT 1 HOPE ROAD, JANDAKOT - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: WESTERN POWER (450009) (K SIM) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) request that the Minister for Lands permanently close portion of Hope Road, Jandakot pursuant to Section 58 of the *Land Administration Act 1997*;
- (2) advise the applicant of Council's decision accordingly.

#### **COUNCIL DECISION**

## Background

Western Power is the only occupier of property in the section of Hope Road, Jandakot between Training Place and the Roe Highway. Western Power operates their southern Depot facility on the southern boundary of the road reserve. The land that abuts the northern boundary of the road reserve is controlled by Main Roads Western Australia.

## Submission

Western Power has written to the City requesting that the section of Hope Road between the railway reserve and Roe Highway be closed so that they can use the area for parking. The resulting parking area can then be secured with fencing and gates.

## Report

Main Roads as the owner of the land north of the road land have given consent to the closure and also agreed that all of the land should be made available to Western Power. Once closed, the City of Cockburn will cease to have the responsibility of maintaining the road pavement and associated costs. Following closure Western Power will have access to their depot via Training Place which runs off Karel Avenue.

Training Place is not a road reserve and is freehold land owned by Main Roads Western Australia. Western Power has been advised to liaise with Main Roads to ensure that they have continued access to their site via the land parcel known as Training Place.

Main Roads have been advised that on the same principle that Hope Road is not required as road reserve then there is no need for Training Place to be dedicated as road reserve. All of the service authorities have been advised of the proposal, and there have been no objections. The proposal has also been publicly advertised in accordance with the requirements of the *Land Administration Act 1997*, with no objections received.

It is recommended that Council proceed with the road closure request as per the officer recommendation.

## 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.

## Budget/Financial Implications

N/A

### **Legal Implications**

Section 58 of the *Land Administration Act 1997* refers.

### **Community Consultation**

The proposal has been advertised in the West Australian in accordance with the requirements of the *Land Administration Act 1997*.

### **Attachment(s)**

Location Plan

### **Advice to Proponent(s)/Submissioners**

The Proponent(s) have been advised that this matter is to be considered at the 10 September 2015 Ordinary Council Meeting.

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

Nil.

**14.5 (OCM 10/9/2015) - CLOSURE OF PORTION OF ORSINO BOULEVARD, NORTH COOGEE – LOCATION: ADJOINING LOT 9137 AND 9146 COCKBURN ROAD, NORTH COOGEE - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: AUSTRALAND (160/001) (K SIM) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) request that the Minister for Lands permanently close portion of Orsino Boulevard, North Coogee pursuant to Section 58 of the *Land Administration Act 1997*; and
- (2) advise the applicant of Council's decision accordingly.

#### **COUNCIL DECISION**



## Background

Current planning would have resulted in Orsino Boulevard being extended north to facilitate the creation of the next stage of residential lots. A small section of this future road extension has been created with the current subdivision. This small section of road reserve will not be required in the road layout as is proposed in an amended Port Coogee Structure Plan

## Submission

McMullen Nolan Consulting Surveyors have written to the City of Cockburn with a request to close portion of Orsino Boulevard north of Lullworth Terrace, North Coogee.

## Report

The letter from McMullen Nolan points out that Orsino Boulevard north of Lullworth Terrace will not be extended and will be replaced by Public Open Space in a future subdivision. The plan provided by McMullen Nolan indicates the small section of road reserve that becomes redundant. On completion of the road closure process it is proposed that land be added to a future residential lot and Public Open Space.

The proposed road closure is not dependent on the amended Port Coogee Structure Plan being gazetted and can be independently proceeded with. Once closed the land the subject of the closure will be acquired from the State of Western Australia by the adjoining land owner Australand. The City has no role in this process.

All of the service authorities have been advised of the proposal, and there have been no objections. The proposal has also been publicly advertised in accordance with the requirements of the *Land Administration Act 1997*, with no objections received.

It is recommended that Council proceed with the road closure request as per the officer recommendation.

## 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.

### Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

### **Budget/Financial Implications**

Nil

### **Legal Implications**

Section 58 of the *Land Administration Act 1997* refers.

### **Community Consultation**

The proposal has been advertised in the West Australian in accordance with the requirements of the *Land Administration Act 1997*.

### **Attachment(s)**

Location Plan

### **Advice to Proponent(s)/Submissioners**

The Proponent(s) have been advised that this matter is to be considered at the 10 September 2015 Ordinary Council Meeting.

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

Nil.

#### **14.6 (OCM 10/9/2015) - CLOSURE OF PORTION OF ADELA PLACE, SPEARWOOD - LOCATION: ADJOINING LOT 827 ADELA PLACE, SPEARWOOD - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: D A LENTHALL (160/001) (K SIM) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) request that the Minister for Lands permanently close portion of Adela Place, Spearwood pursuant to Section 58 of the *Land Administration Act 1997*, and
- (2) advise the applicant of Council's decision accordingly.

#### **COUNCIL DECISION**

## Background

Historical aerial photography shows that up until around 1974 Adela Place was a constructed road extending south from its current location across the Railway to connect with Mell Road. After this date it appears that the railway level crossing was removed and the road formation in this section of Adela Place also removed.

## Submission

The owner of Lot 827 Adela has written to the City of Cockburn seeking the closure of a small section of Adela Place where the road reserve truncation impacts on the north-west corner of Lot 827.

The owner has previously made application to subdivide their land but has been advised by the Department of Planning to seek this partial closure before the application will be considered.

## Report

Following the receipt of the application an investigation was undertaken to ascertain whether the full width of the road reserve should be closed and acquired by the City for a future residential lot.

Once the location of all the services was obtained it became obvious that this option was not viable mainly due to the location of a fibre optic cable that runs from north to south. The location of the fibre optic cable does not impact on the portion of closure proposed by the applicant.

All of the service authorities have been advised of the proposal, and there have been no objections. The proposal has also been publicly advertised in accordance with the requirements of the *Land Administration Act 1997*, with no objections received.

It is recommended that Council proceed with the road closure request as per the officer recommendation.

## 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.

## Budget/Financial Implications

Nil

### **Legal Implications**

Section 58 of the *Land Administration Act 1997* refers.

### **Community Consultation**

The proposal has been advertised in the West Australian in accordance with the requirements of the *Land Administration Act 1997*.

### **Attachment(s)**

Location Plan

### **Advice to Proponent(s)/Submissioners**

The Proponent(s) have been advised that this matter is to be considered at the 10 September 2015 Ordinary Council Meeting.

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

Nil.

- 14.7 (OCM 10/9/2015) - CLOSURE OF BULL ROAD NORTH COOGEE - LOCATION: ADJOINING LOT 1598 AND UNALLOCATED CROWN LAND COCKBURN ROAD NORTH COOGEE - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: LANDCORP (160/002) (K SIM) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) request that the Minister for Lands permanently close Bull Road North Coogee, pursuant to Section 58 of the *Land Administration Act 1997*; and
- (2) advise the applicant of Council's decision accordingly.

#### **COUNCIL DECISION**

## Background

Bull Road is only 13 metres in length and joins Cockburn Road to Fremantle Town Lot 1925. It is unclear why or when the road reserve was created but historic aerial photography shows that around about 1974 there were two buildings with connections to the road reserve. The road reserve may have been created to maintain access to the rear building. The building at the rear housed the Potato Marketing Board.

## Submission

Landcorp has written to the City of Cockburn requesting closure of Bull Road, North Coogee so that the land can be consolidated with the adjoining Reserves 28573 and 26087.

## Report

The buildings on Reserves 28573 and 26087 were formerly occupied by the Potato Marketing Corporation. The Department of Lands as the owner will be disposing of the two crown reserves to Landcorp.

The closure of the road reserve and inclusion of the land into the adjoining reserves will result in a logical land parcel that has a road frontage to Cockburn Road.

All of the service authorities have been advised of the proposal, and there have been no objections. The proposal has also been publicly advertised in accordance with the requirements of the *Land Administration Act 1997*, with no objections received.

It is recommended that Council proceed with the road closure request as per the officer recommendation.

## 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.

### Budget/Financial Implications

N/A

### Legal Implications

Section 58 of the *Land Administration Act 1997* refers.

## Community Consultation

The proposal has been advertised in the West Australian in accordance with the requirements of the *Land Administration Act 1997*.

## Attachment(s)

Location Plan

## Advice to Proponent(s)/Submissioners

The Proponent(s) have been advised that this matter is to be considered at the 10 September 2015 Ordinary Council Meeting.

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

Nil.

### 14.8 (OCM 10/9/2015) - PROPOSED LOCAL STRUCTURE PLAN - LOTS 1 & 760 GADD STREET, SUCCESS - OWNERS: VARIOUS - APPLICANT: RPS (110/106) (C HOSSEN) (ATTACH)

#### RECOMMENDATION

That Council

- (1) pursuant to Clause 6.2.9.1 of City of Cockburn Town Planning Scheme No. 3 ("Scheme") adopt the proposed structure plan for Lots 1 & 760 Gadd Street, Success, subject to the following modifications:

1. modify section 7.1 of Part 1 – Statutory section of the structure plan to state as follows:

7.1	Other land use, development and subdivision requirements	<p><i>The following matters are required to be addressed as a condition of subdivision approval:</i></p> <ul style="list-style-type: none"> <li>i) Fauna relocation survey</li> <li>ii) Wetland management plan</li> <li>iii) Landscaping management plan</li> <li>iv) Mosquito management plan</li> <li>v) Upgrade and modification of the intersection of Darlot Avenue and Hammond Road to the satisfaction of the City of Cockburn</li> </ul>
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2. The intersection analysis, dated 11 August 2015, be

included in Part 3 of the structure plan as an appendix.

- (2) subject to compliance with (1) above, pursuant to Clause 6.2.10.1 of the Scheme, send the structure plan once modified to the Western Australian Planning Commission for endorsement;
- (3) endorse the schedule of submissions prepared in respect to the structure plan;
- (3) advise the landowners within the structure plan area and those who made a submission of Council's decision accordingly; and
- (4) request that all referral authority letters be passed on to the applicant to ensure they address their requirements.

## COUNCIL DECISION

### Background

The subject land area is 8.65 hectares in size; it is bound by Parks and Recreation Regional Reserve to the north and west; existing residential development to the east and; undeveloped urban zoned land to the south. The site is traversed by the Armadale to Thomson Lake Water Pipeline. The entirety of the subject site is currently undeveloped and vacant (refer attachment 1).

The subject area is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and zoned 'Development' under City of Cockburn Town Planning Scheme No. 3 (Scheme). The subject land is located within Development Area No. 13 (DA 13), Development Contribution Area No. 13 (DCA 13) and Development Contribution Area No. 1 (DCA 1).

Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme; a Structure Plan is required to be prepared and adopted to guide future subdivision and development.

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

## **Submission**

RPS on behalf of the landowner has lodged a structure plan for the subject land.

## **Report**

The subject land exists within the Branch Circus District Structure Plan area, which was prepared in order to guide site specific detailed Structure Plans (like this) to achieve coordinated subdivision and development.

### Branch Circus Draft District Structure Plan

The Branch Circus District Structure Plan was adopted by Council at the Ordinary Meeting of 11 August 2011 (Min No. 4590).

The District Structure Plan was prepared to facilitate proper and orderly planning across the undeveloped portion of Development Area 13 (Branch Circus). The District Structure Plan provides guidance for the future development of local structure plans, prescribing land uses, the local street network and local parks.

The Branch Circus Draft District Structure Plan provides a greater level of detail to guide local structure plans and subdivision compared to other District Structure Plans. This level of detail was considered appropriate due to the highly fragmented nature of the subject area, and the important environmental values associated with extensive wetlands in the area.

The District Structure Plan also formed the basis of an application to the Western Australian Planning Commission to lift the urban deferment under the MRS over a portion of the District Structure Plan area.

### Proposed Structure Plan

The proposed structure plan as shown within Attachment 2 provides for residential development, with public open space (POS) and an associated road network; it is anticipated that the proposed structure plan will yield approximately 142 lots. An expected residential population of 398 persons can be expected on completion of the development.

The proposed structure plan satisfies the density objectives, POS requirements and provides a suitable road network. There is however a number of minor matter that will require modification of the proposed structure plan, these are discussed following. Subject to these



modifications, the proposed structure plan is recommended for adoption.

### Residential Density

Proposed densities allow for the provision of variety in lot sizes and are conducive to the densities outlined in the Branch Circus District Structure Plan.

The projected density of the subject site is 16.5 dwellings per gross hectare or 31 dwellings per site hectare. This exceeds the requirements of Liveable Neighbourhoods and Directions 2031 and is generally consistent with the District Structure Plan.

### Public Open Space

The proposed structure plan allocates 1.8 hectares of the subject site for the purposes of Public Open Space ('POS'). The POS is divided into a number of distinct cells with varying functions. In the centre of the subject area is an area of POS co-located with the area identified on the adjoining structure plan. The remaining area, which forms the majority of the balance of the POS forms parts of the wetland and associated buffers to the Conservation Category Wetlands in the west of the subject site. The POS is generally consistent with the District Structure Plan and meets the requirements of Element 4 of Liveable Neighbourhoods.

### Traffic

The expected dwelling yield and the road layout are consistent with District Structure Plan and therefore traffic volumes and flows have already been assessed by the City as acceptable.

One submitter raised concerns relating to traffic, which is discussed in detail in the Community Consultation section below.

This concern was addressed by the applicant post advertising and a modification to the Structure Plan to account for the required change has been proposed as part of the officer recommendation.

### Bushfire Management

The subject site adjoins the Beeliar Regional Park and Thomsons Lake specifically. The area is heavily vegetated and therefore was required to be supported by a Bushfire Management Plan ("BMP"). The BMP has been undertaken in line with the relevant State Government State Planning Policy and the Planning for Bushfire Protection Guidelines.

Importantly, the design of the Structure Plan is done in such a way that there is no expectation placed on the aforementioned reserves to be cleared or impacted on by the recommendations of the BMP. Adequate setbacks have been incorporated into the Structure Plan design. Lots within 100m of identified vegetation will be required to build to the standards outlined in AS3959-2009 and all proposed Bushfire Attack Levels are within those acceptable to the City.

### Community Consultation

The proposed structure plan was advertised for public comment from 18 May 2015 to 8 June 2015. All submissions that were received are set out and addressed in the Schedule of Submissions (Attachment 3). A total of nine (9) submissions were received.

Seven (7) submissions were received from government agencies and servicing authorities; none of these objected to the proposal. A number of submissions raised points of comment which have been addressed in the schedule of submission.

Two (2) submissions were received from adjoining landowners; one provided an objection to the proposal.

The objection raised concerns relating to access and egress from the site onto Hammond Road and through the existing local road network. Noting that the current 'left-in, left-out' arrangements at the Darlot Avenue and Hammond Road intersection will lead to increased traffic flows through the existing local road network. The City supported these concerns, particularly as the staged nature of future development of the Branch Circus District Structure Plan area further exacerbates this.

Following a request from the City, the applicant has undertaken intersection monitoring and analysis. The monitoring indicated the current flows experienced at the Darlot Avenue and Hammond Road intersection and provides projections out to 2020.

The analysis proposes modifications to the intersection that would remove the current 'left-in, left-out' arrangements in favour of a full movement intersection. An indicative design showing this outcome can be seen in Figure 1 below. This approach has been assessed by the City's traffic engineer and found to be safe and satisfactory, when assessing projected traffic volumes, prior to the eventual widening and upgrade of Hammond Road in the future.

**Figure 1 : Proposed Intersection Modifications**

The officer recommendation provides for the need to addresses as a condition of subdivision the upgrade to the intersection, to the satisfaction of the City. All other minor matters raised by submitters are addressed in detail in the Schedule of Submissions.

### Conclusion

It is recommended that Council adopt the Local Structure Plan for Lots 1 & 760 Gadd Street, Success with modification and pursuant to clause 6.2.10 of the Scheme refer it 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.
- 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.

### **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 or

such longer period as may be agreed by the applicant. The advertising period concluded on June 8 2015.

### **Community Consultation**

Public consultation was undertaken between 18 May 2015 and 8 Jun 2015. This included a notice in the Cockburn Gazette, letters to landowners within the Structure Plan area, adjoining landowners and State Government agencies.

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

### **Attachment(s)**

1. Location Plan
2. Proposed Local Structure Plan
3. Schedule of Submissions

### **Advice to Proponent(s)/Submitters**

The proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 September 2015 Ordinary Council Meeting.

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

Nil.

## **14.9 (OCM 10/9/2015) - PROPOSED NEW HERITAGE PLACE - WWII ARMY SERVICE CAMP BIBRA LAKE (SITE) (FINAL ADOPTION) (095/001) (A TROSIC) (ATTACH)**

### **RECOMMENDATION**

That Council

- (1) include the 'WWII Army Service Camp, Bibra Lake (Site)' on the Local Government Inventory, and adopt the amended Place Record as included at Attachment 1;
- (3) include the 'WWII Army Service Camp, Bibra Lake (Site)' on the Heritage List pursuant to clause 7.1.3(d) of City of Cockburn Town Planning Scheme No. 3;
- (4) nominate the place for inclusion on the State Register of Heritage Places by requesting the Heritage Council consider the heritage significance of the place as part of 'P5317 Bibra Lake

and North Lake’;

- (5) advise South Metro Connect and Main Roads WA of Council’s decision to include the ‘WWII Army Service Camp, Bibra Lake (Site)’ on the City of Cockburn Local Government Inventory and Heritage List, and
- (6) request that South West Connect undertake an archaeological assessment of the area immediately, given their proposed works will impact on the site area, while reiterating Council’s opposition to the proposed Roe Highway extension and that impacts on an important heritage place is further reason why the extension should not occur.

## COUNCIL DECISION

### Background

In May 2015 the Bibra Lake Residents Association alerted the City to a former Australian Women’s Army Service (“AWAS”) World War II Army Camp site on Hope Road in Bibra Lake.

‘We answered the call’ by Eileen (Reilly) Tucker makes reference to the camp site in Bibra Lake.

The site is located on Hope Road, and comprises the ruins of a World War II army camp. Although all prefabricated buildings and infrastructure were removed immediately after the War in 1945, there are sufficient traces on the surface to identify latrines, shower blocks, and tracks.

Further information and photographs of the site are included at Attachment 1.

The traces of the camp extend over an extensive area, but there is no evidence that they have ever been investigated archaeologically, and no plans of the camp are known to exist.

The City engaged Heritage Consultant, Eddie Marcus from History Now to undertake a heritage assessment of the place and to make a

recommendation as to whether it should be included on the City's Local Government Inventory and/or Heritage List.

Council resolved to adopt the 'Australian Women's Army Service Camp, Bibra Lake (Site)' as a draft place record for the purposes of community consultation; and to advertise the proposed inclusion of 'Australian Women's Army Service Camp, Bibra Lake (Site)' on the Local Government Inventory and Heritage for a period of 21 days.

Advertising was subsequently undertaken for a period of 21 days, and ten submissions were received. During the advertising period the place was nominated for emergency inclusion on the National Heritage Register.

### **Submission**

N/A

### **Report**

The purpose of this report is for Council to consider the submissions received during the advertising period and to make a decision regarding the proposed inclusion of the former WWII army camp in Bibra Lake on the City of Cockburn Local Government Inventory and Heritage List.

### **Subject Land**

The site is located on Reserve 46787 Progress Drive, Bibra Lake. The site itself is located close to Hope Road, opposite Native Arc (172 Hope Road), Bibra Lake Scouts (174 Hope Road), and the Cockburn Wetland Education Centre (184 Hope Road).

The site is owned by the State of Western Australia, with a Management Order to the City of Cockburn.

It is reserved 'Parks and Recreation' under the Metropolitan Region Scheme ("MRS") and City of Cockburn Town Planning Scheme No. 3 ("the Scheme").

### **Initial Heritage Assessment**

Upon discovery of remnant fabric at the site, the City engaged Eddie Marcus from History Now to undertake a heritage assessment of the place. This included a recommendation regarding whether it had heritage significance and was considered worthy of inclusion on the City of Cockburn Local Government Inventory and/or Heritage List.

The City's LGI is a comprehensive register of places in the City of Cockburn that are considered to have heritage significance. Each place is assigned a 'Management Category', which indicates its level of heritage significance.

In considering whether a place should be included on the LGI the assessment criteria set out in the 'Criteria for the Assessment of Local Heritage Places and Areas' published by the Heritage Council is used. The following assessment criteria are used in this process:

- \* Aesthetic value;
- \* Historic value;
- \* Research value;
- \* Social value;
- \* Rarity;
- \* Representativeness;
- \* Condition, Integrity and Authenticity.

The heritage consultant assessed the Bibra Lake Australian Women's Army Service Camp site using these criteria, and considered that the place had heritage significance for the following reasons:

*For its associations with the area's role in defending the western coastline during World War II.*

*For its association with the Australian Women's Army Service and their critical role in operating the searchlights during World War II.*

*For its archaeological potential for increasing our understanding of a World War II army camp.*

*For its educational potential to assist people to further understand the development of such sites during World War II.*

Each place on the LGI is also allocated an assigned management category, which provides an indication of the level of significance of the place, as follows:

- A – Exceptional significance
- B – Considerable significance
- C – Significant
- D – Some Significance

Based on the heritage significance of the site it was recommended that it be included as a 'Management Category B' place, which means it has 'considerable significance, as follows:

*Very important to the heritage of the locality. Conservation of the place is highly desirable. Any alterations or extensions should be sympathetic to the heritage values of the place.*

It was also recommended that this place be included on the Heritage List pursuant to Town Planning Scheme No. 3 ("the Scheme").

Currently all Management Category A and B places on the LGI are also included on the Heritage List because these are the places with the most heritage significance. Therefore inclusion of this place on the Heritage List is consistent with the City's approach to heritage listing.

In accordance with clause 7.1.1 of the Scheme, Council is required to establish and maintain a Heritage List to identify those places which are of cultural heritage significance and worthy of conservation pursuant to the Scheme. Pursuant to clause 7.1.2 of the Scheme, Council is to include on the Heritage List such places on the LGI that it considers to be appropriate.

The purpose of the Heritage List is to offer a greater level of statutory protection to heritage places by requiring planning approval prior to any works being undertaken. This therefore provides Council with the opportunity to assess the impact of development on the identified heritage values of a place through the development approval process.

However, in accordance with clause 3.2.3 of the Scheme, the approval of the local government under the Scheme is not required for the commencement or carrying out of any use or development on a Regional Reserve.

However, the provisions of the Metropolitan Region Scheme continue to apply to such Reserves and approval is required under the Metropolitan Region Scheme from the Western Australian Planning Commission ("WAPC") for the commencement or carrying out of any use or development on a Regional Reserve.

It is therefore still recommended that Council include the place on the Heritage List pursuant to the Scheme to reflect the heritage values of the site.

#### Community consultation outcomes

During the advertising period there were a total of ten submissions received.

Four submissions were received from existing or former residents of the area at the time stating knowledge of the army camp and/or accounts of seeing searchlights in the area. Another submission



makes reference to various other accounts from family members of people who served at the camp during the war.

A submission was received from a local archaeologist who states that the age of material at the site is consistent with material from the war period.

Three other submissions were received in support of the proposed heritage listing, including from the RSL and Historical Society.

One submission was received from a military historian, Graham McKenzie-Smith, who refutes some of the content of the draft place record, and does not support the proposed heritage listing. This submission includes Location Statements of Searchlight stations and other military records.

Each of the submissions is outlined and addressed in the Schedule of Submissions (Attachment 3); however the content of the submissions is discussed in detail below in the context of other available information and research.

#### History of the site

The preliminary investigation undertaken by the City's heritage consultant identified that the site was a World War Two army camp established for a Searchlight Troop, staffed by the Australian Women's Army Service.

During the advertising period a number of submissions were received which have provided additional information for Council's consideration.

Subsequent to advertising the key sources of information regarding the history of the site are as follows:

- \* "We Answered the Call" by Eileen Tucker;
- \* Eyewitness accounts from relatives of people who served in the Army and/or lived in the Bibra Lake area;
- \* Newspaper articles, primarily Government Disposal Auction notices from 1945;
- \* Military records of the monthly Location Statements that show the location of all anti-aircraft searchlight positions throughout the war;
- \* Information provided by a Military Historian which provides new information, and interprets some of the available information.

The following constraints in determining the history and use of the site are noted:

1. There are only a few visible physical remnants of the site.
2. There are limited military records relating to the site.
3. Certain details from "We Answered the Call" are not specific and cannot be verified (e.g. the photographs entitled '66AA Battery, Bibra Lake' do not have any names listed to enable service records to be checked).
4. There was another army camp site located in 'North Jandakot' (139 Heavy Searchlight Troop) from March to September 1944 which is known to have had searchlights, therefore it is possible that searchlights seen in the area during the war could have been from this site, rather than the Bibra Lake site.
5. It is possible that other sites around Bibra Lake and the area generally were used for temporary camping and training during the war.

However, in the first instance, it is considered that there is sufficient evidence to support that there was a WWII army camp at the site.

The City has received four written accounts from residents of the area during the Second World War that the site was an army camp. These eye witness accounts are very important to supporting the veracity of this site as indeed an important army camp site. This is also supported by the following information:

1. References to an army camp at Bibra Lake in the book "We Answered the Call".
2. Military records indicating that the Regimental Headquarters for 116LAA Regt (116 Light Anti-Aircraft Regiment) were located in Bibra Lake.
3. Historical aerial photographs indicating distinctive tracks through the area that are not associated with a farm or property.
4. The age of remnant material found at the site.
5. The type and extent of remnant structures currently found at the site which include concrete slabs and clay pipes, indicating that there were latrines and shower blocks at the site.
6. The site is recorded as site Lot 7, Searchlight Station 10, Bibra Lake corner of Warwick and Dixon Roads (which correlates to the subject land), having the following structures that were auctioned at the end of the war (reported in a number of newspaper notices):

- a. Combined Kitchen, Mess and Recreation Room, in sections, weatherboard, corrugated asbestos, skillion roof, wooden floor in sections with lean-to at back;
- b. Latrines, sheet asbestos; GI skillion roof, timber frame, cement floor;
- c. Ablutions, sheet asbestos, G.I., G.I. skillion roof, timber frame, cement floor, cement bath; Engine Shed, GI, timber frame, cement floor (no engine);
- d. Command Post (underground), timber;
- e. Cement Slabs, Barbed Wire fence;
- f. 2,000 gal tank on low stand;
- g. Tank on stand (heavy bush timber) approx. 10ft high with 6in x 1.5 inch decking, piping and ball valve;
- h. Bore, approximately 225 feet, casing 1.5 inch lead-off (engine room built over bore);
- i. Septic System, three pedestals and cisterns;
- j. 180 foot and 60 foot 1.5 inch piping.

Two possible key uses have been presented to the City through submissions and research undertaken, as follows:

- 1. Anti-Aircraft Searchlight Station manned by the AWAS;
- 2. Regimental Headquarters for 116LAA Regt with 116LAA Regt Sig Sec co-located, and AWAS attached to Regt HQ and signals section.

There is some evidence suggesting that the site was an Anti-Aircraft Searchlight Station manned by the AWAS. The AWAS were tasked with manning the searchlight stations for home defence with the aim of releasing more men for frontline service.

The Government Disposal Auction Notices refer to the site as a 'Searchlight Station'. There have also been four submissions received from residents of the area at the time that searchlights were seen from the site; and that AWAS were at the camp. It is therefore considered likely that the site was a Searchlight Station manned by the AWAS. While noting this likelihood, it is noted that:

- \* There are no definitive military records confirming its use as a Searchlight Station and the site is not included in the monthly Location Statements that show the location of all AA searchlight positions throughout the war.
- \* There was another army camp site in North Jandakot which is known to have had searchlights (confirmed in military records); therefore it is possible that eyewitness accounts from former residents of the area could have been from the North Jandakot site.

- \* It is possible that mobile searchlights were used at the site (and others in the area) on occasion.

There is evidence available suggesting that the site was the Regimental Headquarters for 116LAA Regt (116 Light Anti-Aircraft Regiment), with AWAS attached. This evidence includes:

- \* Military records (including monthly Location Statements) which note the site as the HQ 116 LAA Rgt; and
- \* Specific statement in Eileen Tucker's book, 'We Answered the Call' (1991).

At this stage the following conclusions can be made regarding the history of the site:

- \* There is sufficient evidence to support the notion that the site was an important WWII army camp site of noteworthy scale;
- \* The exact type of camp, the size of the camp, and the occupants cannot be absolutely confirmed at this stage;
- \* Further archaeological investigation would be required to obtain further information regarding the use of the site, and it is likely that this will help solve:
  - (a) Whether it was a Searchlight Station manned by the AWAS.
  - (b) Whether it was the Regimental Headquarters for 116LAA Regt with 116LAA Regt Sig Sec co-located and some AWAS attached to Regt HQ.

#### Heritage significance of the site

Given that it has been established that the site was a WWII army camp, it is considered that this in itself is enough to deem the site as having 'historic value' and 'research value' for the City of Cockburn, and broader Western Australia and Australia. In particular the site has value as being one of the remaining sites associated with WWII in the City of Cockburn.

Whether or not it was a searchlight station and/or was associated with the AWAS it is still considered to be significant enough to warrant inclusion on the City's LGI. Inclusion on the LGI enables the site and its location to be documented – information that could otherwise be lost over time if it were not included on the LGI. This is the reason why the City opts to still include 'sites' on the LGI, even if there are no physical remnants present.

While there were many war camp sites throughout the Perth Metropolitan Area during the Second World War, most of these have been re-developed. This is because the camps were only there for a few years; they were designed to be temporary in nature; and structures were sold off and removed immediately after the war. In some cases sites were developed for other uses within several years, for example the Mosman Park Searchlight Station was redeveloped for housing in the 1950s.

The subject site therefore has archaeological value and presents a unique opportunity to investigate and interpret remnant fabric.

The proposed management category B is considered to be appropriate at this stage, and should further information become available to indicate that a different level of significance is appropriate then this can be considered by Council at that time.

#### Place Record modifications

It is recommended that a number of modifications be made to the Place Record to reflect new information received during the advertising period.

The following changes are recommended, as shown in Attachment 1:

- \* Renaming of the Place to 'WWII Army Camp' to reflect the fact that it cannot be confirmed at this stage that the camp was an AWAS camp.
- \* Insertion of further details regarding the structures that were auctioned from the site, as set out in a Commonwealth Disposals Commission Auction Notice, published 16 September 1945.
- \* Stipulating that the exact type of army camp, the likely occupation of the site, and the scale of the site cannot be confirmed at this stage - an archaeological investigation would be required to determine the exact use, size and occupants of the camp.
- \* Stating that based on the evidence available there are two possible uses for the camp:
  1. Anti-Aircraft Searchlight Station manned by the AWAS.
  2. Regimental Headquarters for 116LAA Regt with 116LAA Regt Sig Sec co-located, and AWAS attached.

It is important to note that this place record reflects information about the site that is known at this time, and it can be updated in the future if required to clarify the use of the site.

However, it is considered important in the first instance to have the place included on the LGI and Heritage List to reflect the heritage significance of the place.

If significant new information comes to light that provides more evidence to suggest the site was a searchlight station, or was exclusively and AWAS camp or to refute these notions, then the place record can be amended accordingly.

Given the age of most heritage places this is not an unusual situation. For example, there is still significant uncertainty surrounding the history of the Peel Archaeological Town, however the place has still been included on the LGI and Heritage List. This is why the City undertakes an annual update of the LGI, whereby place records can be updated or additional information added if required.

#### Extent of the site

The exact extent of the site is not known, given that it has not been documented. An archaeological investigation would be required to determine the extent of the site.

Based on historical aerial photographs, and remnant evidence at the site, it is estimated that the site extends further north than initially thought, as shown in Attachment 2.

Aerial photography indicates that the possible extent of the site is 220m north from Hope Road and it is recommended that the site area be extended to encompass all of this area until such time as an archaeological investigation demonstrates differently.

Given that this area extends partially into the Primary Regional Road reservation (see Attachment 2) it is recommended that Council urgently request South Metro Connect undertake an archaeological assessment of the area immediately to understand the extent and heritage value of this site. The site is considered to be under direct threat from the South Metro Connect project that is seeking to extend Roe Highway through this land, and therefore it is incumbent upon South Metro Connect to fully investigate this issue post haste.

### Future of the Site

The cultural heritage significance of the site is most significant for its educational potential to assist people to further understand the development of such sites during World War II.

The site has the potential to be interpreted as an educational site, particularly given its location opposite Native Arc and the Cockburn Wetland Centre.

Should the site be included on the LGI and Heritage List the heritage consultant has recommended that an archaeological investigation be undertaken and a plan of the site produced? It is recommended that this be undertaken by South Metro Connect, as discussed.

It has also been recommended that an interpretive panel be placed near the entrance to the park there, so its history can be understood by visitors.

### State Register Nomination

The subject site is located within a larger area ('P5317 Bibra Lake and North Lake') that has been identified by the Heritage Council Register Committee at their meeting on 24 September 2010 as a place that was likely to have cultural heritage significance. As such, it has been added to their assessment program.

This area is bounded by Bibra Drive, Farrington Road and Progress Drive, North Lake and Bibra Lake.

The area was identified by the Heritage Council as having the following values:

- \* North and Bibra Lakes remains a significantly important cultural site for the Bellier Aboriginal people;
- \* North and Bibra Lakes have scientific value for their rich biodiversity, being one of the least disturbed wetland sites in the Perth Metropolitan area;
- \* The area has scientific value as an educational site for environmental learning activities for primary, secondary and tertiary students;
- \* The place is highly valued by the people of Perth who use the area for recreational purposes;

- \* The place is a significant archaeological site within the Perth Metropolitan area;
- \* The place has aesthetic value as a natural wetlands landscape in an area undergoing increasing urbanisation due to population pressures;
- \* The mature Norfolk Island Pine Trees (c1900) have aesthetic and landmark value due to their location between North and Bibra Lakes;
- \* The formation of a community Action Committee to oppose the proposed extension of the Roe Highway through North and Bibra Lakes is further evidence of its social value to the community.

Therefore, should Council wish to nominate the place for inclusion on the State Register it is recommended that a request be made to the Heritage Council for its heritage significance to be considered as part of 'P5317 Bibra Lake and North Lake'.

### Conclusion

There is sufficient available evidence demonstrating that the subject land was a WWII army camp.

While there is some uncertainty regarding the exact type of camp, its size, and the occupants during the war, the fact that the site was a WWII camp in itself is considered sufficient to warrant inclusion of the place on the LGI and Heritage List.

The amended place record documents the evidence available to date and outlines the possible uses of the site. This can be updated in the future if significant new information comes to light.

It is therefore recommended that Council adopts the amended Place Record as shown in Attachment 1, and resolves to include the place on the LGI as a Management Category B Place.

It is also recommended that the site area be extended to encompass the area where remnant material has been found, and where tracks can be seen on the historical aerial photograph. Given that this extends into the Primary Regional Road reservation it is recommended that a request be made that South Metro Connect undertake an archaeological survey of the site to fully understand the heritage values and physical extent of the site. This is considered to represent further reason as to why this road project should not proceed, on the basis that it may destroy or significantly detract from the heritage value of the place.



## **Strategic Plan/Policy Implications**

### **Infrastructure**

- Facilities that promote the identity of Cockburn and its communities.

### **Community & Lifestyle**

- Community environments that are socially cohesive and embrace diversity.
- Conservation of our heritage and areas of cultural significance.

### **A Prosperous City**

- Creation and promotion of opportunities for destination based leisure and tourism facilities.

## **Budget/Financial Implications**

The heritage assessment of the site has been undertaken within the Strategic Planning operational budget.

## **Legal Implications**

Nil.

## **Community Consultation**

The proposed inclusion of the site on the LGI and Heritage List was advertised for a period of 21 days which included an advertisement in the newspaper and online, displays at City of Cockburn administration centre, libraries and the Azalea Ley Museum, and letters to the Bibra Lake Residents Association, Office of Heritage, South West Connect, Main Roads WA, and the Western Australian Planning Commission.

A total of ten submissions were received, as discussed in the report.

## **Attachment(s)**

1. Amended Draft Local Government Inventory Place Record 'WWII Camp, Bibra Lake (Site)
2. Proposed Site Area
3. Schedule of Submissions

## **Advice to Proponent(s)/Submissioners**

The Bibra Lake Residents Association and all submissioners have been advised that this matter is to be considered at the 10 September 2015 Council Meeting.

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

Nil.

**14.10 (OCM 10/9/2015) - COCKBURN CENTRAL ACTIVITY CENTRE  
STRUCTURE PLAN - SEEKING SUPPORT TO ADVERTISE (110/088)  
(A TROSIC / R PLEASANT) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) adopt the draft Cockburn Central Activity Centre structure plan as contained within Attachment 1 to this report for the purposes of advertising for a period of 28 days;
- (2) undertake the advertising by:
  - a. giving notice of the proposed Activity Centre structure plan to owners and occupiers who, in the opinion of the City, are likely to be affected by the plan;
  - b. publishing notice of the proposed Activity Centre structure plan in a newspaper circulating in the district;
  - c. publishing a notice of the proposed Activity Centre structure plan via the City's website;
  - d. ensure that methods (a) to (c) include a statement that submissions may be made to the local government within the 28 days advertising period; and
  - e. ensure all materials of the proposed Activity Centre structure plan are available for public inspection during business hours of the City during the advertising period;
- (3) seek comments in relation to the proposed Activity Centre structure plan from any public authority or utility service provider that the City considers appropriate;
- (4) provide to the Western Australian Planning Commission a copy of the proposed Activity Centre structure plan and all accompanying material as well as the details of the advertising and consultation arrangements;
- (5) request the Western Australian Planning Commission to resolve to declare a Planning Control Area (Planning and Development Act 2005 – SECT 112) over all the land that forms part of the alternative Armadale Road deviation / North Lake Road bridge and extension design, as detailed within the draft structure plan; and
- (6) upon the Planning Control Declaration by the Western

Australian Planning Commission, request that the responsible Minister for Planning approve this declaration to enable it to come in to affect.

## COUNCIL DECISION

### Background

The purpose of this report is to present to Council the Draft Cockburn Central Activity Centre Structure Plan (Draft Structure Plan). The purpose of the Draft Structure Plan is to confirm the shared vision for the City's largest activity centre, and to identify the necessary actions required to achieve this aspiration.

A key aim sought within this Draft Structure Plan is to identify an action plan to elevate Cockburn Central in the activity centres hierarchy (refer State Planning Policy 4.2) from a Secondary Centre to a Strategic Metropolitan Centre. This is reflective of the shared vision which was developed through stakeholder engagement undertaken as part of the overarching Activity Centre Plan in late 2014. The vision captured within the 2014 Plan and endorsed through the process of Council following detailed community consultation was that:

*“Cockburn Central be positioned as a Strategic Metropolitan Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031.”*

The next step in moving towards this vision is the Draft Structure Plan, which is the focus of this report.

Cockburn Central is unlike many established urban/city centres that are physically constrained by existing development boundaries, and therefore requiring a focus on regeneration, land use mix and employment opportunities. Cockburn Central is instead continually emerging, with substantial “room to move”, and it is this room to move that creates the potential for Cockburn Central to become the most important centre in the southern corridor. This potential however can only be achieved if infrastructure delivery is coordinated, together with development responding in a timely and programmed way. This is a further key purpose of the Draft Structure Plan.

The failed delivery of an acceptable movement network by way of the North lake Road extension / Armadale Road deviation has effectively stalled the centre, and is a key basis for the Draft Structure Plan to drive a course to reach an outcome with the State Government on infrastructure delivery.

Therefore given the strategic importance of this document, the Draft Structure Plan is now presented to Council seeking support to advertise, inclusive of the community engagement approach identified within this report.

### **Submission**

N/A

### **Report**

Cockburn Central is an activity centre experiencing significant growth and undergoing considerable change. Over the last decade, centres of activity and influence have shifted with the concentration of populations creating a new core of population surrounding Cockburn Central, straddling the Kwinana Freeway and Perth – Mandurah Railway. This trend is continuing with the opening up of development land in the locality of Banjup.

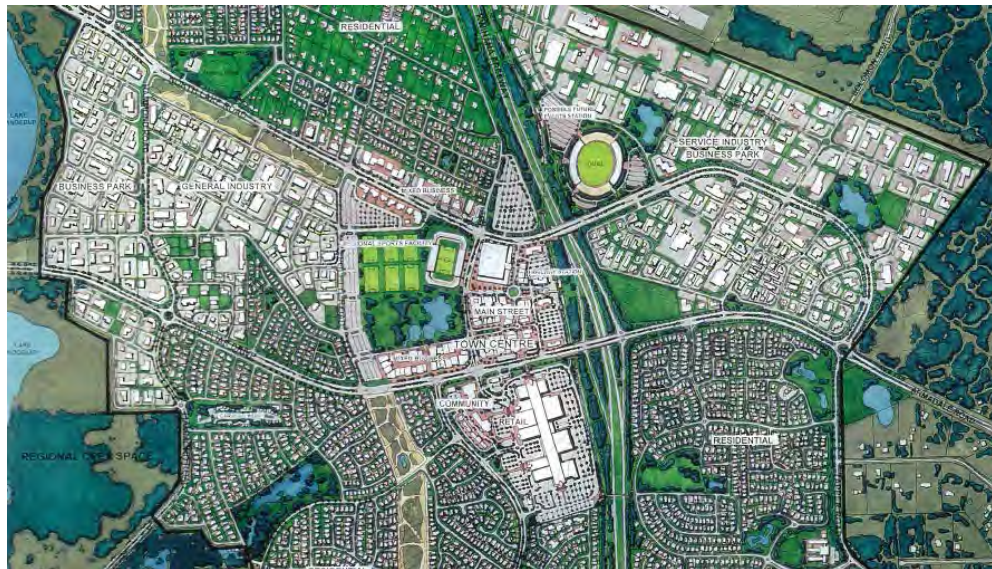
In addition to population, large expanses of employment lands surround Cockburn Central and continue to grow. As a result, it is becoming vitally important to coordinate large transport infrastructure items so as to ensure the centre can function sustainably into the future.

At the centre of this objective is the current state of Beeliar Drive / Armadale Road and the devastating effect that congestion levels and current road design is having on the activity centre. These busy regional roads effectively fragment the core of the activity centre, separating the precincts of the Town Centre, Cockburn Central West, Gateways Retail Precinct, Cockburn Central East and the residential locality of Atwell.

This Draft Structure Plan identifies the strategic importance of delivering the Armadale Road deviation / North Lake Road bridge and extension, and why this is the only way in which to unlock the next stage in growth and prosperity of the Centre. Specific to the Draft Structure Plan, the associated Action Plan (refer Attachment 2) can only be implemented once support is provided for this important regional route.

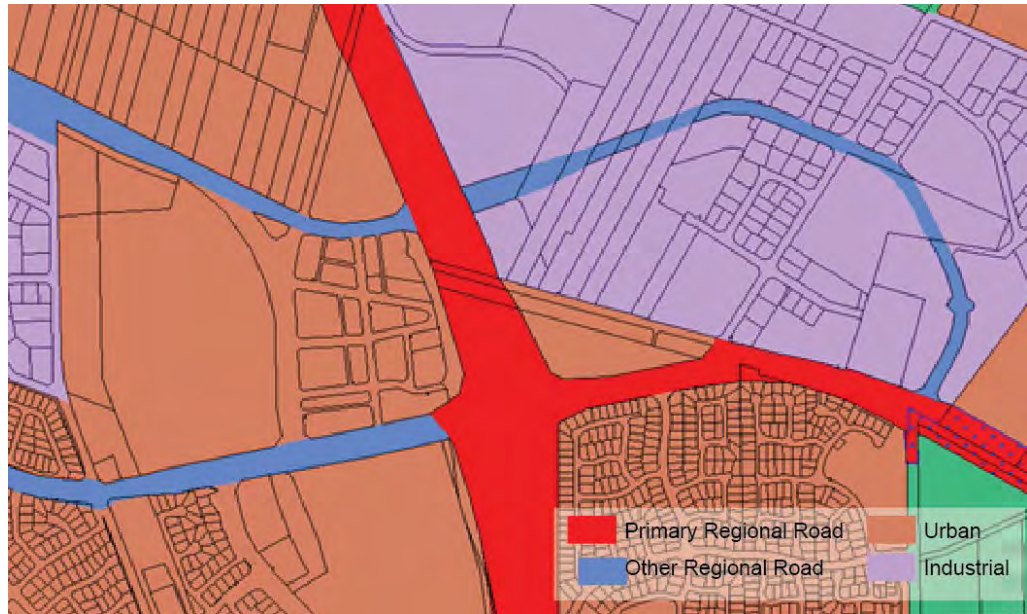
The catalyst for the regional and local movement conflict experienced on Beeliar Drive / Armadale Road is attributed to the ongoing absence of the North Lake Road extension, and its intended function as a deviation to Armadale Road.

Main Roads modelling has long indicated that traffic and congestion currently experienced along Beeliar Drive / Armadale Road to the freeway can be alleviated through the delivery of the North Lake Road extension to act as a preferred freeway access route. This is not surprising given this issue was understood early on in the planning for the Thomsons Lake Regional Centre, as the locality was then known. To address this, the associated activity centre structure plan of the time (refer image below, dated 1997) demonstrated the creation of an Armadale Road / North Lake Road deviation to attempt to revert through traffic around the periphery of the activity centre. Refer to image following:



Proposed urban structure, illustrating the North Lake Road extension connecting through the Armadale Road (1997)

As part of the first recommendations of the 1997 plan, the Metropolitan Region Scheme was amended such that it delivered upon the new regional road environment in order to affect the desired deviation of Armadale Road and North Lake Road around the periphery of the activity centre. Refer to image following:



MRS designating the North Lake Road extension as “other regional road” with the surrounding land identified for Industrial uses

The critical problem with this option is that, despite it being the basis of a State Government Regional Planning Reservation protection, it has not achieved appropriate levels of support from the agency that needs to deliver it – being Main Roads Western Australia (MRWA). ”). The City is aware of general concerns held by MRWA regarding the current planning for the road connection, which provides the impetus to consider what other options may exist to address the movement issue, and the concerns of MRWA. This has been the space that the City has been most interested in, to consider what other design solution may exist that better address the traffic issue and thereby create a more solid platform in which to obtain MRWA support for delivery.

The City through this activity centre structure plan formulation process has reflected on asking whether the current option, based on planning undertaken some 20 years ago and which has yet to be delivered, is the right option. The City in this process has engaged MRWA direct, as well as the State’s Department of Planning, in providing another option that is considered a more contemporary response to a traffic issue that has evolved beyond the original assumptions that underpinned the 1997 design. This design option is shown following:





City of Cockburn Concept - Armadale Road deviation / North Lake Road Bridge and extension

The key elements underpinning this design response include:

- Improving the current level of service of the primary regional road network (through splitting traffic between the two bridges of Armadale Rd/Beeliar Drive and North Lake Rd, which ensuring that traffic requiring regional mobility (access to the freeway) is not mixed with traffic requiring local accessibility to the activity centre.
- Creating a more flexible approach to accessing the primary regional road network (from each of the geographical quadrants entering into the interchange, with emphasis on the southeast and southwest quadrants.
- Creates a safe and consistent design response (through moving the current proposed deviation from North Lake Road / Verde Drive) to become a proper deviation of Armadale Road that is carrying the majority of regional traffic flow.
- Removes the risks to businesses located within the Cockburn South Central precinct, which would be faced with losing the majority of access points in to and out of their premises if the current design response was followed. The image below highlights how all the business in Cockburn South Central relies on the high degree of accessibility from the current North Lake Road / Verde Drive.



- Enables a more natural deviation of Armadale Road, which will create the desired shifting of traffic from the current Armadale Road/Beeliar Drive routes to move away and enable to reinterpretation of the current Beeliar Drive to become a proper boulevard road / entrance gateway which the activity centre deserves.
- Addresses the concerns expressed by MRWA in respect of addressing needs of the primary regional roads network.
- Demonstrate a business case which sees a part of the project able to be funded through the value adding and development of State Government owned land, which is shown in the 'purple' of the concept map.



City of Cockburn Concept - Armadale Road deviation / North Lake Road Bridge and extension

This is an important element of the activity centre structure plan and is a key recommendation within the action plan.



For it to proceed there needs to be a whole of government commitment to its delivery, as well as adequate protection given to preserve the ability for the link to be provided. This explains part of the officer recommendation being the need to seek the Western Australian Planning Commission to resolve to declare a Planning Control Area over the affected land (and the Minister to approve this) so as to secure some short term control of the land in question. This will enable adequate time in which the State Government can begin the detailed process of design, in conjunction with the City and other stakeholders, and ultimately proceed to changes under the Metropolitan Region Scheme and land acquisition. Land which is impacted by the Planning Control Area is subject to the determination by the Western Australian Planning Commission for all development, rather than the local government in a sense that if the Planning Control Area did not exist. The general approach is to protect the Planning Control Area where the detailed design process takes place from private development.

Landowners are still protected while a Planning Control Area is in existence, by virtue of the right to seek a review by the State Administrative Tribunal of a decision made by the Western Australian Planning Commission. If a Planning Control Area materialises into a reservation under the Metropolitan Region Scheme, this opens up the normal provisions under the Planning and Development Act 2005 for landowners to pursue injurious affection proceedings for this land. This normally results in land being purchased by the State Government to enable to road to ultimately be provided.

#### How is Cockburn Central performing as an activity centre?

State Planning Policy 4.2 and the City's Local Commercial and Activity Centres Strategy (2011) highlight that activity centres are successful when they perform well in terms of "movement", "activity" and "urban form".

These three elements are inherently intertwined. For example if movement patterns for vehicles, public transport, pedestrians and cyclists are not appropriate then this will have a knock on effect when it comes to attracting businesses, residents, and services. These two elements greatly impact the response of built form. The current condition of Beeliar Drive demonstrates this point well given the lack of connectivity for pedestrians and reduced interface of buildings engaging with this stretch of road. This road is designed for private motor vehicles only, and is not reflective of a street environment that is expected down the main street of an important activity centre. For example compare the images of Beeliar Drive with that of Grand Boulevard through the Joondalup activity centre. This is a similar

context with major shopping centre, freeway proximity and major passenger rail:

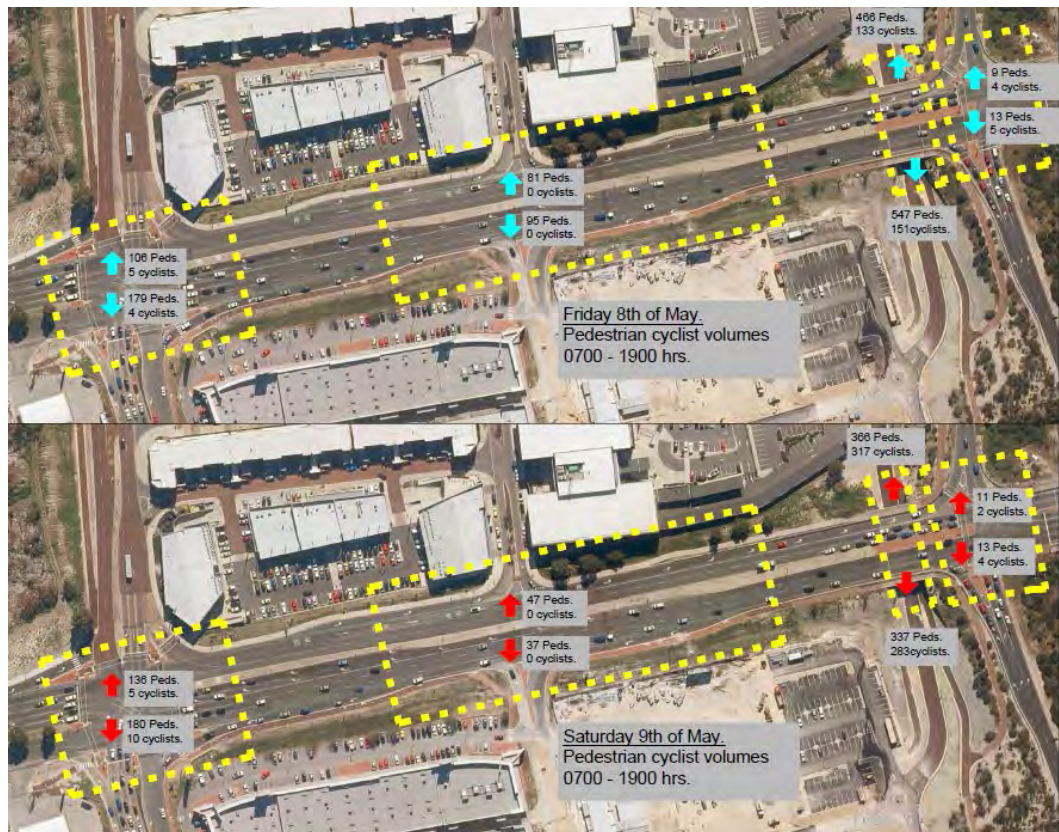


Grand Boulevard, Joondalup



Beeliar Drive, Cockburn Central

It is recognised a pedestrian underpass currently links the train station with Gateways Shopping Centre. In response to concerns regarding the safety of a lack of pedestrian crossing at Signal Terrace (of which is an obvious desire line between the Town centre and Gateways Shopping Centre), a pedestrian count was undertaken over 2 days in June 2015. The results identify that the majority of pedestrians utilise the underpass. Despite most people using the underpass the City recognises this is not a long term solution. If Beeliar Drive can be redesigned as a proper boulevard, by virtue of traffic seeking access to and from the freeway being diverted around this stretch of road both east and west of the freeway, then there appears no reason why its design cannot evolve to match something like the Grand Boulevard model.



Pedestrian counts on Beeliar Drive (June 2015) demonstrating most people utilise the underpass although also highlighting the obvious desire line for pedestrians

The City strongly advocates for the solution which will redesign Beeliar Drive in conjunction with changes that will precipitate as part of the Armadale Road deviation / North Lake Road Bridge and extension. The Draft Structure Plan presents a framework to work towards addressing this issue, starting by delivering the new road environment.

Beyond the issues surrounding Beeliar Drive, the Core Area is generally under performing in terms of urban form objectives. The figure below illustrates this point well. Black defines where buildings are currently located. White illustrates the amount of vacant space. This drawing demonstrates the lack of definition for pedestrians. Ideally, a busy urban centre should present more black than white, therefore producing more enclosed streets; the Town Centre precinct demonstrates a finer grained built form environment and should continue to serve as a benchmark for the remainder of the Core Area.





The excessive white space between buildings demonstrates the poor levels of built form intensity for an urban centre.

Landscaping in addition to built form can assist in this regard and this is the basis of the Greening Concept Plan within the Draft Structure Plan document, and the streetscape analysis evident throughout the document.

In terms of residential development, unlike many other centres, Cockburn Central has the distinct advantage of being able to easily meet residential density and land use diversity targets required by State Planning Policy 4.2.

Based on population projections, the Core Area is tracking well to deliver the required amount of commercial employment land. In the medium to longer term further land will be required and the Core Area east of the Kwinana Freeway is positioned well to deliver this need given its proximity to industry and transport connections.

The draft Structure Plan consolidates discussions by identifying Cockburn Central's strengths, aspirations and challenges as follows:

Strengths	Aspirations	Challenges
<ul style="list-style-type: none"> <li>• An established vision for the future.</li> <li>• Significant population growth.</li> <li>• Surrounded by large expanses of employment lands.</li> <li>• A strong base of diverse activities with land use opportunities to further support this trend.</li> <li>• Structured precincts.</li> <li>• Good supply of vacant land in the 800m walkable catchment of the train station presents opportunities for further growth.</li> <li>• Regionally significant environmental assets in close proximity (Beeliar Wetlands).</li> <li>• A high performing shopping centre.</li> <li>• High levels of residential density.</li> <li>• Planning in place to encourage diversity.</li> <li>• Public transport availability.</li> </ul>	<ul style="list-style-type: none"> <li>• Strategic Metropolitan Centre status.</li> <li>• Improve the perception of amenity for residents and businesses.</li> <li>• Improved intensity.</li> <li>• Attract strategic businesses and employment opportunities that support Cockburn's 6 strategic industries.</li> <li>• Better pedestrian connectivity especially between the 4 key precincts.</li> <li>• Unlock land within the core area for redevelopment.</li> <li>• Future development to improve impression of centre to drive-by-trade.</li> <li>• Create more flexible approach to accessing the primary regional road network (from each of the 4 geographical quadrants entering into the centre, with emphasis on the southeast and southwest quadrants).</li> <li>• Provide for increased mobility of regional traffic, and increased accessibility of local traffic (through enabling regional traffic to flow between the regional road network while at the same time enabling a local distributor network that enables accessibility of businesses, freight, customers and residents).</li> </ul>	<ul style="list-style-type: none"> <li>• Activity centre divided by Armadale Road which impact Beeliar Drive due to the inappropriate mixing of traffic seeking mobility to freeway versus traffic seeking accessibility to the centre.</li> <li>• Reduce pedestrian/car conflict.</li> <li>• Intensifying streetscapes and built form.</li> <li>• Integrating Gateways Shopping Centre with the surrounding AC.</li> <li>• The coordinating of multiple stakeholders required to realise long term aspirations.</li> </ul>

The Draft Structure Plan importantly does not override any adopted Local Structure Plan, rather it confirms the role of each individual precinct and identifies in one document how each contributes to the success of the activity centre as a whole.

### How will we know when and if the activity centre structure plan has been successful?

A key recommendation in the action plan is to undertake periodic monitoring every two years to identify how targets are being met. Based on work undertaken in the City's Local Commercial and Activity Centres Strategy in 2011, Strategic Planning has prepared an assessment framework. This framework somewhat simplifies the way in which the City's strategic planning team can undertake regular assessments, inclusive of adopting the dials to demonstrate improvements over time.

The framework considers objectives relating to:

- Land use mix diversity targets;
- Residential density targets;
- Built form and streetscape intensity;
- Attracting strategic employment;
- Floor space demand requirements, and;
- The need for and delivery of major infrastructure and land use requirements to meet these objectives.

### Conclusion

It is recommended that Council adopt the Draft Activity Centre structure plan for the purposes of community consultation. It is also recommended that Council seek the Western Australian Planning Commission to undertake the necessary formalities in order to declare a planning control area to protect the most critical element of the Plan, being the new structural alignment of the movement network.

## **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.

### **A Prosperous City**

- Sustainable development that ensures Cockburn Central becomes a Strategic Regional Centre.

### **Environment & Sustainability**

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

### **Budget/Financial Implications**

There are no specific financial implications associated with adopting this Plan for community consultation. Future planning and infrastructure delivery will attract a financial cost; however, these will be considered as part of the finalisation of the Activity Centre structure plan and will be reported back to Council for consideration.

### **Legal Implications**

Nil

### **Community Consultation**

The City has undertaken preliminary consultation with a number of the major property owners within the precinct as part of the preparation of this report.

Following Council's support, the City will:

- (1) advise stakeholders, including landowners within the frame area by letter, inviting their feedback on the draft structure plan; and,
- (2) as part of the advertising of the Strategy:
  - i. Meet with government stakeholders to discuss the structure plan with a particular emphasis on obtaining consensus with actions relating to the North Lake Road extension, and;
  - ii. Meet separately with landowners affected by the City's revised concept plan for the Armadale Road deviation / North Lake Road Bridge and extension.

### **Attachment(s)**

1. Draft Cockburn Central Activity Centre Structure Plan.
2. Recommended action plan

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**14.11 (OCM 10/9/2015) - DUAL KEY APARTMENTS INVESTIGATION  
(052/001) (A LEFORT)**

**RECOMMENDATION**

That Council note the information.

**COUNCIL DECISION**

**Background**

At Council's Ordinary Meeting held on 9 April 2015 Cr Bart Houwen requested under 'Matters to be Noted for Investigation, Without Debate', that a report to be presented to a future Council meeting on the impacts on the growth of developments called dual key units or apartments, and whether there is a need for a policy to be formulated should this type of unit become prevalent within the City.

This item was presented to Council at its Ordinary Meeting held on 9 July 2005 and a resolution was made for the item to be deferred and presented to a future meeting.

During the discussion on the item, Clr Smith advised that she was aware that some dual key apartments had been built in Success. The report presented to Council outlined that there are no dual key apartments that exist within the City of Cockburn. It was therefore resolved to defer the determination of the matter to allow further investigations to be made and an updated report be presented back for consideration.

The City's Officers have since clarified that the development referred to by Clr Smith comprises a single house and ancillary dwelling and is not considered to be a dual-key dwelling or apartment. The item is therefore presented back to Council.

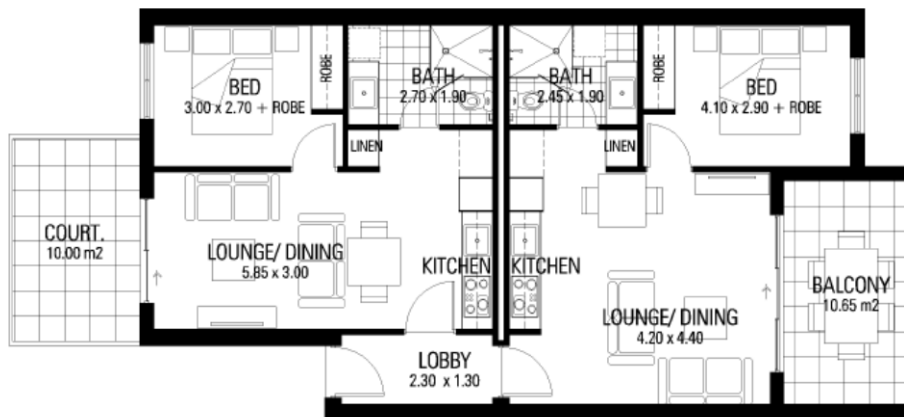
**Submission**

N/A



## Report

Dual key apartments are a relatively new form of housing in Australia. However, they have been a common housing type in other countries including US, UK and some Asian countries. A dual key apartment is effectively one main dwelling on one title which is split internally into two self-contained dwellings; some may have shared space such as a common hallway or laundry. An example of a floor plan of a dual key apartment is shown below:



Dual key apartments may suit a number of scenarios such as:

- allowing a property owner to live in one portion of the dwelling and use the other portion as rental accommodation;
- Allowing a property owner to live in one portion and use the other portion for a relative or family member (such as an elderly parent or adult children);
- Allowing a property owner to rent out both portions of the dwelling to separate parties.

The only difference between a dual key apartment and two separate apartments is that a dual key apartment is considered one apartment on one title rather than two apartments on two separate titles.

Although the Residential Design Codes (R-Codes) does not reference or provide for dual key apartments, for the purposes of allocating car parking bays, the position of the City has been to allocate parking as if the dwellings were two separate dwellings. This is a logical approach given car parking requirements in the R-Codes are based on the size of each apartment. This would ensure sufficient parking, should the dwellings be used for dual key purposes accommodating two separate, independent households. It would also reduce the likelihood of dual key apartments being designed as a 'loophole' to under-provide car parking within a development.

The advantages of dual key apartments are:

- **Adaptability** – Dual key apartments can provide a flexible housing option that may be adapted over time depending on the needs of the resident. For example, a couple may wish to reside in a dual key apartment using it as a standard two bedroom apartment. Should circumstances change and one partner leaves the household, it could be used as two single bedroom apartments. Another example could be an elderly person who may benefit from being close to a family member but can still enjoy some independence with some self-containment. Alternatively a resident requiring a live in carer could benefit from this type of housing which would provide independent living for the resident and carer within one apartment but providing some independence;
- **Affordability** – Dual key apartments can provide an affordable housing option. For example, a single person may purchase a dual key apartment and chose to live in one portion and rent out the other portion for a period of time in order to reduce the cost of mortgage repayments. There may also be some on-going cost savings with regards to strata fees (only being paid for one dwelling) and other utility connection costs etc. which would be for only one dwelling instead of two;
- **Diversity of Housing** – Dual key apartments typically offer a smaller dwelling option which would provide a greater diversity of dwellings within the City which is dominated by single detached residential dwellings on larger lots. This in turn encourages a diversity of household types including single person and couple households.
- **Flexibility for Investors** – Dual key apartments can provide good flexibility for investors who can rent out each apartment separately or as one apartment depending on the market demand. For example, at one time, a two bedroom apartment may be in high demand but the market could change and single bedroom apartments may be in more demand. In this situation the investor has the flexibility to ensure that the market demand is met.

Whilst there are some examples of dual key apartments that have been approved within the City of Cockburn, none have been constructed, so it is difficult to realise any issues arising or disadvantages this type of development can result in.

Overall, dual key apartments are considered to be an innovative approach to housing which could lead to more adaptable and affordable housing opportunities within the City. Given the limited uptake of dual key apartments in the City of Cockburn, it is not

considered at this point in time that a Local Planning Policy is necessary.

### **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.

#### **Leading & Listening**

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

N/A

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**14.12 (OCM 10/9/2015) - RECONSIDERATION OF PLANNING APPLICATION PETROL FILLING STATION & SIGNAGE 224 (LOT 55) CLONTARF ROAD HAMILTON HILL (2206189) (A LEFORT) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) pursuant to S31 of the State Administrative Tribunal Act 2004 (WA), reconsider its previous decision of refusal; and
- (2) grant planning approval for a petrol filling station and associated signage at 224 (Lot 55) Clontarf Road Hamilton Hill, in accordance with the attached plans (drawing DA02 Revision H and Drawing DA03 Revision D) and subject to the following conditions and footnotes:

**Conditions**

1. Prior to the lodgement of a building permit application, a Noise Management Plan shall be submitted to and approved by the City. Recommendations and measures contained in the approved noise management plan shall be implemented at all times to the satisfaction of the City.
2. Prior to the lodgement of a building permit application, a Traffic Management Plan shall be submitted to and approved by the City. Recommendations and measures contained in the approved Traffic Management Plan shall be implemented at all times to the satisfaction of the City.
3. Prior to the lodgement of a building permit application, a Pollution and Drainage Plan shall be submitted to and approved by the City. Measures contained in the approved plan shall be implemented at all times to the satisfaction of the City.
4. Prior to the lodgement of a building permit application, a Lighting Management Plan shall be submitted to and approved by the City. Measures contained in the approved Lighting Management Plan shall be implemented at all times.
5. Prior to the lodgement of a building permit application, a Safety and Risk Management Plan shall be submitted to and approved by the City on advice from the Department of Mines and Petroleum. Measures contained in the approved Safety and Risk Management Plan shall be

implemented at all times.

6. Prior to the lodgement of a building permit application, a Waste Management Plan shall be submitted to and approved by the City. Measures contained in the approved Waste Management Plan shall be implemented at all times.
7. Prior to the lodgement of a building permit application, a detailed colour and material schedule shall be submitted to and approved by the City for approval. The approved colour and materials schedule shall be implemented thereafter.
8. Prior to the lodgement of a building permit application, a detailed landscaping plan shall be submitted to and approved by the City, and shall include the following:-
  - (1) the location, number, size and species type of existing and proposed trees and shrubs, including calculations for the landscaping area;
  - (2) any lawns to be established;
  - (3) any existing landscape areas to be retained;
  - (4) those areas to be reticulated or irrigated; and
  - (5) verge treatments.
9. Landscaping (including verge planting) shall be installed, reticulated and/or irrigated in accordance with the approved landscaping plan and maintained thereafter to the satisfaction of the City. The landscaping shall be implemented during the first available planting season post completion of development and any species which fail to establish within a period of 12 months from planting shall be replaced to the satisfaction of the City.
10. Prior to the lodgement of a building permit application, a design audit shall be undertaken demonstrating safe manoeuvring for vehicles exiting the site via Carrington Street to the satisfaction of the City.
11. All stormwater shall be contained and disposed of on-site to the satisfaction of the City.
12. Walls, fences and landscape areas are to be truncated within 1.5m of where they adjoin vehicle access points where a driveway and/or parking bay meets a public street or limited in height to 0.75m.
13. All plant and equipment (such as air conditioning

condenser units and communications hardware etc.) shall be screened from public view to the satisfaction of the City.

14. The vehicle access ways, parking areas and crossovers must be designed, constructed and line marked in accordance with the City's requirements.
15. Prior to use of the development hereby approved, vehicle parking bays, vehicle manoeuvring areas, driveways and points of ingress and egress shall be sealed, kerbed, drained, line marked and made available for use to the satisfaction of the City.
16. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City.
17. The development site must be connected to the reticulated sewerage system of the Water Corporation before commencement of any use.
18. Earthworks over the site and batters must be stabilised to prevent sand or dust blowing, and appropriate measures shall be implemented within the time and in the manner directed by the City in the event that sand or dust is blown from the site.
19. No washdown of plant, vehicles or equipment is permitted on the premises.
20. No vacuum services are to be provided for customer vehicles on-site.
21. The supply, storage or sale of LPG gas for refuelling purposes is not permitted.
22. Prior to commencement of the use of the site for petrol filling (post construction), a report from the builder/developer confirming compliance with the requirements of the acoustic report and that any structural recommendations of the report shall be incorporated into the development, to the satisfaction of the City.
23. During the construction phase, no activities causing noise and/or inconvenience to neighbours being carried out after 7.00pm or before 7.00am, Monday to Saturday, and not at all on Sunday or Public Holidays.

24. No bunting is to be erected on the site. (Bunting includes streamers, streamer strips, banner strips or decorations of similar kind).
25. No person shall install or cause or permit the installation of outdoor lighting otherwise than in accordance with the requirements of Australian Standard AS 4282 - 1997 "Control of the Obtrusive Effects of Outdoor Lighting".
26. A minimum of ten (10) bicycle stands/racks that conform to Australian Standard 2890.3 shall be provided in close proximity to the entrance of the building prior to occupation of the building.
27. The hours of operation of the approved petrol filling station (including convenience store component) are restricted to between 6:00am to 10:00pm seven days per week.
28. Prior to the commencement of the use of the site for petrol filling, a masonry wall and associated crash barriers shall be erected along the western boundary of the subject site (abutting No.222 (Lot 3) Clontarf Road) with as marked in red on the approved plans to the satisfaction of the City.
29. The three parallel car parking bays adjacent to the western boundary shall be used for staff parking only signed/marked accordingly to the satisfaction of the City.
30. Prior to the lodgement of a building permit application, the site plan shall be modified so that the landscaping strip along the western boundary is increased in width to a minimum of 1m to allow for sufficient screening landscaping to be installed to the satisfaction of the City.

#### Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.
2. A sign licence is required to be submitted to the City's Building Services Department in accordance with the City of Cockburn Local Laws, Section 8.5 of Part viii; *Signs, Hoardings and Bill Posting Local Laws*.

3. The primary use of the development hereby approved is 'Petrol Filling Station' defined in the City of Cockburn Town Planning Scheme No. 3 as *"land and buildings used for the retailing of fuel and petroleum products and may include a convenience store with a floor area not exceeding 300 square metres, but does not include a workshop for mechanical repairs or the servicing of vehicles or machinery"*.
4. With regards to Condition 1, the Noise Management Plan shall confirm that all recommendations made in the Environmental Acoustic Assessment submitted by Herring Storer Acoustics dated 10 October 2014 (Ref 18380-1-14211) and Additional Information dated 28 May 2015 have been incorporated into the proposed development and the design and location of all mechanical plant within the development will not result in noise emissions exceeding those set out in the *Environmental Protection (Noise) Regulations 1997* (as amended).
5. With regards to Condition No. 11, all stormwater drainage shall be designed in accordance with the document entitled "Australian Rainfall and Runoff" 1987 (where amended) produced by the Institute of Engineers, Australia, and the design is to be certified by a suitably qualified practicing Engineer or the like, to the satisfaction of the City, and to be designed on the basis of a 1:100 year storm event. This is to be provided at the time of applying for a building permit.
6. With regards to Condition No. 14, line marking shall include the right of carriageway easement on the subject site.
7. All food businesses must comply with the *Food Act 2008* and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only). Under the *Food Act 2008* the applicant must obtain prior approval for the construction or amendment of the food business premises.
8. An application to Construct or Alter a Food Premises must be accompanied by detailed plans and specifications of the kitchen, dry storerooms, cool-rooms, bar and liquor facilities, staff change rooms, patron and staff sanitary conveniences and garbage room, demonstrating compliance with Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).

The plans are to include details of:



- (i) the structural finishes of all floors, walls and ceilings;
  - (ii) the position, type and construction of all fixtures, fittings and equipment (including cross-sectional drawings of benches, shelving, cupboards, stoves, tables, cabinets, counters, display refrigeration, freezers etc.); and
  - (iii) all kitchen exhaust hoods and mechanical ventilating systems over cooking ranges, sanitary conveniences, exhaust ventilation systems, mechanical services, hydraulic services, drains, grease traps and provisions for waste disposal.
9. The development is to comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
  10. The waste storage area must be of an adequate size to contain all waste bins and must be provided with a hose cock, a concrete wash-down pad graded to a 100mm diameter industrial floor waste, and connected to an approved waste water disposal system.
  11. You are advised that Department of Mines and Petroleum (Resources Safety) approval is required for the storage of some of the materials included in this approval. Please provide documents confirming the plans have been assessed by the Department of Mines and Petroleum prior to the lodgement of a Building Permit Application for this development. Guidance on the use, storage, disposal and special ventilation requirements for hazardous, toxic, ionising or non-ionising material or equipment should be obtained from the Resources Safety Section of the Department of Mines and Petroleum.

## COUNCIL DECISION

### Background

The subject site is located at the intersection of Clontarf Road and Carrington Street in Hamilton Hill. The site is bounded by Carrington

Road to the east, Clontarf Road to the south, a single storey residential dwelling to the west and a commercial building to the north containing several tenancies. Current vehicle access to the site is from Clontarf Road and to Carrington Street via a right of carriageway easement through the adjacent site (Lot 41 Carrington Street) to the north. The subject site is also burdened by an existing right of carriageway easement which provides vehicle access to Lot 41 Carrington Street from Clontarf Road.

The site is commercially zoned and contains a single level disused fast food outlet building (KFC), associated car parking and landscaping. A planning application for a Petrol Filling Station and Signage proposed to be constructed on the subject site was determined by Council at its ordinary meeting held on 12 February 2015 with the following resolution made:

*‘...that Council*

- (1) refuse to grant planning approval for a petrol filling station and signage at No. 224 (Lot 55) Clontarf Road Hamilton Hill based on the following reasons:*
  - 1. The separation distance between the proposed petrol filling station and the existing residential dwellings is considered insufficient and is likely to negatively impact on the amenity of nearby residents with regards to noise, odour and other emissions which is inconsistent with the aims of Town Planning Scheme No.3 as outlined in Clause 1.6.1.*
  - 2. The proposal is in close proximity to an existing petrol filling station (within 200m) and therefore this proposal is considered unnecessary.*
- (2) notify the applicant and those who made a submission of Council’s decision.’*

Subsequent to Council’s decision, the applicant exercised their right to apply for a review of the decision by the State Administrative Tribunal (SAT). In response, Council engaged an external Planning Consultant to represent them in SAT where three mediation sessions have been held between the applicant, external planning consultant, several Elected Members and staff. Neighbour representatives attended two of the three mediation sessions and were invited by SAT to ensure the views of nearby residents were taken into account throughout the mediation process. As part of those mediation sessions, the neighbours were provided with copies of the Applicants materials provided to Council and were given the opportunity to make comment on those at the mediation. Copies of the neighbour representative’s written submissions prepared during the mediation process are included in Attachment 9.

After the third mediation session, the SAT made the following orders:

*'On the application heard before Member Marie Connor on 17 June 2015, it is ordered that:*

- 1. The applicant is to provide additional information as discussed at the mediation to the respondent by 26 June 2015.*
- 2. Pursuant to s 31 of the State Administrative Tribunal Act 2004 (WA) the respondent is invited to reconsider its decision at its meeting of 13 August 2015.*
- 3. The matter is listed to directions hearing on 21 August 2015 at 10:30am.*
- 4. The respondent is to provide a copy of the Tribunal's orders to the two representatives of the residents' group by 22 June 2015.'*

The matter was subsequently presented to Council at its Ordinary meeting held on 13 August 2015 where the decision was deferred and the following resolution was made due to concerns raised by an adjoining landowner after the agenda was published:

*'...that Council:*

- (1) pursuant to S31 of the State Administrative Tribunal Act 2004 (WA), defer determination of the matter to the ordinary Council meeting on 10 September 2015, to allow the City to assess the revised plan and consult with the adjoining landowner(s) and resident representatives; and*
- (2) advise the applicant, the State Administrative Tribunal and resident representatives of the above decision.'*

Revised plans were subsequently lodged and circulated to the adjoining landowners to the north (Lot 41 Carrington Street) and the neighbour representatives and a meeting was held between those parties, the City's Officers, Elected Members and its representative and the applicant to specifically discuss the revised plans.

Council is therefore requested to reconsider its previous decision of refusal, based on a revised proposal.

## **Submission**

The application proposes to develop the site for use as a petrol filling station and associated convenience store, specifically:

- Conversion of the existing fast food outlet (KFC) building of approximately 200m<sup>2</sup> in area into a convenience store;
- A forecourt consisting of eight refuelling bays and canopy;
- Three underground fuel tanks storing an approximate volume of 55,000 litres per tank;

- Tanker fill points located on the southern side of the tanker filling area (line marked), adjacent to the Clontarf Street boundary;
- Vent stacks within a landscaped area fronting Carrington Street;
- Primary customer vehicle access/egress to the site from the existing crossover to Clontarf Road with secondary access/egress from Carrington Street via the existing right of carriageway easement through the adjacent land to the north of the site (Lot 41 Carrington Street);
- Fuel tankers entering via Clontarf Road, circulating through the site (beneath the canopy) and existing via Clontarf Road;
- Service delivery vehicles entering via Carrington Street through Lot 41 and exiting via Clontarf Road;
- Removal of some of the rear additions to the building to facilitate access; and
- Associated signage.

As a consequence of the mediation process, further information and/or a number of changes have been effected by the Applicant to respond to the concerns expressed by the Council and neighbouring residents during the mediation process. The key changes and further information include:

- Operating hours restricted to between 6:00am to 10:00pm seven days per week. It should be noted that the hours of operation contained in the original proposal (that Council refused) were 24 hours;
- Additional information regarding treatment of lighting and application of Australian Standards;
- In addition to use of Stage 1 Vapour Recovery, agreement to use Stage 2 Vapour Recovery for all fuel dispensers to limit emissions during the refuelling process and mitigate odour concerns;
- Confirmation that LPG gas will not be supplied on site for refuelling purposes to mitigate odour concerns;
- Further information regarding traffic and truck movements which have subsequently been assessed by Council's independent traffic consultant;
- Updated acoustic assessment for noise associated with vehicle movement, truck refuelling and mechanical plant and associated updated recommendations that have been assessed by Council's independent acoustic consultant;
- Puma Energy's Health Safety and Environment Management procedures in relation to spill cleaning, emergency evacuation, environmental and waste management guidelines and dangerous goods management;
- Updated site plan, floor plan and elevation plan in response to the change in the Applicant's proposal as a consequence of the mediation process; and

- Additional information regarding the dangerous goods licencing process.

Consideration of these matters and issues raised during the mediation process, including by local residents, are discussed in this report.

## **Consultation**

As part of the mediation process, local residents were invited to attend the initial site visit and then subsequently two representatives were invited to attend the two following mediation sessions. The further information provided by the Applicant to Council was also provided to the resident representatives for their consideration and comment and the following mediation sessions. Copies of the resident's submissions are included as part of Attachment 9. The resident's concerns can be categorised as follows:

- General amenity concerns
- Lack of compatibility with adjoining residential use
- Noise concerns
- Vibration concerns
- Traffic & Access
- Odour
- Lighting pollution
- Spills and safety
- Business hours and lack of need
- Refuelling tanker route and filling point
- Health concerns
- Concerns related to the legal usage of the right of carriageway that exists on the subject site to the benefit of Lot 41 Carrington Street.

The above concerns, along with those expressed by Council itself, have been considered in this report.

## **Report**

This section shall address in detail, the matters and issues discussed throughout the mediation process which were seen by Council as most important.

### *Hours of Operation*

The original application refused by Council proposed 24 hour operations including retail fuel sale and the convenience store with fuel and goods deliveries restricted to between 7:00am and 7:00pm. The 24 hour operation of the petrol station presented a concern to nearby residents and Council and was discussed at length during mediation. It was considered that the 24 hour nature of the operations would detract

from the amenity of neighbours. Noise, lights, vehicles entering and exiting the site and other activities associated with the petrol filling station were cited as sources of impact – even if they could be demonstrated to comply with the relevant statutory controls. In response to these concerns, the applicant then proposed reduced hours of 5:00am to 12:00am arguing that these hours would serve the early morning commuters and evening business consistent with other commercial operators in the area including Red Rooster, Chinese Restaurant, Tavern and some other businesses. Council and residents remained concerned about potential impacts of the trading hours which were still generally beyond operating hours of the surrounding local centre.

In order to address Council's concerns, the applicant amended their proposal with operating hours restricted to between 6:00am to 10:00pm, seven days per week. The reduced operating hours are considered to be more in line with other commercial businesses in the immediate vicinity which tend to close around 10:00pm and will mean that the impact of the proposal on neighbours living close to the site will be reduced considerably. It also responds to the question of need associated with the original proposal to operate a 24 hour petrol filling station which wasn't justified by the Applicant and not supported by Council in the original determination.

### *Noise*

As part of the consultation process associated with the original proposal nearby residents raised concern about potential noise and queried some of the information contained in the applicant's original noise assessment reporting. In response, Council engaged its own expert noise consultant to undertake a peer review of the applicant's report. The initial peer review dated 6 May 2015 (Appendix 5) identified several areas where further technical information and/or assessment were required including:

- Locations of receivers provided in the noise model;
- Additional information regarding noise emissions from the tyre air fill point;
- Confirmation regarding noise emissions from the mechanical services;
- Location of air compressor; and
- Noise emissions from tanker engine start and air brake air release.

The above further information was provided and Council's noise consultant has considered it to be satisfactory to address the initial concerns.

It should be noted that in order to comply with the Noise Regulations in relation to air brake release from the tanker engines, the applicant had originally revised the proposal to include the construction of a new 2.4m high colorbond fence along the western boundary of the property adjacent to the existing house for a length of 20m. However, the revised plan relocates the fuel tanker refilling location away from the western neighbour to the southern side of the site which negates the need for a 2.4m high fence on the western boundary. The western boundary now contains a landscaping strip and 3 parking bays which, if approved should be used for staff parking only. Notwithstanding this, a masonry wall (or similar) with a minimum height of 1.8m is considered to be a more visually appropriate and robust interface between a residential and commercial property of this nature and should be imposed as a condition should Council approve the proposal.

In addition, should Council approve the proposal, a condition should be imposed requiring the preparation and implementation of a Noise Management Plan to ensure that measures and recommendations outlined in the Acoustic report are implemented.

#### *Traffic & Access*

Impacts of the proposal on the surrounding traffic network and also vehicle access in and around the site were a major cause for concern shared by nearby residents and Council. Similar to the noise report, the validity of the applicant's traffic report was queried and some of the assumptions on which the report was based were challenged. Council therefore engaged an independent Traffic Engineer to undertake a peer review of the traffic report with the purpose of either confirming or alleviating its traffic and access concerns. The completed peer review including an update (dated 1 September 2015) taking into account the revised traffic movements proposed is in Appendix 6.

Based on the peer review which raised a need for additional information, the applicant undertook further analysis and assessment including further traffic counts, analysis regarding tanker movements and comparison with traffic generated from the previous fast food use.

In summary, the Traffic Engineer engaged by Council to undertake the peer review concurs with the assumptions and information provided by the applicant and agrees that traffic generated by the proposal can be satisfactorily accommodated by the existing road network. Notwithstanding this, confirmation of safe manoeuvring of eastbound outbound vehicles from the Carrington Street crossover from Lot 41 to navigate into the northbound-eastbound right-turn pocket at the signalised Carrington Street/Winterfold Road intersection is still required as a design audit of the site and should be imposed as a condition of approval should Council approve the proposal.

Should Council approve the proposal, a condition should be imposed requiring the preparation and implementation of a Traffic Management Plan to ensure that all recommendations and measures outlined in the Traffic Impact Assessment Report are implemented.

#### *Site Access and Manoeuvrability*

With regards to fuel tanker and service delivery vehicle access and egress to the site, the previous officer report (OCM 12 February 2015) stated that the proposal for fuel tankers to enter the site via the easement across Lot 41 from Carrington Street and exit via Clontarf Road was not supported. This was due to the impact on pedestrian amenity that would be caused by the widened crossover in this location. However as part of the peer review, both Traffic Engineers disagreed with this recommendation and believe that the proposed fuel tanker access via Carrington remains the safest and best option. There is still concern by nearby residents that fuel tankers accessing the site from Carrington Street via the adjoining site is problematic. Concerns include:

- Traffic congestion caused for Carrington Street traffic northbound due to the turning movement required for a 19m tanker.
- Concerns that two-way vehicle movement will not be able to occur within the right-of-way when the tanker is traversing the site.
- Concerns that the site is simply too small to accommodate the manoeuvrability of the tanker.

Notwithstanding the above, it has now become apparent that the 19m fuel tanker cannot be contained fully within the confines of the right of carriageway on Lot 41 in order to enter the site from Carrington Street. Therefore, the revised plan and tanker locations are based on Puma utilising a 13m fuel tanker using only Clontarf Road to enter and exit the site. This involves the fuel tanker manoeuvring through the site under the bowser canopy to exit the site. A revised Swept Path drawing has been undertaken (Attachment 6) which demonstrates that there is sufficient vehicle manoeuvrability in and around the site to accommodate a 13m tanker.

#### *Right of Carriageway Easement*

As discussed above, a right of carriageway easement exists over the subject site to the benefit of Lot 41 that provides legal access between Lot 41 and Clontarf Road. The easement is a legal agreement between the owners of the subject site and Lot 41 and Council is not a party to the easement. The revised plans contain no building, parking or loading bay is proposed within the existing right of carriageway



easement that provides vehicle access between Lot 41 and Clontarf Road.

However, during consultation, serious concerns have been raised by the owner of the adjoining Lot 41 to the north of the site regarding traffic generated from the proposal that they believe may result in queuing within the easement area which may restrict their legal access to the carriageway. In response to this, the applicant has provided a queuing assessment from their Traffic Consultant (attached) demonstrating that there is sufficient queuing area outside the easement. The independent Traffic Engineer engaged by Council concurs with the applicant's Traffic Engineer that the proposed queuing is satisfactory and will not negatively impact ingress and egress to the site. In addition, Council has obtained legal advice (Confidential Attachment 13) which clarifies its position in relation to determination of the proposal in relation to the easement.

This landowner is also concerned about the right of carriageway easement that exists over their own Lot (Lot 41) that provides the subject site with vehicle access to Carrington Street. They are concerned that the size of waste and service vehicles will result in portions of the vehicles protruding into their site outside the easement area. In response to this, the applicant has indicated that they can utilise an alternative option whereby service and waste vehicles access the site from Clontarf Road only and should Council approve the proposal, this can be included in the Traffic Management Plan which can be imposed as a condition.

### *Odour*

As discussed in the previous report, control of odour in relation to the fuel delivery and sale is legislated by the Department of Mines and Petroleum (DMP) and the applicant will require a Dangerous Goods Licence to operate. The vapour recovery system used by the applicant was discussed during mediation and the applicant provided information about Stage 1 (during tanker refuelling) and Stage 2 (during vehicle refuelling) recovery systems being used. The Stage 1 vapour recovery system returns displaced vapour back to the delivery tanker through a vapour tight connection line. The Stage 2 vapour recovery system will be installed in the fuel dispensers and will connect with the underground fuel storage tanks to limit emissions during the regular vehicle refuelling process. The vapour recovery systems being installed as part of this proposal are expected to remove gaseous odour from the site and shall not pose an unreasonable amenity impact for nearby residents.

It should also be noted that the proposal does not include sale or storage of LPG which can be a source of odour emissions on petrol

station filling sites. In addition, should Council approve the proposal, it is suggested that conditions be imposed requiring the applicant to prepare further management plans for the treatment of spills and control of drainage and pollution management to further assist in the mitigation of odour impacts and also a condition restricting the sale, storage or supply of LPG from the site.

### *Safety*

Nearby residents and Council expressed concerns about public safety in relation to the proximity of the proposal to residential dwellings. Recent examples of other petrol stations in the metropolitan area experiencing explosions were raised. Concerns were also raised regarding potential spillage of fuel in the site.

As discussed in the Odour section above, the applicants will be required to obtain a Dangerous Goods and Handling Licence to store and sell petrol in accordance with Dangerous Goods legislation. The legislation specifies separation distances to adjoining properties and setbacks, site accessibility for fuel delivery tankers, spill containment, emergency procedures, maintenance, operator training and equipment to be installed. Whilst a Dangerous Goods and Handling Licence has not yet been obtained from the DMP, the applicant will be required to obtain this prior to operation of the proposal as a separate application process.

In addition to the DMP requirements, the applicant has a number of company procedures and guidelines in relation to safety including:

- Safe Work Procedure – Cleaning Spills (more than 5 litres).
- Safe Work Procedure – Cleaning Spills (less than 5 litres).
- Emergency Evacuation Procedure.
- Environmental and Waste Management Guidelines.
- HS&E Dangerous Goods Management Guidelines.

It is considered that through compliance with the DMP legislative process and the applicant's own internal processes and procedures, that the safety of those visiting and working at the site and importantly, nearby residents is being adequately considered and managed. In addition, to ensure that the planning approval appropriately contemplates risk and safety management measures including communication and evacuation protocols, a condition could be imposed for the preparation and implementation of a Safety and Risk Management Plan to the City's satisfaction on advice from DMP.

### *Lighting*

The potential impacts of lighting spill associated with the proposal caused some concern from adjacent and nearby residents and Council. In response, the applicant has provided a Light Spill Elevation and Lighting Design plan (Attachment 8) prepared by their lighting consultant. The Light Spill Elevation clearly indicates that all external lighting emitted will be contained on site and will not extend into adjacent properties. The lighting has been designed to adhere to the *Australian Standard AS4282 – Control of obtrusive effects of outdoor lighting*. Should Council approve the proposal, a condition can be imposed requiring compliance with this which is a standard condition imposed on most commercial developments along with a lighting management plan to address the operational aspects of minimising the use and treatment of lights after hours on adjacent residential properties.

### *Health Impacts*

Nearby residents raised concerns regarding their health, in relation to potential exposure to benzene. However, health impacts are not noted as an environmental factor that is relevant for consideration of petrol filling stations adjacent to residential developments or sensitive premises and no evidence has been presented to Council to suggest that the proposal is likely to impact the health of nearby residents.

### **Conclusion**

The proposed petrol filling station is a use than can be considered for approval within a Local Centre. The proposal, if approved is likely to service both local residents and passing traffic and is reasonably well located to do so. However, due to the site's close proximity to existing residential dwellings, a number of issues and concerns were raised by residents and Council resulting in Council's initial decision to refuse the proposal. As part of the SAT mediation process, Council engaged independent noise and traffic consultants and the applicant provided further information in relation to a number of matters and concerns.

The recommendation of officers is that subject to the modifications undertaken by the Applicant and the introduction of additional conditions as part of the approval process to address the issues raised, the proposal is suitable for approval subject to conditions. It is important to note that the Applicant will also require separate licensing to operate the petrol filling station through the Department of Minerals and Petroleum as well as operate within other Environmental Protection Act regulations. Notwithstanding the above, the recommendation conditions have sought to ensure that the proposal

will operate in accordance with appropriate management controls addressing the specific issues outlined in this report.

### **Strategic Plan/Policy Implications**

#### **Growing City**

- Development that is soundly balanced between new and existing areas.
- Investment in industrial and commercial areas, provide employment, careers and increase economic capacity in the City.

#### **Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.
- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines.

### **Budget/Financial Implications**

Further budget implications should the matter proceed to a full hearing in the State Administrative Tribunal.

### **Legal Implications**

The requirement to defend Council's decision should the matter proceed to a full hearing in the State Administrative Tribunal.

### **Community Consultation**

The original proposal (refused by Council at the 12 February 2015 OCM) was advertised to nearby residents for comment and five submissions were received and discussed in the previous report.

As discussed in this report, two people representing the adjacent and nearby residents were involved in the mediation process through SAT in the capacity of providing their views on all information presented. The resident representatives were provided with additional information supplied by the applicant throughout the mediation process. Additional consultation has been undertaken with the adjoining landowner to the north (Lot 41 Carrington) with regards to the revised plans and their concerns are contained in Attachment 10.

### **Attachment(s)**

1. Aerial View Plan

2. Site Plan, Floor Plan & Elevation Plan
3. Certificate of Title/Right of Carriageway
4. Applicant's Acoustic Report and Additional Information
5. City of Cockburn's Peer Review of Acoustic Report
6. Applicant's Traffic Report and Additional Information (including update 20/08/15)
7. City of Cockburn's Peer Review of Traffic Report (including update 01/09/15)
8. Lighting Plan and Light Spill Elevation Plan
9. Neighbour Representative Concerns (17/6/15)
10. Lot 41 Carrington Street Neighbour Concerns (28/08/15)
11. Applicant's Queuing Assessment
12. Applicant's Dangerous Goods Licencing Process Document (15/04/15)
13. Council's Legal Advice regarding the right of carriageway (*Confidential and provided under separate cover*)

### **Advice to Proponent(s)/Submissioners**

The Proponent(s) and resident representatives have been advised that this matter is to be considered at the 10 September 2015 Council Meeting.

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

Nil.

## **15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES**

### **15.1 (OCM 10/9/2015) - LIST OF CREDITORS PAID - JULY 2015 (076/001) (N MAURICIO) (ATTACH)**

#### **RECOMMENDATION**

That Council adopt the List of Creditors Paid for July 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 July 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 – July 2015.

## **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**15.2 (OCM 10/9/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - JULY 2015 (071/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council

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

OP 6818-5324	Lot 786 Orsino Boulevard North Coogee	LESS	5000
OP 8173-5110	Kidsport - DSR Grant	LESS	10,000
OP 8173-6200	Kidsport	LESS	10,000
OP 8597-5110	C Y O'Connor Beach Nourishment Work - CAP Grant	ADD	75,000
OP 8597-6200	C Y O'Connor Beach Nourishment Work	ADD	75,000
CW 4614-4133	Caretakers' Residence - Trf from Major Buildings Refurb Reserve	ADD	96,000
CW 4614-6200	Caretakers' Residence	ADD	96,000
CW 1539-9900	Lot 702 Bellier Pl & Lot 65 Erpingham Rd - Proceed of Sale	ADD	1,097,273
CW 1539-7152	Lot 702 Bellier Pl & Lot 65 Erpingham Rd - Trf to Land Development Rsv	ADD	1,097,273
CW 7657-5765	Speed Alert Trailer - Funded from Sundry Reimbursement	ADD	14,000
CW 7657-6200	Speed Alert Trailer	ADD	14,000
GL 480-6333	RRRC Funding Payment	ADD	63,758

**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 adopted a materiality threshold of \$200,000 for the 2015/16 financial year at its August meeting.

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

## Submission

N/A



## Report

### Opening Funds

Due to ongoing end of financial year (EOFY) processing, the current opening funds reported in the July financial statement is not finalised and is also subject to audit. The actual opening fund is currently showing \$13.2M versus the adopted budget opening funds of \$13.5M. These include the municipal funding for carried forward projects, currently sitting at \$9.9M 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 October 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 \$104.8M are \$2.8M 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.

Further EOFY processing will impact this closing fund's position, but an uncommitted end of financial year closing Municipal Fund of approximately \$3.0M is expected due to favourable variances across the City's operating activities (detailed further within this report). In contrast, the revised budget is showing end of year closing funds of \$0.3M. The EOFY uncommitted funds will be transferred into one or more of Council's reserve accounts in accordance with the City's Budget Management Policy. This will be reported to Council in October 2015 along with the final June monthly financial activity statement and carried forwards listing.

### Operating Revenue

Consolidated operating revenue of \$95.9M was just under the YTD budget target by \$0.03M. The significant variances in this result were:

- Commercial landfill fees at \$8.5M ended up \$0.2M behind the adjusted YTD budget.

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

### Operating Expenditure

Reported operating expenditure (including asset depreciation) of \$9.0M was under the YTD budget by \$1.7M and comprised the following significant items:

- Material and Contracts were \$1.5M under YTD budget and continues a trend of less activity in July following concerted efforts to complete works and issue invoices for the previous financial year.
- Salaries and direct on-costs incurred 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	FY Revised Budget \$M	Variance to Budget \$M
Employee Costs - Direct	3.22	3.56	0.33
Employee Costs - Indirect	0.03	0.06	0.03
Materials and Contracts	1.52	3.06	1.55
Utilities	0.50	0.41	(0.09)
Interest Expenses	0.00	0.00	0.00
Insurances	1.17	1.22	0.05
Other Expenses	0.43	0.36	(0.07)
Depreciation (non-cash)	2.3	2.31	0.01
Internal Recharging-CAPEX	(0.16)	(0.31)	(0.15)
<b>Total</b>	<b>9.02</b>	<b>10.67</b>	<b>1.66</b>

### Capital Expenditure

The City's total capital spend at end of July was \$0.9M, representing an under spend of \$4.6M against the YTD budget of \$5.5M.

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

Asset Class	Actual Expenses \$M	FY Revised Budget \$M	Variance to Budget \$M
Roads Infrastructure	0.20	1.20	1.01
Drainage	0.04	0.08	0.04
Footpaths	0.01	0.01	0.00
Parks Hard Infrastructure	0.13	0.26	0.13
Parks Soft Infrastructure	0.00	0.04	0.04
Landfill Infrastructure	0.04	0.05	0.02
Freehold Land	0.01	0.53	0.52
Buildings	0.42	2.99	2.57
Furniture & Equipment	0.00	0.00	0.00
Computers	0.01	0.13	0.12
Plant & Machinery	0.00	0.17	0.17
<b>Total</b>	<b>0.85</b>	<b>5.47</b>	<b>4.62</b>

The CCW project is responsible for \$2.1M of the net \$2.6M underspend variance under Buildings.

The roads construction program was \$1.0M under the full year budget mainly due to Beeliar Drive (Spearwood – Stock) under by \$0.5M and Berrigan Drive (Kwinana Fwy to Jandakot Rd) under by \$0.3M.

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 \$10.1M below full year budget due to the capital budget under spends and a delay in the transfer of DCP13 reserve monies into the CCW Development Reserve.
- Developer contributions received under the Community Infrastructure plan were \$0.29M over the YTD budget.
- Development partner contributions for the CCW RPAEC project were \$0.5M behind the full year budget forecast.

- Proceeds from the sale of land and plant were also collectively \$0.7M behind the full year budget.

### Cash & Investments

The closing cash and financial investment holding at month's end totalled \$132.0M, down from \$133.5M the previous month. \$104.1M of this balance represented the amount held for the City's cash backed financial reserves. Another \$6.3M represented restricted funds held to cover deposit and bond liabilities. The remaining \$21.6M 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 3.29% for the month, marginally down from 3.36% the previous month and 3.41% in May. 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 rates being offered for new or renewed investments than those on currently held investments. The cash rate still currently sits at 2.00%. Industry expectations of a possible further cut later this calendar year will put pressure on the City achieving its interest earnings budget of \$5.4M for the 2015/16 financial year.

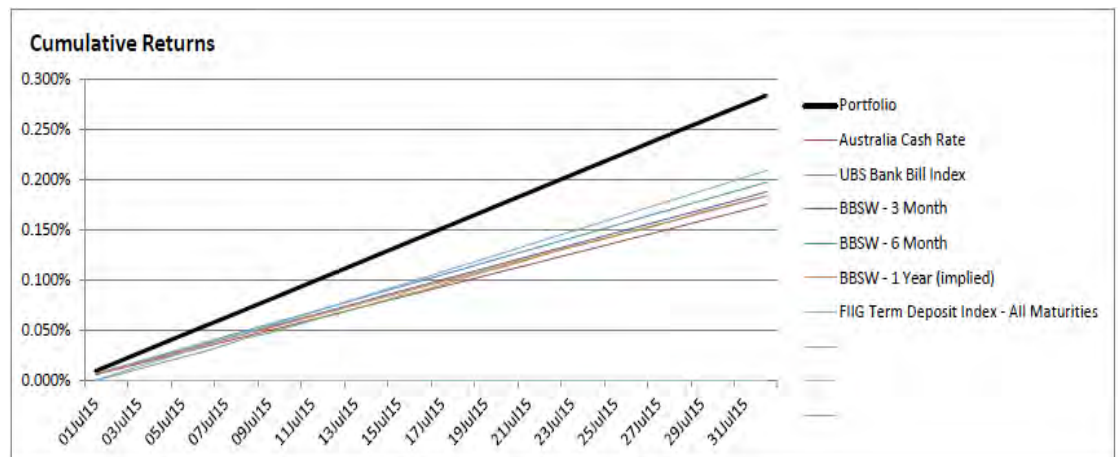


Figure 1: COC Portfolio Returns vs. Benchmarks

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:

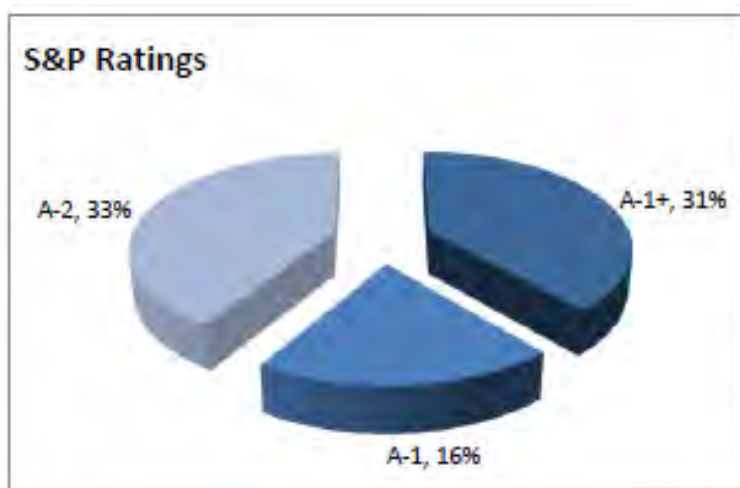


Figure 2: Council Investment Ratings Mix

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 115 days (down from 132 days last month) as graphically depicted below:

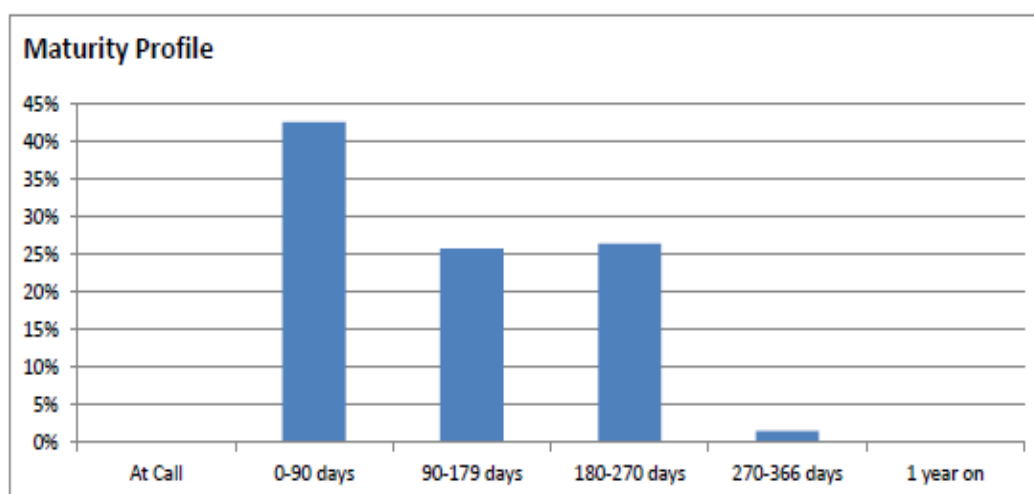


Figure 3: Council Investment Maturity Profile

### Budget Revisions

Several budget amendments are recommended to deal with the following matters:

- Removing lease income of \$5K from Lot 786 Orsino Road as the site is now unoccupied.
- Reducing grant income and expenditure budget from Kidsport project by \$10K. The initial amount was inaccurate.

- The City has secured \$75K grant for C Y O'Connor Beach Remediation project. This grant is supplement to the \$150K municipal funding already allocated to this project.
- Refurbishment to the caretakers' residence requiring \$96K which is funded from Major Buildings Refurbishment Reserve.
- Adjusting the sale price of Lot 65 Erpingham Road and Lot 702 Bellier Place, Hamilton Hill by an extra \$1.1M which brings the total proceed up to \$2.5M.
- Another speed alert trailer is going to be purchased \$14K. This trailer is going to be used across various Engineering Service Units.
- RRRC funding payment has to be increased by \$64K in line with SMRC proposed annual budget contribution.

#### 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 – July 2015.

### **Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

## **15.3 (OCM 10/9/2015) - WIFI SERVICES IN PUBLIC PLACES WITHIN THE CITY OF COCKBURN (191/001) (M SAPSWORTH)**

### **RECOMMENDATION**

That Council proceed with the Request for Quote for the provision of public WiFi.

### **COUNCIL DECISION**

## Background

At the June 2015 Ordinary Council Meeting Cllr Pratt requested the following under 'Matters to be Noted, for Investigation':

*That a report be presented to a future meeting of Council on options for expanding public WiFi services across the City with a prior briefing given to all Elected Members on the matter.*

Wi-Fi is a technology that allows computers, smartphones and other devices to connect to the internet or communicate with one another wirelessly within a particular area. The technology has had significant impact in allowing people to detach from wired internet connectivity and become mobile.

The City of Cockburn provides public Wi-Fi services at various locations including its three public libraries and Youth and Seniors Centres. This report provides a background on Western Australian Local Government public Wi-Fi initiatives and discusses possible opportunities for public Wi-Fi expansion in the City of Cockburn.

## Submission

N/A

## Report

### *Public Wi-Fi – A Local Government Perspective*

Government provision of free public Wi-Fi is becoming popular and has had positive impacts including, but not limited to:

- economic development (free Wi-Fi draws people, marketing opportunities)
- space activation (free Wi-Fi draws people to an area)
- increased security (by drawing people to an area)
- community development (supports the digitally disadvantaged)
- infrastructure improvements (existing services can run on the same network e.g. CCTV)
- efficiency (free Wi-Fi can be provisioned on existing council infrastructure)
- information collection and analysis.

The provision of free public Wi-Fi is almost ubiquitous in Western Australian local government public libraries. Additionally many local governments are providing public Wi-Fi services in café strips, leisure and recreation centres, tourist attractions, skate parks, community centres, youth centres, senior's centres and parks.



The network infrastructure used to deliver public Wi-Fi by local governments can be provisioned either by an external service provider or internally using existing Council resources. A survey of Western Australian local governments indicates about a 50% split between the two models.

Additionally all evidence suggests that public Wi-Fi provided by local governments in Western Australia is funded by each individual Council.

#### *Wi-Fi services in the City of Cockburn*

Free public Wi-Fi is provided at the Libraries, Seniors Centre and Youth Centre. The service is outsourced to Acurix Networks at approximately \$500/site/month and is funded by the City via business unit budgets. The City also provides a number of desktops (approximately 40) terminals for members of the public to also use to access the internet free of charge.

A survey of library staff indicated that Wi-Fi at the Libraries was used by a broad demographic including tourists, students, professionals and children. It was noted that an increasing number of elderly customers with tablets were using the Wi-Fi services at the libraries.

The City's Seniors Centre staff also noted a large patronage of Wi-Fi users. The Centre conducts a successful iPad training program that uses the Wi-Fi at the site. Additionally, the Youth Centre also has a number of its visitors use the public Wi-Fi on a daily basis.

It should also be noted that internet access using a standard computer is also provided at each of the above sites (approximately 40 terminals). This very popular service allows customers who do not have a laptop, tablet or smart phone to also access the internet.

The following statistics on Wi-Fi and internet access were collated;

#### Use of Wi-Fi at Libraries

- >7000 sessions/month

#### Use of kiosk terminals at Libraries

- > 5000 sessions/months

#### Use of Wi-Fi at the Seniors and Youth Centre

- > 300 and 500 sessions/month

The provision of public Wi-Fi and internet services at the City of Cockburn has been very successful.

The City is investing in improving Wi-Fi services for its own purposes. Wi-Fi is provided at most sites and allows for staff to connect smartphones and other mobile devices to the City's network. A mobile application for Rangers relies on Wi-Fi connectivity to update the City's systems. Progress has also been made to allow City staff to bring their own devices and connect to a staff only Wi-Fi network.

Due to procurement requirements the City is now required to conduct a Request for quotation (RFQ) process for the provision of public Wi-Fi.

#### *Future expansion and opportunity*

The following locations have been identified as possible locations where public Wi-Fi could be provisioned;

- South Lake Leisure Centre
- Coogee Beach
- Port Coogee Marina
- Coogee Surf Club
- Bibra Lake Adventure Playground and environment precinct
- North Lake

The City's Libraries, Seniors Centre, Leisure Centre etc. are able to deliver relatively cheap public Wi-Fi because they are able to provision ADSL access from each building. The provision of public Wi-Fi at outdoor areas, such as Bibra Lake, is more difficult because no phone line is likely to exist at the location. Instead another method of delivering internet access to the location would need to be developed.

Options to deliver public Wi-Fi at outdoor locations include mobile 4G internet access points or microwave links from the site back to the City's network. The advantage to the City running its own microwave links to outdoor locations, such as Bibra Lake, is that it could also provision CCTV services to the same location.

The City also has the opportunity to develop a communication and planning program using public Wi-Fi. The City can use the Wi-Fi capture portal to promote the City and advertise local events. Additionally Wi-Fi can be used to collect information about people using the service, such as demographics and physical location, and use this information for planning purposes.

#### *Recommendation*

It is recommended that the City of Cockburn continue with the Request for Quotation process to deliver public Wi-Fi services for a two year period at the following locations:

- Spearwood Library
- Success Library
- Coolbellup Library
- South Lake Leisure Centre
- Youth Centre
- Seniors Centre

The RFQ should include information collection and analytical services as part of the delivery of public Wi-Fi for marketing and planning purposes.

During the two year contract an analysis of the value derived from the public Wi-Fi implementation at the above locations should be conducted to evaluate the expansion of public Wi-Fi services to the Bibra Lake Adventure Playground and entertainment precinct, Port Coogee Marina, Coogee Beach and the Coogee Surf Club.

### **Strategic Plan/Policy Implications**

#### **Infrastructure**

- Community facilities that meet the diverse needs of the community now and into the future.

#### **Community & Lifestyle**

- Communities that are connected, inclusive and promote intergenerational opportunities.
- People of all ages and abilities to have equal access to our facilities and services in our communities.

### **Budget/Financial Implications**

Funding for public Wi-Fi for the Libraries, Youth and Seniors Centres and SLLC will be funded under existing arrangements.

Funding for public Wi-Fi services at the Bibra Lake Adventure Playground and entertainment precinct, Port Coogee Marina, Coogee Beach and the Coogee Surf Club will require assessment.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

**Attachment(s)**

N/A

**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 10/9/2015) - TENDER NO. (C100262) RFT06/2015 - CONSTRUCTION SERVICES - BUILDING ADDITIONS TO EXISTING CLUBROOMS AND RELOCATION OF PRACTICE CRICKET NETS - ATWELL PARK WA (078/002) (RUI HO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) increases the budget allocation against CW4485 - Atwell Clubrooms and Playing Surfaces Upgrades by \$260,747 to \$959,321 to allow for the works as tendered to be completed, with the additional funding to be drawn from the Community Infrastructure Reserve; and
- (2) accepts the Tender submission for Tender No. RFT06/2015 – Construction Services – Building Additions to Existing Clubrooms and Relocation of Practice Cricket Nets – Atwell Park WA from Shelford Constructions Pty Ltd for the Lump Sum Contract value of \$1,024,518.00 (Inc. GST) (\$931,380.00 Ex GST); and the additional Schedule of Rates for determining variations and additional services.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

## Background

Atwell Clubrooms is located on Brenchley Drive in the suburb of Atwell. The existing clubrooms services 2 ovals that accommodate junior and senior football in the winter and junior and senior cricket in the summer. The clubrooms were first built in 1998 and have had only minor modifications since. As the clubs have grown over the years there is now a need to increase the capacity of the clubrooms to meet their needs and which can be accommodated by an extension of the northern and southern ends of the building.

The City contracted Vernon Design Group to develop and prepare a design for the upgrade of the facilities at Atwell Clubrooms, which was completed late 2014. Through this period there has been ongoing consultation through the City's Recreation Services with the club members that use the Atwell Clubrooms. After that the project underwent a process of gaining DA Approvals and Certificate of Design Compliance (CDC).

The scope of works entail an extension of the existing kitchen(~2.5m) with a larger function room(14mx12m), new ramp access facilities for the adjacent carpark, additional 4 external storerooms, new toilet facilities(including disability toilets and umpire's change room), and a relocation and realignment(north-south) of cricket practice nets.

During the Tender briefing it has been noted to the Tenderer's that the Atwell Clubrooms undergo a heavy use period during the month of April to September where there can be 1000+ users of the reserve and building at any one time.

## Submission

Tenders were called for the clubroom extensions and cricket practice net relocation works which closed at 2:00pm (AWST) Wednesday, 27 May 2015. Tender submissions were received from the following six (6) companies:

<b>Tenderer's Name:</b>	<b>Registered Business Name</b>
LKS Constructions (WA) Pty Ltd	LKS Constructions (WA) Pty Ltd
Safeway Contracting Pty Ltd	Safeway Building & Renovations Pty Ltd
BE Projects	BE Projects (WA) Pty Ltd
Shelford Constructions Pty Ltd	Shelford Constructions Pty Ltd
McCorkell Constructions (WA) PTY LTD	McCorkell Constructions (WA) Pty Ltd
Palace Homes and Construction Pty Ltd	Palace Homes and Construction Pty Ltd

**CPD Group Pty Ltd\*\***

**\*\*Note:** CPD Group's submission failed to be uploaded to the City's Tenderlink site before the advertised closure time; no submission was received.

**Report****A. Compliance Criteria**

<b>Criteria Ref.</b>	<b>Description</b>
A	Compliance with the Conditions of Tendering (Part 1) of this Request.
B	Compliance with the Specification (Part 2) contained in the Request.
C	Compliance with Insurance Requirements and completion of Clause 3.3.7
D	Compliance with Qualitative Criteria requirements and completion of Section 3.4.2 (Separate Document).
E	Compliance with Fixed Price and completion of Clause 3.7.2
F	Compliance with Sub-Contractors Requirements and completion of Clause 3.6
G	Compliance with and completion of the Price Schedule (Separate Document) in the format provided in Part 4. (Refer to Clause 1.10.2)
H	Compliance with OSH Requirements & completion of Appendix A.
I	Compliance with ACCC Requirements and completion of Appendix B.
J	Compliance with and completion of Clause 3.1 & 3.6 (refer to Clause 1.11.16)
K	Acknowledgement of any Addenda / Clarification issued.

**B. Compliant Tenders**

<b>Tenderers Name</b>	<b>Compliance Assessment</b>
LKS Constructions (WA) Pty Ltd	Compliant
Safeway Contracting Pty Ltd	Compliant
BE Projects	Compliant
Shelford Constructions Pty Ltd	Compliant
McCorkell Constructions (WA) Pty Ltd	<b>Non - Compliant</b>
Palace Homes and Construction Pty Ltd	Compliant

All submissions were subject to Criteria Compliance check by Procurement Services. Four submissions had minor non-compliance issues regarding unclear information within each of their price

schedules, which was subsequently resolved through the use of clarifications through Procurement Services.

McCorkell Constructions (WA) Pty Ltd was not able to provide a complete price schedule after clarifications were sought due to their sub-contractor failing to submit a price in time; therefore they were deemed non-complaint under Part 1 of the Conditions of Tendering.

### **C. Evaluation Criteria**

Tenderers were assessed against the following criteria:

<b>Evaluation Criteria</b>	<b>Weighing Percentage</b>
(A) Relevant Experience	20%
(B) Company Profile	5%
(C) Tenderer's Resources	10%
(D) Methodology	20%
(E) Sustainability Experience	5%
Tendered Price	40%
Total Weightings	100%

### **D. Tender Intent / Requirements**

The City of Cockburn (The Principal) requires a suitably experienced and licensed Building Contractor to conduct the extensions of the proposed upgrade of the Atwell Clubroom facilities in Atwell Reserve on Brenchley Drive, Atwell.

It was requested of the tenderers to provide their priced response based on four (4) separate elements of the scope of work, being North Extension, South Extension, Cricket Pitch Relocation & Conversion of an existing window into a door.

### **E. Evaluation Panel**

The tender submissions were evaluated by the following City of Cockburn Officers and external Consultant. The Procurement Services representative attended in a probity role only.

<b>Name</b>	<b>Position &amp; Organisation</b>
Mr Rui Ho	Engineering Technical Officer (Chairman) City of Cockburn
Mr Robert Avar	Manager – Community Services (SBMG Representative) – City of Cockburn

Mr Matthew Sapsworth	IT Services Manager – City of Cockburn
Mr Richard Vernon	Consultant - Vernon Consulting
<b>Probity Role Only</b>	
Mr Tony Natale	Strategic Procurement Manager - City of Cockburn

## **F. Scoring Table**

The table below represents the scoring of the tender submissions from a Qualitative Criteria (Non-Cost) and Cost perspective. The assessment panel evaluated the Qualitative Criteria of the tender submission in the absence of the tendered price (two-envelope system) and then the price scores were incorporated.

Tenderer's Name	Percentage Scores		
	Qualitative Criteria Evaluation	Cost Evaluation	Total
	60%	40%	100%
<b>Shelford Constructions Pty Ltd</b>	<b>46.75</b>	<b>32.58</b>	<b>79.33</b>
BE Projects	44.96	33.79	78.75
LKS Constructions (WA) Pty Ltd	46.45	30.29	76.74
Safeway Contracting Pty Ltd	41.84	32.61	74.45
Palace Homes & Construction Pty Ltd	29.99	40.00	69.99

## **Evaluation Criteria Assessment**

Each of the compliant tenders was assessed by the Evaluation Panel in respect to the Qualitative (Non Price) Criteria as listed above. Coupled with the review of the tenders, a reference check was also undertaken on all the compliant tenderers. The information from the Tenderer's nominated project's representative referees was used by the evaluation panel to confirm and/or adjust their qualitative scores ahead of finalising their assessments.

### *Relevant Experience*

The Evaluation Panel determined that all tenderers presented an extensive range of construction experience with similar scope to the project in question.

Shelford Constructions Pty Ltd presented 5 projects that involved additions and alterations of existing buildings (Cost range \$340k-\$1.9m).



BE Projects presented a range of projects of relevant experience and in particular 3 projects that involved additions and alterations of an existing building (cost range \$800k-\$900k).

LKS Constructions (WA) Pty Ltd presented a range of projects of relevant aspects and elements including 4 projects with a cost range of \$700k-\$6.8m.

Safeway Contracting Pty Ltd presented a range of projects with relevant aspects and elements associated with the project including 5 projects with a cost range of \$380k-\$1.1m.

Palace Homes & Construction Pty Ltd presented 3 projects that involved additions and alterations of existing buildings (Cost range \$600k – \$1m).

### *Company Profile*

Shelford Constructions Pty Ltd has been involved in commercial construction for 22 years. In that time, they have completed a wide range of civil, industrial and commercial projects including for the City of Cockburn. Shelford Constructions has a quality management system in place however is not certified to ISO 9001.

BE Projects was established in 2010 and provides project management and construction services to various building project. BE Projects also does not have ISO 9001 certification.

LKS Constructions (WA) Pty Ltd was established in 2010 and has undertaken Government and Commercial projects. LKS Constructions are ISO 9001 certified.

Safeway Contracting Pty Ltd is a company that has worked in various areas of the building trade on both large and small projects. Safeway Contracting are not ISO 9001 certified however they are working towards independent accreditation.

Palace Homes and Construction Pty Ltd is a small Western Australian owned and operated company established in 1995 and have undertaken projects for the commercial, government and private sector for 20 years. They are not ISO 9001 certified.

### *Tenderer's Resources*

The Tenderers provided responses indicating that they have the resources and experience in the building and construction industry. Tenderers were considered by the evaluation committee to be capable of completing the project.

### *Methodology*

There was a range of different styles and methods of timing and staging of construction that was received from the Tenderers.

Shelford Constructions Pty Ltd provided a Gantt chart and program list with an estimate period for construction of approximately 33 weeks.

BE Projects provided an estimate period for construction of 20 weeks.

LKS Constructions (WA) Pty Ltd provided a Gantt chart with an estimate period for construction of approximately 7½ months.

Safeway Contracting Pty Ltd submitted a split Gantt chart with an estimated period for total construction of 32 weeks.

Palace Homes and Construction Pty Ltd provided an estimate period for construction of 6 months.

### *Sustainability Experience*

All tenderers provided information and documents supporting the Principal's key areas of Sustainability.

### *Summation and Recommendation*

Each of the five compliant tenderers was assessed by the panel as having the appropriate experience and capability to undertake the tendered works. A financial risk assessment was conducted by an independent agency and taken into consideration in the selection of the recommended tenderer.

Based on having achieving the highest Qualitative (non-price) and highest combined qualitative (non-price) and price score, the evaluation panel recommends that Council accept Shelford Constructions Pty Ltd tender for the works, at an estimated lump sum value of \$931,380 ex GST.

## **Strategic Plan/Policy Implications**

### **Infrastructure**

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

### **Community & Lifestyle**

- Promotion of active and healthy communities.

## **Budget/Financial Implications**

The current budget allocation (CW4485) for the construction upgrade of the Atwell Clubroom Facility is \$697,650. Award of the contract to Shelford Constructions Pty Ltd plus the provision of a contingency allowance of \$27,941 will require an additional budgetary allocation of \$260,747 for a total sum of \$959,321.

The total anticipated cost for these works based on this contract award is in line with an independent financial assessment of the cost of the work prior to proceeding to tender.

## **Legal Implications**

Section 3.57 of the Local Government Act 1995 and Part 4 of the Local Government (Functions and General) Regulations 1996 refers

## **Community Consultation**

The Community Sporting groups that utilise the Atwell Clubrooms were consulted throughout the scoping and design of the project works.

Tender Number RFT 06/2015 Construction Services - Building Additions to Existing Clubrooms and Relocation of Practice Cricket Nets - Atwell Park WA was advertised on Saturday, 2 May 2015 in the Local Government Tenders section of "The West Australian" newspaper. It was also displayed on the City's e-tendering website between Saturday, 2 May 2015 and Wednesday, 27 May 2015.

## **Attachment(s)**

The following attachments were provided under separate cover as confidential.

1. Compliance Criteria Assessment
2. Consolidated Evaluation Score Sheet
3. Tendered Prices

## **Advice to Proponent(s)/ Submitters**

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 September 2015 Council Meeting.

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

Nil.

17. **COMMUNITY SERVICES DIVISION ISSUES**
18. **EXECUTIVE DIVISION ISSUES**
19. **MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**
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 10/9/2015) - 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

### **SUMMARY OF MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 27 AUGUST 2015 AT 6:00 PM**

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## CITY OF COCKBURN

### MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 27 AUGUST 2015 AT 6:00 PM

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#### PRESENT:

Mrs C Reeve-Fowkes	-	Deputy Mayor (Presiding Member)
Mr S. Portelli	-	Councillor
Mr S. Pratt	-	Councillor
Ms L. Wetton	-	Councillor

#### IN ATTENDANCE:

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr D. Arndt	-	Director, Planning & Development Services
Ms M. Tobin	-	Acting Director, Finance & Corporate Services
Mr J. Ngoroyemoto	-	Governance & Risk Co-ordinator
Mr J McDonald	-	Transport Engineer
Mrs B. Pinto	-	PA to Directors - Finance. & Corporate Services/Governance & Community Services

#### 1. DECLARATION OF MEETING

The Presiding Member declared the meeting open at 6.01 pm.

The Chief Executive Officer welcomed to the meeting Margot Tobin, Acting Director - Finance and Corporate Services and John McDonald, Transport Engineering who is present to answer any queries pertaining to the Engineering & Works Directorate's DAPPS matters in place of Charles Sullivan, Director – Engineering and Works.

#### 2. APPOINTMENT OF PRESIDING MEMBER (If required)

Nil.



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

Nil

**4 (DAPPS 27/8/2015) - APOLOGIES & LEAVE OF ABSENCE**

Clr Yaz Mubarakai	-	Apology
Mr S Downing	-	Apology
Mr C Sullivan	-	Apology

**5. CONFIRMATION OF MINUTES**

**5.1 (MINUTE NO 314) (DAPPS 27/8/2015) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES AND POSITION STATEMENTS COMMITTEE MEETING - 2 JUNE 2015**

**RECOMMENDATION**

That Council adopt the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on 2 Jun 2015, as a true and accurate record.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**6. DEPUTATIONS & PETITIONS**

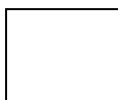
Nil

**7. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)**

Nil

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

Nil



## 9. COUNCIL MATTERS

**NOTE:** AT THIS POINT IN THE MEETING, THE TIME BEING 6.05 PM THE FOLLOWING ITEMS WERE CARRIED BY AN "EN BLOC" RESOLUTION OF COMMITTEE:

10.1	11.1	12.1	14.1
10.2		12.2	
10.3		12.3	
10.4			
10.5			

### **(MINUTE NO 315) (DAPPS 27/8/2015) - SUSPENSION OF STANDING ORDERS**

#### **COMMITTEE RECOMMENDATION**

MOVED Cllr S Portelli SECONDED Cllr L Wetton that pursuant to Clause 22.1 of Council's Standing Orders, the meeting be suspended to clarify matters in relation to Agenda Item 9.1

**CARRIED 4/0**

### **(MINUTE NO 316) (DAPPS 27/8/2015) - RESUMPTION OF STANDING ORDERS**

#### **COMMITTEE RECOMMENDATION**

MOVED Cllr S Portelli SECONDED Cllr S Pratt that Standing Orders be resumed the time being 6.16 pm.

**CARRIED 4/0**

### 9.1 **(MINUTE NO 317) (DAPPS 27/8/2015) - DELETION OF POLICY AC1 'ELECTION OF BOARD MEMBERS REPRESENTING LOCAL GOVERNMENT' AND ASSOCIATED DELEGATED AUTHORITY AND ADOPT PROPOSED NEW POLICY AC5 'ELECTION OF MEMBERS TO EXTERNAL BOARDS, PANELS OR COMMITTEES' AND ASSOCIATED DELEGATED AUTHORITY AC3 (182/001; 086/003) (D GREEN) (ATTACH)**

#### **RECOMMENDATION**

That Council:

- (1) delete Policy AC1 'Election of Board Members Representing

Local Government' and associated Delegated Authority; and

- (2) adopt Policy AC5 'Election of Members to External Boards, Panels or Committees and associated Delegated Authority AC3;

as shown in the attachments to the Agenda.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COMMITTEE RECOMMENDATION**

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr L Wetton that the matter be deferred to the next DAPPS Committee Meeting to provide further clarification on the matter.

**MOTION WITHDRAWN**

MOVED Cllr S Portelli SECONDED Cllr L Wetton that Council:

- (1) delete Policy AC1 'Election of Board Members Representing Local Government' and associated Delegated Authority;
- (2) adopt Policy AC5 'Election of Members to External Boards, Panels or Committees and associated Delegated Authority AC3; and
- (3) amend Delegated Authority AC3 'Election of Members to External Boards, Panels or Committees,

as shown in the attachments to the Minutes.

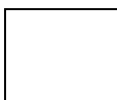
**CARRIED**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**

**Reason for Decision**

It is important that the nomination form and any supporting information or documentation is forwarded to elected members prior to the meeting to enable them to inform themselves of the knowledge, skills and



experience that is related to the vacancy. An opportunity needs to be afforded to each nominee to address the Council on the attributes they will bring to the vacancy that is under consideration. The amendments reflect transparency and accountability to the community as to how Council deliberates on the selection of Elected Members to vacancies on external boards, panels or committees that occur from time to time.

## Background

At the previous DAPPS Committee Meeting held on 2 June 2015, this matter was considered. Committee recommended an amendment to the Policy and associated Delegated Authority for Council consideration, however, at the subsequent Council Meeting (11 June 2015) the matter was deferred to be further considered at the August 2015 DAPPS Meeting. The reason provided was that *for the purposes of transparency*, there must be a clear process outlined for Elected Members and the community. A copy of the documentation previously presented to the Committee and Council, is attached.

Policy AC1 "Election of Board Members Representing Local Government" has been in place for many years and was originally intended as a mechanism for streamlining the appointment/nomination process for members wishing to be appointed to Committees or Boards processed through, or associated with, the WA Local Government Association (WALGA). This often resulted in member Councils being requested to nominate suitable elected members with an interest in the subject matter to be appointed to these forums. The intent was to authorise the Chief Executive Officer (CEO) of the day, following consultation with the Mayor, to nominate appropriate City of Cockburn members or officers to the relevant Board/Committee, for consideration through the WALGA selection process.

This procedure has itself been superseded by WALGA, which now adopts a more direct methodology of appointing members to these forums. Accordingly the process outlined in Policy AC1 is effectively redundant.

## Submission

N/A

## Report

While the original intent of the Policy is no longer applied in these circumstances, there is an ongoing requirement for Council to nominate members to a variety of Boards, Panels and/or Committees from time to time.



This process is generally undertaken following each local government election cycle in accordance with Council Policy SC29 “Elected Members Representing Council on External Committees”. However, on occasions there is a requirement for Council to determine these appointments outside of this timeframe, due to the expiry date of appointments being determined by a third party or pursuant to relevant statute.

In these circumstances, it is necessary for Council to directly appoint membership, in accordance with predetermined requirements. This process has potential unintended consequences as it requires an officer report to be prepared and submitted directly to Council for determination. This can create a situation where some members may be aware of the vacancy, or vacancies, available, while others may not, through being absent, or otherwise. There is a further requirement that this become a competitive process, if there are more potential candidates than vacancies available, which can only be resolved by either one or more members withdrawing their nomination, or by a Council decision, which makes the CEO responsible for advising the order in which candidates are to be considered. This procedure could be seen as being inequitable and places an unnecessary onus on the CEO to oversee the process.

An alternative solution is proposed by the amendment of current Policy AC1, with an amended process which requires the CEO to implement a procedure for elected members to participate in a process which provides equal opportunity for all potential candidates, where such a methodology can be justified.

In attempting to balance the issues surrounding transparency of the process with the potential *competitive* nature of an open selection being conducted at a Council Meeting, it is considered that the procedure originally presented to Committee provides the best opportunity for the CEO to provide an objective assessment in each of the circumstances and apply an impartial selection mechanism which will deliver the most advantageous outcome for Council.

This process is outlined in the proposed new Policy AC5, as shown in the attachment, which also requires the deletion of the current redundant Policy AC1.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.



**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

1. Current Policy AC5 'Election of Members to External Boards, Panels or Committees' and associated Delegated Authority AC3.
2. Proposed amended Policy AC5 'Election of Members to External Boards, Panels or Committees' and associated Delegated Authority AC3.
3. Extract of Minutes of Ordinary Council Meeting – 11 June 2015.
4. Proposed deletion of Policy AC1 'Election of Board Members Representing Local Government' and associated Delegated Authority AC1

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**10. PLANNING & DEVELOPMENT DIVISION ISSUES**

**10.1 (MINUTE NO 318) (DAPPS 27/8/2015) - PROPOSED AMENDMENTS TO LOCAL PLANNING POLICY APD4 'PUBLIC OPEN SPACE' (182/001) (M CAIN) (ATTACH)**

**RECOMMENDATION**

That Council in accordance with Clause 2.5.1 of the Scheme, give consent to advertise the proposed amendments to Local Planning Policy APD4 'Public Open Space', as shown in the attachments to the Agenda.



**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION**

**Background**

Local Planning Policies are used to guide the exercise of discretionary decision making of a local government under their Local Planning Scheme. Continued review and updating of these policies is essential in order to keep them up-to-date as supportive framework documents that allow the City discretion to make decisions under its Scheme.

The Planning for Bushfire Protection Guidelines were implemented in 2010 in response to growing levels of development, particularly within areas of the urban fringe, which resulted in a greater number of people living within close proximity to bush and densely vegetated areas. Residents in both urban and rural areas are subject to bushfire threat during the warm summer months and as such, greater planning consideration is required for areas subject to bushfire risk.

Following several recent inconsistencies that have arisen between the recommendations proposed in bushfire management plans and those in associated landscape management plans, the City has reviewed its Local Planning Policy APD4 'Public Open Space' and is seeking modifications to ensure appropriate coordination of all elements which underpin a Proposed Structure Plan. This report seeks Council's consent to advertise the proposed modifications for public comment.

**Submission**

N/A

**Report**

This purpose of this report is for Council to consider adopting modifications to the local planning policy for the purpose of community consultation.

The proposed modifications to the policy are seeking to implement changes that have been brought about due to circumstances of an





uncoordinated approach being taken by an applicant advancing a proposed structure plan. An example of this being which an applicant's landscape management plan seeks to revegetate an area of future development, whilst the same developer's bushfire management plan advocates the area be maintained as a low fuel zone. This is to be addressed through changes to APD4.

To avoid the City being left responsible for reserves that require continued maintenance due to the lack of coordination within a structure plan, it is proposed that modifications to the Local Planning Policy be made to detail what the City is willing to accept in regard to acceptable public open space reserves within bushfire risk areas.

	Change	Reason
1	Modification of the 'Background' section of the Policy and inclusion of further information relating to bushfire risk.	<p>The proposed changes to the 'Background' section of the policy seek minor changes to the text in order for the wording to read more fluently and identify the key purpose of this policy.</p> <p>Inclusion of reference to the Draft State Planning Policy 3.7 – Planning for Bushfire Risk has been built-in to the policy, as it is important to identify what strategic planning policy is informing the City's Local Planning Policies.</p> <p>The policy background has been expanded to provide a greater understanding of what this policy seeks to achieve in relation to public open space and bushfire risk.</p>
2	Further inclusion to 'Purpose' section of Policy.	<p>In order to clarify why there have been further inclusions to the policy on matters pertaining to bushfire risk, it has been important to include a further key policy purpose point.</p> <p>This addition identifies that one of the key intentions of this policy is to manage how public open space reserves should be considered within areas of identified bushfire risk.</p> <p>The included point is to read:</p> <p><i>"To clarify how bushfire protection zones</i></p>

	Change	Reason
		<i>and hazard separation zones will be considered in relation to public open space”.</i>
3	Inclusion of a further ‘policy provision’	<p>The proposed policy provisions have been identified for inclusion due to a number of recent inconsistencies between fire management plans and landscape management plans, whereby one policy may seek revegetation, yet another seeks the area to be maintained as a low fuel zone.</p> <p>The proposed amendment to the policy seeks to establish that the City will not permit areas of public open space to be included within the building protection zone, unless they meet the specific identified requirements of the City.</p> <p>Specifically, these additions ensure that proposed areas of public open space are clear of natural vegetation and do not require ongoing maintenance by the City. There will also be a requirement that where a bushfire risk exists, that there be some form of physical barrier between the open space reserve and the area of bushfire risk that will act as a buffer to any future risk.</p> <p>The inclusion to the policy provisions shall read:</p> <p><i>“No part of the 20m building protection zone should be included within an area of current or proposed public open space unless:</i></p> <p><i>(a) The identified area is already cleared of natural vegetation and is proposed to remain clear of vegetation in a manner that facilitates the ongoing low fuel levels being maintained (such as irrigated manicured parkland).</i></p>



	Change	Reason
		<p><i>(b) There is a physical barrier (e.g. 3m concrete footpath, retaining structure, wall, masonry fencing) which demarcates this point of the public open space such that it does not gradually regenerate through natural processes such as being adjoined by bushland."</i></p> <p>These changes identify the City's stance on public open space adjoining or in close proximity to areas of identified bushfire risk. Where it is the City's responsibility to maintain these reserves in the future, these changes seek to ensure that there are no circumstances where the City may be liable for any damages caused by areas of open space that do not meet these requirements.</p> <p>The proposed changes provide clear guidance in relation to the requirements for the development of future identified areas of open space, specifically to ensure that bushfire risk is mitigated wherever possible within public open space reserves.</p>
4	Renumbering of 'Policy' section in order to facilitate inclusion of new policy provision	Renumbering of the remaining policy provisions is required following the inclusion of the new bushfire related policy provision.

### Conclusion

The proposed changes sought to Local Planning Policy APD4 are amendments to the policy. However, the proposed changes are necessary to ensure that the policy remains up-to-date with the relevant State Planning Policies and the Planning for Bushfire Guidelines.

It is recommended that Council adopt for advertising the proposed changes to the Local Planning Policy within this report.



## **Strategic Plan/Policy Implications**

### **Growing City**

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

### **Community & Lifestyle**

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

### **Leading & Listening**

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

### **Environment & Sustainability**

- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.
- Identification and minimisation of impacts to human health risk.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

In accordance with Clause 2.5.1 of the City's Scheme, the proposed amendments to the abovementioned Local Planning Policy will be advertised for public consultation following Council's approval to advertise. This will include a notice in the Cockburn Gazette for two consecutive weeks and advertising on the City's website and social media sites.

### **Attachment(s)**

Proposed amended Policy APD4 'Public Open Space'.

### **Advice to Proponent(s)/Submissioners**

N/A



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

Nil.

### 10.2 **(MINUTE NO 319) (DAPPS 27/8/2015) - PROPOSED AMENDMENTS TO VARIOUS LOCAL PLANNING POLICIES - APD11 'ANCILLARY DWELLING ON RURAL LIVING, RURAL A& RESOURCE ZONED LOTS'; APD12 'AGED OR DEPENDENT PERSONS' DWELLINGS' AND APD56 'SINGLE BEDROOM DWELLINGS'(182/001) (M CAIN) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) in accordance with Clause 2.5.2 of the Scheme adopt the proposed amendments to Local Planning Policies APD11 'Ancillary Dwellings on Rural Living, Rural and Resource Zoned Lots' and APD12 'Aged or Dependent Persons' Dwellings' and APD56 'Single Bedroom Dwellings' for final adoption as shown in the attachments;
- (2) publish a notice of its decision in accordance with Clause 2.5.3 (a) of the Scheme; and
- (3) advise those who have made a submission of Council's decision accordingly.

#### **COMMITTEE RECOMMENDATION**

MOVED Cllr S Portelli SECONDED Cllr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

#### **COUNCIL DECISION**

### **Background**

Local Planning Policies ("LPP") are guidelines used to by the City in its decision making process under City of Cockburn Town Planning



Scheme No. 3 ("Scheme"). Although LPPs are not part of the Scheme, they must be consistent with, and cannot vary the intent of the Scheme. The continual review and updating of these policies is essential, as they provide a supportive framework to guide the exercise of discretion by the City in its decision making under TPS3.

Following review of local planning policies APD11, APD12 and APD56, it was determined that modifications were required to ensure that these policies were up-to-date with the objectives of the City. Council provided consent to advertise the proposed modifications to the LPPs at its May Meeting of the Delegated Authorities, Policies and Position Statements ("DAPPS") Committee.

Advertising has now concluded and no submissions were received.

The purpose of this report is to seek Council's determination to adopt the revised Local Planning Policy in accordance with Clause 2.5.2 of the Scheme.

### **Submission**

N/A

### **Report**

#### Background

##### *APD11 and APD12*

The proposed modifications to APD11 and APD12 are sought in response to the recommendations of the City of Cockburn Housing Affordability and Diversity Strategy ("the Strategy") which sought to:

- Encourage smaller dwellings to address the mismatch between the City's housing stock of larger dwellings and the trend towards smaller households;
- Increase affordable housing options; and
- Encourage development of universally accessible dwellings to provide housing for people with (or without) disabilities, particularly affordable rental accommodation.

Currently, there is a severe shortage of affordable and accessible housing that caters to the needs of people both with and without disabilities. The proposed modifications to APD 11 seek to provide greater accessibility and diversity in the variety of ancillary dwelling accommodation developed within the City of Cockburn in the future. The



applicable development standards required by the City for development of larger ancillary dwellings will see dwellings developed to the 'Deemed-to-Comply' standards of the R-Codes for 'Aged and Dependent Persons' Dwellings' (i.e. universally accessible accommodation).

The proposed changes to APD12 have been instigated following recommended actions from the Housing Affordability and Diversity Strategy which sought to allow:

- Less than five dwellings to be developed in any single development; and
- Flexibility for the Section 70A notifications not to be included on the Certificate of Title.

These changes are being sought to encourage greater development of aged and dependent persons' dwellings within the City of Cockburn. The restrictions placed on this form of development under the R-Codes significantly diminish development interest in this form of accommodation. The proposed changes seek to remove two of the key R-Code requirements for aged and dependent persons' dwelling, which it is hoped will make this form of development more attractive in the future.

#### *APD56*

The proposed modifications to APD56 are in response to the changing dwelling and household composition within the City of Cockburn. Detached dwellings with three or more bedrooms represent a significant proportion of the housing stock within the City of Cockburn, however it is predicted by 2031 'couples without dependents' and 'lone person households' will make up a large portion of the housing stock within the City.

The R-Codes allow for the development of a single bedroom dwelling, providing alternative and affordable housing options for singles or couples. However, allowing only one room to be used as a habitable room limits the ability to allow for continued diversity in the housing choices offered within the City of Cockburn.

The proposed changes will allow for an additional room to be included in single bedroom dwellings where the maximum plot ratio does not exceed 70m<sup>2</sup>. It is believed that in the majority of instances, the addition of an existing room is likely to be used for an ancillary purpose or as a utility room. However, the option to modify the accommodation to include a second bedroom provides another option for diverse housing within the City.



### Community Consultation

In accordance with Clause 2.5.1 of the City of Cockburn Town Planning Scheme No. 3, APD11, APD12 and APD56 were advertised for a period of 21 days from 16 June 2015 to 8 July 2015. This included a newspaper advertisement for two consecutive weeks as per Clause 2.5.1 (a). No submissions were received during the advertising period.

### Conclusion

The modifications to the above local planning policies and the impact these changes will have on the housing market within the City has been carefully considered. The proposed changes to these policies are sought so to allow for a greater diversity of housing stock and increased affordability throughout the City, whilst also hoping to achieve a greater range of accessible housing options are also able to meet the needs of people with disabilities.

Amendments to APD11, APD12 and APD56 are required so to allow the City of Cockburn to continue to adapt to a rapidly changing housing market. It is recommended that Council adopt the proposed changes to the Local Planning Policies.

### **Strategic Plan/Policy Implications**

#### **Growing City**

- Diversity of housing to respond to changing needs and expectations.

#### **Community & Lifestyle**

- Community environments that are socially cohesive and embrace diversity.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

In accordance with Clause 2.5.1 (a) of the City of Cockburn Town Planning Scheme No. 3, the proposed modifications to the abovementioned local planning policies were advertised for public consultation for a period of 21 days. This included a notice in the





Cockburn Gazette for two consecutive weeks and advertising on the City's website and social media sites.

**Attachment(s)**

1. Proposed amended APD11 'Ancillary Accommodation'
2. Proposed amended APD12 'Aged and Dependent Persons' Dwellings'
3. Proposed amended APD56 'Single Bedroom Dwellings'

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**10.3 (MINUTE NO 320) (DAPPS 27/8/2015) - DRAFT POLICY APD84 'COCKBURN COAST PERCENT FOR ART' LOCAL PLANNING POLICY FOR FINAL APPROVAL (182/001) (D DI RENZO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) in accordance with Clause 2.5.2 of the Scheme, adopt proposed Local Planning Policy APD84 'Cockburn Coast Percent for Art', for final adoption, as shown in attachments to the Agenda;
- (2) publish notice of its decision in accordance with Clause 2.5.3(a) of the Scheme; and
- (3) advise those who have made a submission of Council's decision accordingly.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION**

## Background

Public art can promote civic, community, and cultural identity, improve visual amenity and space legibility, increase local distinctiveness and improve the interpretation of cultural, environmental and built heritage. Public art is known to promote community reflection, inspiration, celebration and wellbeing. Additionally, it has a measurable effect on local economies by attracting visitors and contributing to property value appreciation.

A key mechanism for increasing public art is the introduction of a percent for art local planning policy, which requires the provision of artworks by developers of eligible proposals, as defined by the policy. Percent for art local planning policies provide an opportunity to enhance development, increase artistic elements currently incorporated into the built environment, improve visual amenity, and contribute to local identity.

City of Cockburn Local Planning Policy APD80 'Percent for Art Local Planning Policy' ("APD80") came into effect 10 January 2015, and applies across the City. This is generally based on the Western Australian Government's similar policy and the Universal Model Percent for Art Policy, developed by Artsource.

APD80 introduced the requirement for developers to provide a contribution for artworks for certain types of major developments, as follows:

1. *All development proposals for commercial (excluding industrial uses), civic, institutional, educational projects or public works of a value greater than \$1 million (one million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks.*
2. *All development proposals for multiple dwellings of a value greater than \$2 million (two million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artworks.*

Clause 1(4) of the Local Planning Policy states:

*Where a development proposal is located within an area that is subject to a location-based Public Art Master Plan (or equivalent) and an associated percent for art local planning policy for that area the requirements of that specific policy shall prevail.*



The Cockburn Coast area is subject to a Public Art Strategy that was a requirement of Development Area No. 33 ("DA33"), which applies to the Cockburn Coast Area.

Clause 5.1.5 of DA33 requires the submission of a Public Art Strategy as an additional detail of the local structure plan(s). It sets out the following:

*The Public Art Strategy shall set out the framework to enhance each precinct through the appropriate integration of public art within the Development Area by detailing the following—*

- \* *Influences for public art and possible public art themes for each precinct;*
- \* *Indicative locations for artworks where they will enhance the amenity and the interpretation of the public realm, contribute to way-finding, and enhance the sense of place; and*
- \* *Management arrangements and responsibilities for public art.*
- \* *Identifies themes and indicative locations for public art in the area.*

As required by DA33 a Public Art Strategy has been prepared by Place Partners (engaged by Landcorp) for Cockburn Coast. To implement this Public Art Strategy it is therefore proposed that a location-specific policy be introduced which will replace APD80 in this area.

The draft Policy was adopted by DAPPS at the 2 June 2015 meeting, and subsequently at the 11 June 2015 Ordinary Meeting of Council.

The draft Policy was advertised for public comment from 30 June 2015 to 21 July 2015.

### **Submission**

NA

### **Report**

The purpose of this report is for Council to consider adopting the Cockburn Coast Percent for Art Local Planning Policy as shown at Attachment 1 for final approval, in accordance with clause 2.5.2 of City of Cockburn Town Planning Scheme No. 3.



The Policy seeks to:

1. *Improve the attractiveness and functionality of the Cockburn Coast area;*
2. *Develop and promote community identity within the Cockburn Coast area;*
3. *Increase the social, cultural and economic value of the Cockburn Coast area.*
4. *Establish new design partnerships between artists, architects and other professionals;*
5. *Increase public awareness of the value of art and design;*
6. *Enhance legibility by introducing artworks that assist in making streets, buildings and Public Open Space in the Cockburn Coast area more identifiable;*
7. *Produce landmarks that act as focal points and icons for the Cockburn Coast area.*
8. *Provide new opportunities for artist commissioned artworks to celebrate the place, generate vibrancy, contribute to cultural identity and engage with the community above and beyond the art involved in building design and landscaping and hardscaping elements that would normally be associated with development.*

The key differences between APD80 and the proposed Cockburn Coast Percent for Art Policy are:

- \* Proposed inclusion of a cash-in-lieu contribution option.
- \* Allowance for artworks to be located on public land where consistent with the Cockburn Coast Public Art Strategy.

#### Artwork Contribution Options

The Cockburn Coast Public Art Strategy includes locations for public art opportunities in the public realm, including Public Open Space and road reserves. These public artworks will provide the opportunity to celebrate the place, promote community identity, and to assist with legibility.

APD80 does not include a cash-in-lieu alternative and requires that artworks be provided by the developer on site. However, for Cockburn



Coast many of the artwork opportunities identified in the Public Art Strategy are shown in the public realm. It is therefore appropriate that a cash-in-lieu contribution option be provided to developers, which would enable the collection of funds by the City for the provision of artworks in the public realm in accordance with the Cockburn Coast Public Art Strategy.

Inclusion of a cash-in-lieu option is consistent with the percent for art policies that are operational in Western Australia.

#### Location of Artworks

APD80 requires that artworks are located on the subject land, rather than including the option for the art to be provided on adjacent public land. This provides the opportunity for artworks to be meaningfully integrated into the overall project. It also means that artworks will be maintained by the landowner, significantly reducing ongoing maintenance costs for the City that would be incurred if artworks were to be located on public land.

However, in light of the Cockburn Coast Public Art Strategy, it is recommended that the Policy allow the possible location of artworks on adjacent/nearby public land where it is consistent with the Public Art Strategy.

This would allow the possibility for artworks that are identified in the Public Art Strategy to be directly delivered by a developer. For example, this may occur where a substantial development adjoins a street or an area of public open space where public art is identified in the Public Art Strategy.

#### Eligible Proposals

It is proposed that the types of eligible proposals for the Cockburn Coast percent for art contribution remain the same as the current applicable City-wide APD80, as follows:

1. *All development proposals for commercial (excluding industrial uses), civic, institutional, educational projects or public works of a value greater than \$1 million (one million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a maximum value of \$250,000) for the development of artwork which reflects the themes set out in the Cockburn Coast Place Making Strategy.*
2. *All development proposals for multiple dwellings of a value greater than \$2 million (two million dollars) are to set aside a minimum of one per cent (1%) of the total project cost (up to a*



*maximum value of \$250,000) for the development of artwork which reflects the themes set out in the Cockburn Coast Place Making Strategy.*

This is consistent with the majority of operational policies in Western Australia.

The built form of these types of major developments over \$1,000,000 has a significant impact upon the amenity of the surrounding public realm. Thus it is considered appropriate to request a Percent for Art contribution from major developments. The amount, or at least value of the art is generally proportionate to the scale of the development, and the cost of the art is proportionately minor in the context of the overall development.

However for multiple dwellings it is recommended that developments over \$2,000,000 be required to contribute, as developments of \$1,000,000 would only be around eight dwelling units, and not of a scale to warrant inclusion of artworks.

#### Required Contribution

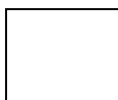
Consistent with APD80, it is recommended that eligible proposals be required to set aside a minimum of one per cent (1%) of the total project cost for the development of artworks. The total project cost for developments will be the value as indicated on the Application for Approval to Commence Development.

The one per cent contribution is generally consistent with the Western Australia State Government Percent for Art Scheme established in 1989, and the current percent for public art policies of other Western Australian local governments and redevelopment authorities. The percent contribution towards public art varies between countries, states and local authorities. However, most percent contributions fall between one and two per cent, with one per cent being most commonly adopted.

Consistent with APD80 it is recommended that there is a cap to the contribution (i.e. a maximum required contribution) of \$250,000. This is to ensure that once developments reach a certain value, the art contribution cost is not excessive. A maximum amount of \$250,000 is considered reasonable to allow the development of meaningful artworks without being an excessive cost.

#### Eligible Artworks

Consistent with APD80, suitable artworks pursuant to the Policy may include:



- \* building features and enhancements such as bicycle racks, gates, benches, fountains, or shade structures which are unique and produced by a professional artist;
- \* landscape art enhancements such as walkways or art features within a garden;
- \* murals, tiles, mosaics or bas-relief covering walls, floors and walkways. Murals may be painted or constructed with a variety of materials;
- \* sculpture which can be freestanding or wall-supported in durable materials suitable for the site;
- \* fibreworks, neon or glass art works, photographs, prints.

The following art projects are not considered suitable:

- \* business logos;
- \* directional elements such as supergraphics, signage or colour coding;
- \* "art objects" which are mass produced such as fountains, statuary or playground equipment;
- \* "off-the-shelf" art and/or reproductions; and
- \* landscaping or architectural elements which would normally be associated with the project.

Consistent with APD80 the Policy will require the artwork to be designed and produced by a professional artist, as defined by the Policy. To provide further clarification, it is also proposed that the Policy specifically state that artwork or architectural features designed by an architect, building designer or town planner are not considered suitable. This is because percent for art policies are specifically seeking the creative input and contribution of professional artists to complement the work undertaken by architects, town planners and other professionals.

The introduction of artworks is intended to provide new opportunities to celebrate a place, generate vibrancy, contribute to cultural identity and engage with the community, over and above the contribution of architects and town planners.

The artwork can be integrated into the exterior fabric of the building or functional infrastructure associated with the building (clearly visible from the public realm), or freestanding within the curtilage of the development, such as incorporated into landscaping. Artworks incorporated into the building's fabric could include stained glass window treatments; mural or mosaic walls, special inserts into the floor; shade structures; lighting design; or electronic installations.



It should be noted that standard components within many development budgets such as paving and lighting could be designed and constructed by an artist. Such items will already have an identified capital cost that could contribute towards Percent for Art obligations. Developers will be encouraged to consider how they will involve artists during initial planning stages.

If the artwork is of an abstract nature it can be incorporated into the building elements such as gates, but it must be presented in such a fashion as to be seen as an identifiable artwork not just an architectural feature.

The Cockburn Coast Public Art Strategy provides themes and guidance on types of artworks, including integrated artworks for each precinct which will guide proponents in selecting appropriate types of artworks.

#### Ownership and Maintenance of Artworks

Ownership of Public Art commissioned under this Policy will depend upon the location of the Public Art as follows:

- (a) Where situated on private property, the artwork is owned and maintained by the Owner.
- (b) Where situated on public property, the artwork is owned and maintained by the City, regardless of who coordinated the project.

#### Indicative Process

An indicative process for this proposed approach has been set out below, and would be set out in guidelines to assist proponents:

##### 1. Obtaining Development Approval: Condition Imposed

Development approval for eligible proposals will have a condition imposed which requires the proponent to obtain approval from the City for an artist to undertake an Art Project for the equivalent value of one per cent (1%) of the estimated total cost of the development, or to pay the equivalent as cash-in-lieu.

If the cash-in-lieu option is taken this will need to be paid to the City prior to the occupation of the building.





## 2. Prior to Building Licence: Engaging an Artist

For proposals of such a scale there would generally be pre-lodgement meetings, and developers will be encouraged to consider how artworks may be integrated in their development. This approach is consistent with the majority of Percent for Art Policies in Western Australia.

Prior to applying for a Building Licence the proponent will need to submit a preliminary Public Art proposal for the City's consideration in principle support.

The proponent or their art consultant will need to find an artist or artists to design and create the Public Art in consultation with City staff. They can either contact artists directly or go through an agency such as Artsource, a non-government agency established by the Artists' Foundation of Western Australia to help developers choose an appropriate artist.

The selected artist will submit a design concept, based on a written brief that gives them parameters such as the style, size and purpose of the development; preferred location of the artwork; time schedule and budget.

## 3. Obtaining the Building Licence: Formal Project Approval

Subsequent to entering into a contract with the artists the proponent will submit an 'Application for Art Work Design' to the City for approval. This will include the contract between the developer and the artist, full working drawings (including an indication of where the art work is located) and a detailed budget.

## 4. After the Building Licence has been issued: Fabrication and installation

Once the building licence has been issued, the artist can begin fabrication of the artworks, and installation is required prior to the first occupation of the building. A 'Notification of Artwork Completion' form will then be submitted to the City.

### Community Consultation

The draft Policy was advertised for public comment from 30 June 2015 to 21 July 2015, in accordance with the requirements of the Scheme. This included an advertisement in the Cockburn Gazette for two consecutive weeks.



All landowners in Cockburn Coast were sent a letter explaining the draft Policy and inviting comments.

Two submissions were received - from Main Roads WA and the Water Corporation. Main Roads stated that the policy is acceptable to them. The Water Corporation stated that they believe the Policy should not apply to infrastructure projects, particularly underground infrastructure.

The Policy is intended to apply to public works that have a physical presence, such as bridges, where artworks can be used to enhance the infrastructure. It was not intended to apply to services or utilities which will be delivering basic infrastructure throughout the area. It is therefore proposed that Clause (1)1 of the Policy be clarified to state that public works (excluding servicing and utilities) will be required to contribute pursuant to the Policy.

While Landcorp did not provide a formal submission, they have advised in writing that they do not object to the Policy.

### Conclusion

The Cockburn Coast Percent for Art Policy will assist in the delivery of artworks in accordance with the Cockburn Coast Public Art Strategy.

The criteria for eligible proposals and the percentage contribution are proposed to remain the same as APD80, with the key difference being the option for a cash-in-lieu contribution; and the possible location of artworks coordinated by the owner/applicant on adjacent public land where consistent with the Cockburn Coast Public Art Strategy.

It is therefore recommended that Council adopt the Cockburn Coast Percent for Art Policy with the minor change relating to public works, as included at Attachment 1 for final approval.

### Corporate Strategic Plan 2012 to 2022

The Cockburn Coast Percent for Art Policy is aligned to the Lifestyle and Aspiration Achievement Outcome of Council's Corporate Strategic Plan and the specific Service Commitment:

"To foster a sense of community spirit within the district generally and neighbourhoods in particular"

### **Strategic Plan/Policy Implications**

#### **Community & Lifestyle**

- Community environments that are socially cohesive and embrace diversity.



- Communities that take pride and aspire to a greater sense of community.
- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.
- Conservation of our heritage and areas of cultural significance

### **A Prosperous City**

- Promotion and support for the growth and sustainability of local businesses and local business centres.
- Creation and promotion of opportunities for destination based leisure and tourism facilities.

### **Budget/Financial Implications**

The Policy and proposed approach to requiring the provision of artworks for eligible developments will be managed within existing budgets.

Where situated on public property artworks will be owned and maintained by the City. Therefore the operation of this Policy in the Cockburn Coast area will generate the possible creation of artworks that are owned and maintained by the City. This will be accommodated within existing budgets for maintenance of public art.

### **Legal Implications**

The City of Vincent Percent for Art Local Planning Policy has been tested in the State Administrative Tribunal, and the planning condition requiring an art contribution in accordance with the Policy was found to be appropriate and reasonable.

### **Community Consultation**

The draft Policy was advertised in accordance with clause 2.5.1 of the Scheme which requires advertising for a minimum of 21 days, and a notice published in the newspaper for two consecutive weeks.

The City consulted with Landcorp, all landowners in the Cockburn Coast area, and other relevant agencies and organisations by sending them a letter explaining the proposal and inviting comments.

Landcorp advised that they do not object to the Policy. Main Roads stated that the Policy is acceptable to them; and the Water Corporation



recommended that Infrastructure Projects particularly below ground infrastructure should be excluded from these contributions.

If adopted by Council the Policy will come into effect on the day a notice of its adoption is published in the newspaper.

**Attachment(s)**

1. Local Planning Policy APD84 'Cockburn Coast Percent for Art'.
2. Schedule of Submissions

**Advice to Proponent(s)/Submissioners**

Those who made a submission have been advised that this matter will be considered at the 27 August 2015 DAPPS meeting.

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

Nil.

**10.4 (MINUTE NO 321) (DAPPS 27/8/2015) - PROPOSED AMENDMENTS TO LOCAL PLANNING POLICIES APD49 'RESIDENTIAL DESIGN CODES ALTERNATIVE DEEMED TO COMPLY PROVISIONS'; APD78 'HEALTH STUDIOS' & APD79 'EDUCATIONAL ESTABLISHMENTS (WORKPLACE TRAINING FACILITIES)' (182/001) (A LEFORT) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) in accordance with Clause 2.5.2 of the Scheme, adopt the proposed amendments to Local Planning Policies APD49 'Residential Design Codes Alternative Deemed to Comply Provisions', APD78 'Health Studios' and APD79 'Educational Establishments (Workplace Training Facilities)' for final adoption as shown in the attachments to the Agenda; and
- (2) publish a notice of its decision in accordance with Clause 2.5.3(a) of the Scheme.
- (3) advise those who have made a submission of Council's decision accordingly.



**COMMITTEE RECOMMENDATION**

MOVED Cllr S Portelli SECONDED Cllr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION****Background**

Amendments to the following Local Planning Policies were adopted by Council for the purposes of advertising in accordance with Clause 2.5.1 of the City's Town Planning Scheme No.3 (TPS 3) at its meeting held on 11 June 2015:

1. Policy APD49 'Residential Design Codes Alternative Deemed to Comply Provisions'
2. Policy APD78 'Health Studios'
3. Policy APD79 'Educational Establishments (Workplace Training Facilities)'

The policies were subsequently advertised and no comments were received during the advertising period.

**Submission**

N/A

**Report**

A summary of the proposed changes for each policy is provided below:

*APD 49 – Residential Design Codes Alternative Deemed to Comply Provisions*

- Providing further clarification regarding methodology for reduced front setback calculations being sought under Clause 5.1 of the R-Codes; and
- Introduction of a provision for outbuildings which will permit an outbuilding boundary wall up to 4m in length and 3m in height.

*APD 78 – Health Studios*

- Introduction of an Active Floor Space Area definition which differentiates the floor space of a health studio being used for active physical exercise excluding exercise machine areas;



- Introduction of an exercise machine definition;
- Introduction of a specific parking requirement for gymnasiums which is 1 bay per 3 machines plus 1 bay per 20m<sup>2</sup> of active floor space area and 1 bay per staff member;
- Introduction of a specific parking requirement for dance studios and boxing and martial arts classes 1 bay per 2 students plus 1 bay per staff member with a maximum number of students permitted being 1 per 20m<sup>2</sup> of active floor space;
- Introduction of a bicycle parking rate for Health Studios.; and
- Minor wording changes and clarification.

*APD 79 – Educational Establishments (Workplace Training Facilities)*

- Amendment to the title to remove the reference to workplace training as the policy will now include non-school based/tuition uses;
- Introduce a reference to non-school based education/private tuition programs throughout the policy;
- Introduction of clause referring to discretion for parking variations being sought for classes being held out of normal business hours which is consistent with Council's Local Planning Policy APD78 'Health Studios'; and
- Clarification of bicycle parking ratio.

**Strategic Plan/Policy Implications**

**Growing City**

- Development that is soundly balanced between new and existing areas.

**Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A



## Community Consultation

The modified policies were advertised in accordance with Clause 2.5.1 of TPS 3 and no submissions were received.

## Attachment(s)

1. Proposed amended Policy APD49 'Residential Design Codes Alternative Deemed to Comply Provisions'
2. Proposed amended Policy APD79 'Educational Establishments'
3. Proposed amended Policy APD78 'Health Studios'

## Advice to Proponent(s)/Submissioners

N/A

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

Nil.

### 10.5 **(MINUTE NO 322) (DAPPS 27/8/2015) - PROPOSED AMENDMENTS TO POLICY SPD1 'BUSHLAND CONSERVATION' (086/001) (D DI RENZO) (ATTACH)**

#### RECOMMENDATION

That Council adopt the proposed modifications to SPD1 'Bushland Conservation' as shown in the attachment.

#### COMMITTEE RECOMMENDATION

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

#### COUNCIL DECISION

## Background

The conservation of local bushland is an important issue for the local community. It is therefore important for the City of Cockburn to be mindful of this issue, and to strive to ensure that an appropriate



balance between development and the conservation of bushland occurs.

It is important that the City develops a strategic approach to dealing with the conservation, protection and management of local bushland within the District whilst also ensuring the recreational needs of the community are met.

To address this issue, SPD1 'Bushland Conservation' Policy was adopted in 1997 and subsequently reviewed 12 September 2013. In light of changes in policy framework, particularly at a state government level, it is recommended that a number of minor updates and changes be undertaken to the Policy.

These proposed modifications to SPD1 'Bushland Conservation' were presented to the 28 May 2015 DAPPS meeting, and the Committee resolved to defer the adoption of the Policy, as follows:

"That Council defer consideration of modifications to Policy SPD1 'Bushland Conservation' to the next DAPPS Meeting to allow City Officers to provide clarification in relation to the proposed Bushland Retention Strategy."

Reason for Decision: Deferral of consideration of this item allows City Officers to brief the Elected Members on the reasoning behind deletion of the reference to the proposed Bushland Retention Strategy in favour of a more streamlined evaluation process.

A detailed overview has been provided to Elected Members on 5 August 2015 on the reasons why the City has not prepared, and does not intend to prepare a Bushland Retention Strategy, and this is discussed further in this report.

### **Submission**

N/A

### **Report**

It is critical that SPD1 'Bushland Conservation' ("the Policy") reflects the objectives of Liveable Neighbourhoods in relation to public open space. In particular, the Policy should identify the importance of ensuring the recreational needs of the community are met in the provision of public open space.

Liveable Neighbourhoods states that public parkland should:





- \* *Provide a balance between conservation and active and passive recreational uses in district neighbourhood and local open space.*
- \* *Provide for district and neighbourhood parks for a combination of passive and active recreation.*

To ensure this occurs it is therefore recommended that the Policy be amended to include the following provision:

*The City will generally not accept small parcels of public open space that are wholly comprised of remnant bushland, unless it is of high conservation significance. Ideally bushland should form part of an area of public open space that includes other recreational and amenity functions to ensure the recreational needs of the future community are met. Notwithstanding this, all planning proposals need to demonstrate the provision of an adequate balance between active and passive public open space.*

It is also recommended that the 'Background' and 'Purpose' sections of the Policy be amended as follows:

- \* Emphasise the importance of achieving a balance between development and the conservation of bushland.
- \* Include reference to the following relevant policies that should be read in conjunction with the policy - SPD3 'Native Fauna Protection'; SPD5 'Wetland Conservation'; APD4 'Public Open Space'; APD20 'Incorporating Natural Areas in Public Open Space and/or Drainage Areas'; State Planning Policy 2.8 'Bushland Policy for the Perth Metropolitan Region'; and the Western Australian Planning Commission's 'Planning for Bush Fire Protection'; and Liveable Neighbourhoods Community Design Code.

### Bushland Retention Strategy

The development of a Bushland Retention Strategy was previously considered by the City to identify good quality bushland in areas that are yet to be developed, as a tool to assist in negotiating with developers.

However, the process of developing such as Strategy is lengthy, involved and expensive. The City of Kwinana spent a number of years developing a Strategy, with costs upward of \$30,000. Generally there is also a need for Council to commit funds to purchase land in some areas if large portions of landholdings are identified for retention.



Approximately three years ago the City had funds earmarked to develop a Strategy; however, Environmental Services decided not to proceed for the following reasons:

- \* Bushland Retention Strategies can be a valuable asset for Councils that still have large tracts of land still to be developed such as Wanneroo, Mundaring and Kwinana. In Cockburn there are limited areas with good quality bushland still available for development, with the exception of the southern suburbs. It was not deemed cost effective to develop a strategy at this stage of Cockburn's development.
- \* Negotiations with developers are generally more successful with large land owners such as Landcorp. The City has had good outcomes in recent times with Landcorp (Banksia Eucalypt Woodland), Stocklands (Banjup Quarry) and Gold Estates (Vivente) without having a Bushland Retention Strategy.
- \* The identification of important bushland currently occurs successfully through the structure planning process. City officers have a good understanding of where good quality bushland is located. The current process and requirement for flora surveys at the strategic planning stage helps determine with certainty where good quality bushland sites worthy of protection are located. Both Strategic Planning and Environmental Services are currently in a position to negotiate outcomes with specific developers prior to finalisation of structure plans.
- \* In smaller developments only small areas of bushland are generally available for retention. Small areas, under 1 hectare are generally very expensive to maintain. This POS allocation also needs to be balanced with the need for active POS areas which further restricts the ability to retain viable bushland sites.
- \* The City understands that Bushland Retention Strategies adopted by other Councils such as Kwinana and Mundaring have had little impact in having additional or good quality bushland preserved. Even with the Strategy there is still a need to provide POS areas for more active recreation, and there will always need to be a balance.
- \* Recent issues associated with Bushfire Risk and the need for hazard reduction zones has further compromised the ability to retain viable bushland areas. If a Bushland Retention Strategy had been developed three years ago it would not have included the requirement to consider Bushfire Risk and thus would have required review at further cost.



- \* Currently the State Government (Office of Premier and Cabinet) is undertaking a Strategic Assessment of the Perth and Peel Region ("SAPPR"). This process is designed to identify natural areas that are worthy of protection where development is not permitted. Development of a Bushland Retention Strategy would have been duplicating this process. SAPPR may also make Bushland Retention Strategies redundant. The City is currently contributing to the SAPPR process and has been identified as one of the pilot Councils that the SAPPR committee is working with.
- \* The City has developed a Natural Area Management Strategy. This Strategy identifies an approach to management of our existing natural areas and methods by which we can effectively manage them with our current funding allocation. Bushland Retention Strategies often do not account for the ongoing financial commitment required to effectively manage bushland.

It is for these reasons that it is recommended that provisions relating to the preparation of a 'Bushland Retention Strategy' be deleted from the Policy.

It is also recommended that clause 3(4) 'Purchase of Local Bushland' be renamed 'Privately owned bushland', and reworded as follows:

- (a) *The City will endeavour to support private landowners in pursuing practical mechanisms by which to secure the protection of locally significant bushland in perpetuity.*

Developers are expected to demonstrate through the structure planning and subdivision process that bushland has been considered. In the majority of circumstances where locally significant bushland is identified on private property the developer would need to demonstrate how the design of the structure plan or subdivision responds appropriately to this bushland, whilst balancing other considerations. For this reason it would only be in very rare circumstances that the City would consider purchasing privately owned bushland.

It is therefore recommended that this provision be reworded to clarify this situation, and to broaden the scope to allow the City to potentially also assist landowners by lobbying the state government to purchase significant bushland where deemed appropriate.

A number of other minor changes are also proposed throughout the Policy, shown in the attachment. These modifications are in line with the other changes outlined above.

In accordance with the Committee's resolution of 2 June 2015 DAPPS meeting, further information was provided that set out why the City



does not intend to prepare a Bushland Retention Strategy. A copy of this correspondence was circulated in the Elected Members Bulletin of 5 August 2015, and is also attached to this report.

### **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.

#### **Environment & Sustainability**

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A.

### **Community Consultation**

N/A.

### **Attachment(s)**

1. Proposed amended Draft Policy SPD1 'Bushland Conservation'.
2. Copy of advice sent to Elected Members.

### **Advice to Proponent(s)/Submissioners**

N/A.

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

Nil.



**11. FINANCE & CORPORATE SERVICES DIVISION ISSUES****11.1 (MINUTE NO 323) (DAPPS 27/8/2015) - PROPOSED AMENDMENTS TO POSITION STATEMENT PSFCS24 'CORPORATE CREDIT CARDS' (182/002) (N MAURICIO) (ATTACH)****RECOMMENDATION**

That Council adopt proposed amendments to Position Statement PSFCS24 'Corporate Credit Cards', as shown in the attachments to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0****COUNCIL DECISION****Background**

Regulation 11(1)(a) of the Local Government Financial Management Regulations 1996 require a local government to develop procedures for the authorisation and payment of accounts, which includes for the effective security and authorised use of credit cards.

Council adopted a Position Statement governing the use of credit cards in September 2002. This was last submitted to DAPPS for biennial review in November 2014 and was also amended at the June 2015 DAPPS meeting in response to an audit recommendation.

The latest proposed amendment allows for more flexibility in the determination of credit limits based on the demonstrated business need.

**Submission**

N/A

## Report

The guidelines attached to the Corporate Credit Cards Position Statement has been revised with the following changes:

1. Eliminate the additional credit card issued to the CEO that was being used by the Executive Assistant to pay for conference travel and accommodation costs for staff and Elected Members.
2. Increase the card limit the Director, Finance and Corporate Services is able to approve for non-listed staff positions from \$4,000 to \$10,000.

A restructuring of responsibilities within the Executive Support team requires a new credit card to be issued to the PA to the Mayor/Elected Members, as this role is now required to take over the booking of all EMs' conferences and travel. It is also proposed that the PA to the CEO be issued with a credit card to allow the Executive Support team to manage all staff related bookings for conferences and travel. A limit of up to \$10,000 for both these cards will ensure existing and future business requirements are able to be satisfactorily accommodated.

The increased limit of \$10,000 able to be approved by the Director, Finance and Corporate Services allows greater flexibility to meet ongoing business needs, without the need to seek constant amendment to the credit card Position Statement. The limit specified for Directors is also \$10,000 whilst the CEO has the highest limit at \$15,000.

It is deemed prudent for staff to have no more than one corporate credit card issued in their name. This aim is achieved with the removal of the CEO's second credit card and made possible by the restructured responsibilities within the Executive Support area.

## Strategic Plan/Policy Implications

### Leading & Listening

- A responsive, accountable and sustainable organisation.
- 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

N/A



**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

Proposed amended Position Statement PSFCS24 'Corporate Credit Cards'.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**12. ENGINEERING & WORKS DIVISION ISSUES**

**12.1 (MINUTE NO 324) (DAPPS 27/8/2015) - PROPOSED NEW POSITION STATEMENT PSEW23 '50 KM/H SPEED LIMIT REMINDER SIGNS' (182/002) (J MCDONALD) (ATTACH)**

**RECOMMENDATION**

That Council adopt the proposed new Position Statement PSEW23 '50km/h Speed Limit Reminder Signs', as shown in the attachment to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION**

## Background

As the State road authority, Main Roads Western Australia (MRWA) is the only authority in Western Australia permitted by law to erect permanent regulatory speed signs. It is MRWA standard policy to not install 50 km/h regulatory speed zone signs on local streets, as was the practise when the built-up area speed limit was 60 km/h.

MRWA permits Local Government Authorities to install warning (reminder) signs on local roads to remind motorists of the 50 km/h speed limit.

The purpose of this report is to adopt a Position Statement for the approval and installation of the 50km/h reminder signs to ensure their use complies with MRWA's requirements and is soundly based on accurate traffic speed data.

## Submission

N/A

## Report

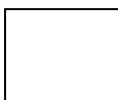
MRWA permits Local Government Authorities to install warning (reminder) signs on local roads to remind motorists of the 50 km/h speed limit, subject to the following requirements:

- The sign(s) installation being of a temporary nature.
- The sign design being consistent with MRWA Drawing No. 0348-1291, titled Warning Sign (Temporary).
- Before/after traffic surveys being done to assess the effectiveness of the warning sign installation.
- A maximum of 12 signs being installed at any one time by the Local Government Authority.

Whilst these signs have already been installed on some roads such as Elderberry Drive, South Lake and Glendale Crescent, Jandakot, it is desired that the approval and monitoring process be formalised to help officers respond to the current and future requests that the City receives for these signs.

As the number of signs that the City is permitted to use is limited to 12, it is prudent that criteria are adopted to determine where the installation of the reminder signs will be considered. The following criteria are proposed for this purpose:

- Where traffic surveys confirm that the operating speed(s) on the subject road is at least 10km/h over the speed limit; and either





- The subject road has a residential land use and/or contains an area of high pedestrian activity; or
- The road is classified as a Local Distributor road in the City's Functional Road Hierarchy, or is an Access road assessed by City officers as having a problem with 'rat-run' or non-local traffic.

Note that where traffic surveys identify that the operating speed of a road is more than 10km/h above the speed limit for that road, it is standard practice for officers to report that to the WA Police for their enforcement efforts. This arrangement between Local Government Authorities and the WA Police has been formalised by WALGA as Local Government Speed Enforcement Program.

The signs are typically installed near each end of the subject road, facing traffic entering the road. Additional signs are installed approximately half-way along the road. It is important, though, that the use of the signs is continued into the future only if it can be demonstrated that the signs are reasonably effective at increasing motorist compliance with the 50km/h speed limit that applies to built-up area roads.

Traffic data collected by before/after traffic surveys on Elderberry Drive recorded a difference of only 1-2 km/h, when a difference in vehicle speed was actually recorded, suggesting that the signs have no benefit in increasing motorist compliance with the speed limit. The monitoring process detailed in the Position Statement will provide a suitable methodology to accurately measure the effectiveness of the signs and allow a decision to be made by the end of 2017 as to whether the signs should be continued to be used.

## **Strategic Plan/Policy Implications**

### **Community & Lifestyle**

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

### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Moving Around**

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



**Budget/Financial Implications**

The approval, installation and monitoring of 50 km/h reminder signs is funded by the City's existing operational budgets and adoption of the position statement would have no increased financial implications.

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

Proposed new Position Statement PSEW23 '50KM/H Speed Limit Reminder Signs'.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**12.2 (MINUTE NO 325) (DAPPS 27/8/2015) - PROPOSED AMENDMENTS TO DELEGATED AUTHORITY LGAEW1 'LOCAL LAWS - PARKING CONTROLS' (086/003) (JMCDONALD) (ATTACH)**

**RECOMMENDATION**

That Council adopt the proposed amendments to Delegated Authority LGAEW1 'City of Cockburn (Local Government Act) Local Laws – Parking Controls', as shown in the attachments to the Agenda.

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**



<b>COUNCIL DECISION</b>
-------------------------

### Background

The City's Delegated Authority for Local Laws – Traffic and Vehicles currently grants the Manager Engineering the *“authority to approve zones and times for prohibition or standing by vehicles on public roads pursuant to the Local Laws (Parking and Parking Facilities)”*.

As part of the annual review of the City's delegated authorities, policies and position statements applicable to Engineering Services it has been identified that the delegated authority would benefit from a number of amendments so that its scope is more relevant to the City's current operations and the implementation conditions/guidelines are clearer.

### Submission

NA

### Report

The control of parking on roads is an important aspect of managing the City's road network. Parking controls are used for safety reasons, to ensure roads continue to operate unobstructed and to ensure that vehicle parking functions effectively for the target user.

The City's Engineering Services section design the installation/modification of parking controls on the City's roads with reference to Australian Standard 1742.11: Manual of uniform traffic control devices – Parking controls, the City's Parking and Parking Facilities Local Law, and the Western Australian Road Traffic Code 2000. The need for new or amended parking controls for the safe and efficient management of roads is generally based on officer identified needs and requests from the community and Rangers Services.

The parking signs and pavement markings needed to designate and allow enforcement of the parking controls are installed by the City's Building Maintenance officers (for signs) and contractors (for pavement markings). Parking controls are then monitored and enforced by the City's Rangers and Parking Officer.

The proposed changes to the existing Delegated Authority include:



	<b>Change</b>	<b>Reason</b>
1	Amend the title to be City of Cockburn (Local Government Act) Local Laws – Parking Controls	To more accurately reflect the scope of the Delegated Authority.
2	Replace “zones and times for prohibition of parking or standing by vehicles on public roads” with the more generic <i>“the installation or modification of parking controls for the management of vehicle parking on public roads, reserves or any City owned or managed facility..”</i>	To more accurately reflect the scope of the Delegated Authority.
3	Replace “Comprehensive data relative to each proposal to authorise parking controls under these provisions must..” with <i>“A suitable level of information to support the proposal for the installation/modification of parking control shall..”</i>	The need to provide comprehensive data for minor works is unnecessary.
4	Delete “..upon request and..”	The Authorising Officer should not have to request the background information justifying the proposed parking controls, it should be automatically provided by the requesting officer as part of the approval process;
5	Minor amendments to replace some plural terms with singular terms	Grammatical changes.
6	Amend the consultation requirements by separating low impact works, for which consultation should be unnecessary, from high impact work, for which consultation is appropriate and clarify the extent of that consultation	The existing wording could be taken to mean that the City needs to inform every landholder along say Spearwood Avenue which is more than 6 kilometres long, even if parking signs are planned to be erected outside a single property.
7	Delete “Prior to any approvals being issued under these provisions.	Removal of unnecessary wording.
8	Add “occupier” to the consultation condition	The landholder may not be occupying the property and this will ensure that consultation includes people most affected by any changes to parking controls.
9	Amend the wording about who the City informs to relate it directly to properties that have vehicle access to the section of road where the parking controls are proposed for.	There will be situations where a property may have a frontage to a road but not direct vehicle access (such as on a distributor road) and the parking controls have no relevance to them.



	<b>Change</b>	<b>Reason</b>
10	Amend where transactions using the delegation are recorded to be the Recording of Delegated Decisions Register.	To ensure that all transactions are recorded in the correct location.
11	Add the Director Engineering & Works position to the Sub-Delegates.	To allow the Director Engineering & Works to approve changes to parking controls, when necessary.
12	Amend the Manager Engineering position title to be Manager Engineering Services	Correction of Position title.

Engineering Services officers have conducted internal consultation about the wording of this delegated authority with:

- key Community Services staff who are responsible for the monitoring and enforcement of parking controls in the City, and
- the City's Asset Management and Parks Services managers as the scope of the delegated authority is proposed to extend from public roads to include all reserves and City owned or managed facilities.

### **Strategic Plan/Policy Implications**

#### **Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.
- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

#### **Moving Around**

- An integrated transport system which balances environmental impacts and community needs.

### **Budget/Financial Implications**

The implementation of parking controls in the City is funded by operational budgets and the proposed changes to the delegated authority have no additional financial implications.

### **Legal Implications**

The proposed amendments provide clarification to the scope and application of the delegated authority and will ensure that all parking controls that are installed by the City have the appropriate approval.



One benefit of this is that it will reduce the likelihood of any parking infringements being dismissed on a technicality in court, which avoids wasting the time of officers who issue the infringement and attend court.

**Community Consultation**

N/A

**Attachment(s)**

Proposed amended Delegated Authority LGAEW1 'City of Cockburn (Local Government Act) Local Laws – Parking Controls'.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**12.3 (MINUTE NO 326) (DAPPS 27/8/2015) - REVIEW OF ENGINEERING AND WORKS DELEGATED AUTHORITIES, POLICES AND POSITION STATEMENTS (086/003, 182/001 182/002) (A LEES/J KIURSKI/D VICKERY/M HAYNES) (ATTACH)**

**RECOMMENDATION**

That Council adopt the Engineering and Works Delegated Authorities, Policies and Position Statements, as shown in the report and attachments to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL**

**COUNCIL DECISION**



## Background

In accordance with the annual review of Council Delegated Authorities, Policies and Position Statements relevant officers have reviewed the Delegated Authorities, Policies and Position Statements and are presented for adoption.

## Submission

N/A

## Report

The Engineering and Works Policy AEW3 'Street Lighting' and Position Statements PSEW10 'Graffiti & Vandalism Response – Council Property' and PSEW20 'Graffiti Response – Non-City Owned Property' are presented for Committee consideration, as there are minor administration changes as follows:

Policy Number	Original Text	Amended Text	Reason for Change
AEW3	Under Heading <b>Policy</b> , Item (5) \$30,000 & Item (6) \$3,000	(5) \$65,000 (6) \$6,500	Increase in Western Power's fees & charges
PSEW10	Under Heading <b>Position</b> , Item (7) Building Maintenance	(7) Road Services	Change of City's Service provider
PSEW20	Under Heading <b>Position</b> , Item (9) Ranger Services & Item (11) Safer City	(9) Road Services (11) Road Services	Change of City's Service provider

The following Engineering and Works Delegated Authorities, Policies have been reviewed and there are no changes recommended, and are presented for Committee consideration:

### Delegated Authorities – Pursuant to Administrative Council Policies

1. AEW1 'Street verge Improvements Engineering & Works'
2. AEW2 Kerbside House Numbers '
3. AEW4 'Installation of Playground/Recreation Equipment on Reserves Engineering & Works '
4. AEW5 'Landowner Biodiversity Conservation Grant Program Engineering & Works'
5. AEW 6 'Promotional Street Banners'

6. AEW8 'Submission & Comment on Environmental Approvals & Matters'
7. AEW 9 'Internally Illuminated Directional Signs'

Delegated Authorities – Pursuant to Strategic Council Policies

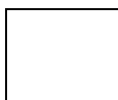
1. SEW1 'Maintenance of Verges & Public Open Space (POS) following Residential Subdivision Engineering & Works'
2. SEW2 'Street & Public Area Lighting'
3. SEW3 'Traffic Management Investigation'

Policies – Administration/Strategic

1. AEW1 'Street Verge Improvements'
2. AEW2 'Kerbside House Numbering'
3. AEW4 'Install of Playgrounds / Recreational Equipment on Reserves'
4. AEW5 'Landowners Biodiversity Conservation Grant Program'
5. AEW6 'Promotional Street Banners'
6. AEW7 'Establishment of Community Gardens'
7. AEW8 'Temporary Road Closures'
8. AEW9 'Internally Illuminated Directional Signs'
9. AEW10 'Submission & Comment on Environmental Approvals & Matters'
10. AEW11' 'Open Space Lighting'
11. SEW1 'Maintenance of Verges/POS Following Residential Subdivisions'
12. SEW2 'Street Public Area Lighting'
13. SEW3 'Traffic Management Investigation'
14. SC 39 'Asset Management'

Position Statements

1. PSEW2 'Advertising on Litter Bins & Bus Stop Seats'
2. PSEW3 'Conditions for Contractors Opening Up Road Works'
3. PSEW7 'Street Name Plates'
4. PSEW5 'Construction of Footpath'
5. PSEW11 'Subdivision Construction Standards'
6. PSEW12 'Standard Specification & Cost of Crossovers'
7. PSEW15 'Removal & Pruning of Trees'
8. PSEW14 'Portable Signs in Streets, Ways and Reserves'
9. PSEW17 'Outdoor Sport Lighting on Recreation Reserves'
10. PSEW16 'Unkempt Verge Mowing'
11. PSEW18 'Trees on Privately Owned Land'
12. PSEW19 'Shade to Playgrounds on Recreation Reserves'
13. PSEW21 'Trailer Passes'
14. PSEW22 'Streetscape Bonds'





## **Strategic Plan/Policy Implications**

### **Infrastructure**

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

### **Environment & Sustainability**

- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.
- Greenhouse gas emission and energy management objectives set, achieved and reported.

### **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.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

1. Policy AEW3 'Street Lighting'
2. Position Statement PSEW10 'Graffiti & Vandalism Response – Council Property'.
3. Position Statement PSEW20 'Graffiti Response – Non-City Owned Property'.

### **Advice to Proponent(s)/Submissioners**

N/A



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

Nil.

**13. COMMUNITY SERVICES DIVISION ISSUES**

Nil

**14. EXECUTIVE DIVISION ISSUES**

**14.1 (MINUTE NO 327) (DAPPS 27/8/2015) - REVIEW OF POSITION STATEMENT PSES11 'STRUCTURE FOR ADMINISTERING THE CITY OF COCKBURN' (182/002) (M TOBIN/D GREEN) (ATTACH)**

**RECOMMENDATION**

That Council adopt the proposed amendments to PSES11 'Structure for Administering the City of Cockburn', as shown in the attachments to the Agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr S Portelli SECONDED Clr L Wetton that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION**

**Background**

The Position Statement PSES11 Structure for Administering the City of Cockburn provides for changes to the City's structure when the City "embarks on new business opportunities, divests itself of service functions or when there is a need to reorganise functions into different units for better management."

**Submission**

N/A



## Report

The announcement that local government reform would not occur was an opportunity for a review of the City's current structure. A consultant was engaged to facilitate discussions with senior management in regard to the current organisational structure, agreement to any proposed adjustments and prioritisation of changes. Any changes had to be financially sustainable and administratively efficient.

There are no changes required to the wording of the Position Statement but there are changes to the actual structure as shown in the Organisation Chart. Those changes are:

### Executive Services Division:

1. Creation of a new role, Executive Manager Strategy and Civic Support to support the Chief Executive Officer in the development of strategy, corporate planning and civic support.
2. Creation of a new Service Unit – Civic Support to co-ordinate support of civic and ceremonial functions. This unit will be operated by a Civic Support Co-ordinator and include the Amenities Officers (Caretakers) and Executive Supported Wage Crews.

### Planning and Development Services Division:

1. Consolidation of the leasing function by moving a position of Community Leasing Officer from Community Services Business Unit to the Strategic Planning Business Unit.

### Governance and Community Services Division:

1. Consolidation of community development functions by moving the Community Development Service Unit from Community Services Business Unit to Human Services Business Unit.
2. Renaming the Human Services Business Unit to Community Development and Services Business Unit to better reflect its role.
3. Consolidation within the Community Development Business Unit by merging existing units into three Service Units – Childcare and Seniors, Family and Community Development and Youth Services.
4. Renaming the Community Services Business Unit to Recreation and Community Safety Business Unit to better reflect its role.



5. Restructuring the Corporate Communications Business Unit to reflect three Service Units – Customer Service, Events and Culture; and Communications and Marketing.
6. Restructuring the Library Services Business Unit to reflect four Service Units – Branch Library Services, Digital Services, Adult Services and Young People Services.

### **Strategic Plan/Policy Implications**

The new structure will facilitate the development of the Strategic Community Plan 2016 – 2026 and beyond. The new structure retains four Divisions plus the Executive Unit.

### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A skilled and engaged workforce.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Budget/Financial Implications**

The cost implications of this policy change have been budgeted for in the financial year 2015-16.

### **Legal Implications**

Section 5.2 of the Local Government Act 1995 refers.

### **Community Consultation**

N/A

### **Attachment(s)**

1. Current Position Statement PSES11 'Structure for Administering the City of Cockburn'.
2. Proposed amended to PSES11 'Structure for Administering the City of Cockburn'.

### **Advice to Proponent(s)/Submissioners**

N/A



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

Nil;

**15. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN****15.1 (MINUTE NO 328) (DAPPS 27/8/2015) - PROPOSED MOTION RELATING TO OLPD33 'TOWN PLANNING SCHEME NO.3 - DEVELOPMENT CONTROL' (182/001) (A LEFORT) (ATTACH)****RECOMMENDATION**

That Council defer its review of Delegated Authority OLPD33 'Town Planning Scheme No.3 – Development Control', to the DAPPS Committee meeting on 26 November 2015, in order to allow a full and detailed report to be prepared on the implications of any potential amendments.

**COMMITTEE RECOMMENDATION**

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr S Portelli that the recommendation be adopted.

**CARRIED 4/0**

**COUNCIL DECISION****Background**

Cllr Reeve-Fowkes has moved the following Notice of Motion to be considered at the Delegated Authorities, Policies and Positions Statements (DAPPS) Committee:

*The delegated authority for point 1.4 should be reinstated as per the previous version which reads:*

*The authority to approve Detailed Area Plans, pursuant to clauses 6.2.15 and 6.2.16 for the City of Cockburn Town Planning Scheme No 3, other than those for Cockburn Central (Town Centre) and Port Coogee Structure Plan areas and any development which creates a yield greater than twenty dwellings, all of which are to be referred to Council.*

*Reason:*

*Council previously had oversight of developments of this nature and now seeks to reaffirm these matters are to be brought before full Council.*

With regards to the abovementioned Detailed Area Plans (DAPs), prior to November 2013, Council delegated approval of DAPs to Statutory Planning staff except for those covering Cockburn Central Town Centre (CCTC) and the Port Coogee development which were all required to be determined by Council. In November 2013 the DAPPS Committee resolved to amend the delegation relating to Council's Statutory Planning functions (APD54), effectively allowing the determination of DAPs for CCTC and Port Coogee to be undertaken by Statutory Planning staff. The following rationale for amending the delegation was provided as part of the report:

*Removal of the exclusion for Detailed Area Plans ("DAP") applicable to Cockburn Central (Town Centre) and Port Coogee Structure Plan areas. The Cockburn Central Town Centre DAP has been completed however at times requires minor modifications which are easily able to be undertaken by staff and would provide for a more effective approval process.*

*Similarly, DAPs for the Port Coogee Local Structure Plan area require Council determination. Since the Port Coogee Local Structure Plan (LSP) was first endorsed by the Western Australian Planning Commission, 24 DAPs in the Port Coogee area have been approved by Council in accordance with the Officer's recommendations. The majority of the Port Coogee area is covered by approved DAPs and therefore having Council to continue to determine the DAPs, particularly where there are no changes to the officer's recommendations would provide for a more effective approval process.*

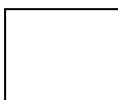
It should be noted that in May 2015, the DAPPS Committee resolved to delete delegation APD54 and replace it with OLPD33 (attached). Point 1.4 referred to in the proposed Notice of Motion is Clause 1(a).

**Submission**

N/A

**Report**

The proposed Notice of Motion to amend the delegation in relation to DAPs within the CCTC area is not considered necessary. There is only one DAP which currently applies to this area which was formally approved by Council in 2007. There has only ever been one modification to this DAP, which occurred in 21013, following a major



review. Given the CCTC area almost fully built out, with only Lot 7 (Council's site) and the PTA car parking sites remaining, it is highly unlikely that the DAP will require any further modification.

There are a number of individual DAPs covering the Port Coogee area, mainly covering the single residential subdivisions. The majority of these have already been formally approved by Council prior to November 2011. There will potentially be several more DAPs required for single residential subdivision at the northern end of the estate area which, if the delegation was amended would require determination by Council. In addition, any modifications to the existing approved DAPs would also require determination by Council. The potential impact of the change to the delegation would have to be assessed in more detail.

A more crucial part of the proposed Notice of Motion, is the intention to remove delegation for the determination any planning proposal that creates a yield greater than 20 dwellings across the entire City of Cockburn. The outcome of such an amendment could have significant implications on determination timeframes for planning applications and also on resourcing and staffing within the Statutory Planning Services unit.

Given the proposed Notice of Motion was only lodged within seven days of the DAPPS meeting, the City's officers have not had sufficient time to properly ascertain the impact of the proposed change on application processing times and staff resourcing. It should be noted that it has never previously been the case that developments of this nature were brought to full Council for determination (except where the proposal required neighbour consultation and objections were raised that cannot be resolved or where elected members requested the matter be referred to Council) which is still the subject of the delegation Policy OLPD 33 (Condition 2).

It is therefore recommended that a consideration of this proposed Notice of Motion be deferred until the next DAPPS Committee meeting to be held on 26 November 2015, to enable a full and detailed report on the potential impact of the proposed modifications to be prepared.

## **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.



**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)**

OLPD33 'Town Planning Scheme No.3 – Development Control'.

**Advice to Proponent(s)/Submissioners**

N/A

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

Nil.

**16. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**

Nil

**17. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS**

Nil

**18. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

Nil

**19. CONFIDENTIAL BUSINESS**

Nil





**20 (DAPPS 27/8/2015) - CLOSURE OF MEETING**

6.22 pm.

**CONFIRMATION OF MINUTES**

I, ..... (Presiding Member) declare that these minutes have been confirmed as a true and accurate record of the meeting.

Signed: ..... Date: ...../...../.....



<b>POL</b>	<b>ELECTION OF MEMBERS TO EXTERNAL BOARDS, PANELS OR COMMITTEES</b>	<b>AC5</b>
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<b>POLICY CODE:</b>	AC5
<b>DIRECTORATE:</b>	Executive Services
<b>BUSINESS UNIT:</b>	Executive Support
<b>SERVICE UNIT:</b>	Executive Support
<b>RESPONSIBLE OFFICER:</b>	Director, Governance & Community Services
<b>FILE NO.:</b>	182/001
<b>DATE FIRST ADOPTED:</b>	
<b>DATE LAST REVIEWED:</b>	
<b>ATTACHMENTS:</b>	N/A
<b>DELEGATED AUTHORITY REF.:</b>	AC3
<b>VERSION NO.</b>	1

<b>Dates of Amendments / Reviews:</b>	
DAPPS Meeting:	2 June 2015
OCM:	11 June 2015

## BACKGROUND:

Council is regularly requested to nominate candidates for external Boards, Panels and Committees whose functions are integral, or otherwise of relevance, to local government. Where possible, these appointments will take place following the biennial Council elections cycle in accordance with Policy SC29 “Elected Members Representing Council on External Committees”. However, where appointments are required to be confirmed outside of this timeframe, it is necessary for Council to select a suitable candidate or candidates on an as required basis.

## PURPOSE:

To expedite and streamline the process of nominations by elected members for appointment to various external organisations which have relevance to the functions of the City of Cockburn.

## POLICY:

- (1) Upon notification to the Chief Executive Officer (CEO) of any request from an external organisation for Council to nominate an elected member representative or representatives to that organisation, the CEO is to advise all elected members of the request as soon as practicable following the notification, seeking expressions of interest for the position/s.

POL	ELECTION OF MEMBERS TO EXTERNAL BOARDS, PANELS OR COMMITTEES	AC5
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- (2) The advice from the CEO will contain as much information as possible related to the vacancy, including such details as frequency / timing of meetings and whether remuneration to members is applicable, to enable elected members to consider their interest and suitability for the position/s sought.
- (3) The CEO will advise that formal nominations from elected members wishing to be considered for the relevant role/s can be submitted to the Executive Services Unit and this advice will include the dates and times that nominations will open and close and whether any necessary supporting information or documentation is required to accompany their nomination, and- provide a copy of the completed nomination form and any supporting information or documentation provided by the Elected Member(s) to all Elected Members prior to the meeting.
- (4) Each Elected Member who has nominated to be provided with up to two minutes at the relevant Council Meeting to present their case for being elected to the vacancy that is before Council.
- (5) Elected Members to vote on the nominations before them if there is more than one nomination, when called upon to do so by the Presiding Member.~~Whichever process is applied by the CEO, the final outcome can only be approved by decision of Council.~~
- (6) If there is a majority vote for one or more Elected Member or Members a resolution of Council is then required to appoint the Elected Member or members, as the case may be, to the position or positions.

DA	ELECTION OF MEMBERS TO EXTERNAL BOARDS, PANELS OR COMMITTEES	AC3
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DELEGATED AUTHORITY CODE:	AC3
DIRECTORATE:	Executive Support Department
BUSINESS UNIT:	Executive Services
SERVICE UNIT:	Executive Services
RESPONSIBLE OFFICER:	Chief Executive Officer
FILE NO.:	086/003
DATE FIRST ADOPTED:	
DATE LAST REVIEWED:	
POLICY REF.:	AC5
VERSION NO.	1

Dates of Amendments / Reviews:	
DAPPS Meeting:	2 June 2015
OCM:	11 June 2015

#### FUNCTION DELEGATED:

The authority to determine the most appropriate methodology to administer the selection of elected members to external Boards, Panels or Committees.

#### CONDITIONS/GUIDELINES:

- ~~1. As far as it is practicable to do so, the procedure nominated by the CEO must enable equality of access for all Elected Members to participate.~~
- ~~1. The Mayor, if not a candidate, is to be consulted prior to the advice on the selected procedure being circulated to Councillors.~~
  - ~~1. As provided in Council Policy AC5 (1) – (3)~~
- ~~2.~~
- ~~3.~~ 2. All transactions utilising this delegation are to be recorded in the Recording of Delegations Decision Register by the officer responsible for initiating the action taken, or by another officer under the direction of the initiating officer.

#### AUTONOMY OF DISCRETION:

As provided under conditions

#### LEGISLATIVE REQUIREMENTS/COUNCIL POLICY:

Council Policy AC~~4~~5 "Election of Members to External Boards, Panels and Committees" refers.

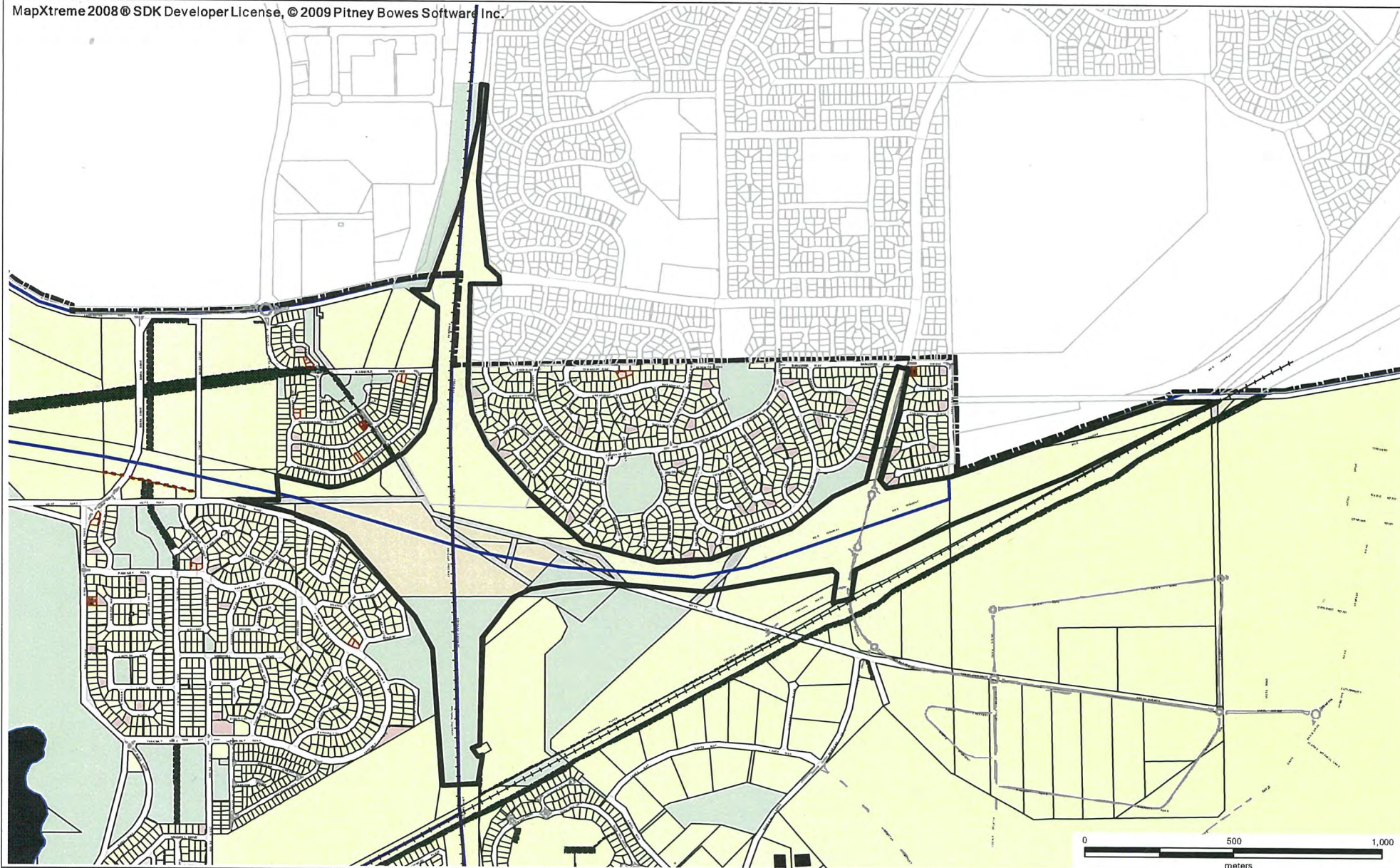
#### DELEGATE:

Chief Executive Officer

#### DELEGATE/S AUTHORISED:

Nil





0 500 1,000  
meters

NORTH



**City of Cockburn**  
G.I.S Services Department

**PLAN OF PROPOSED ROAD DEDICATION  
KWINANA FREEWAY ROE HIGHWAY KAREL AVE**

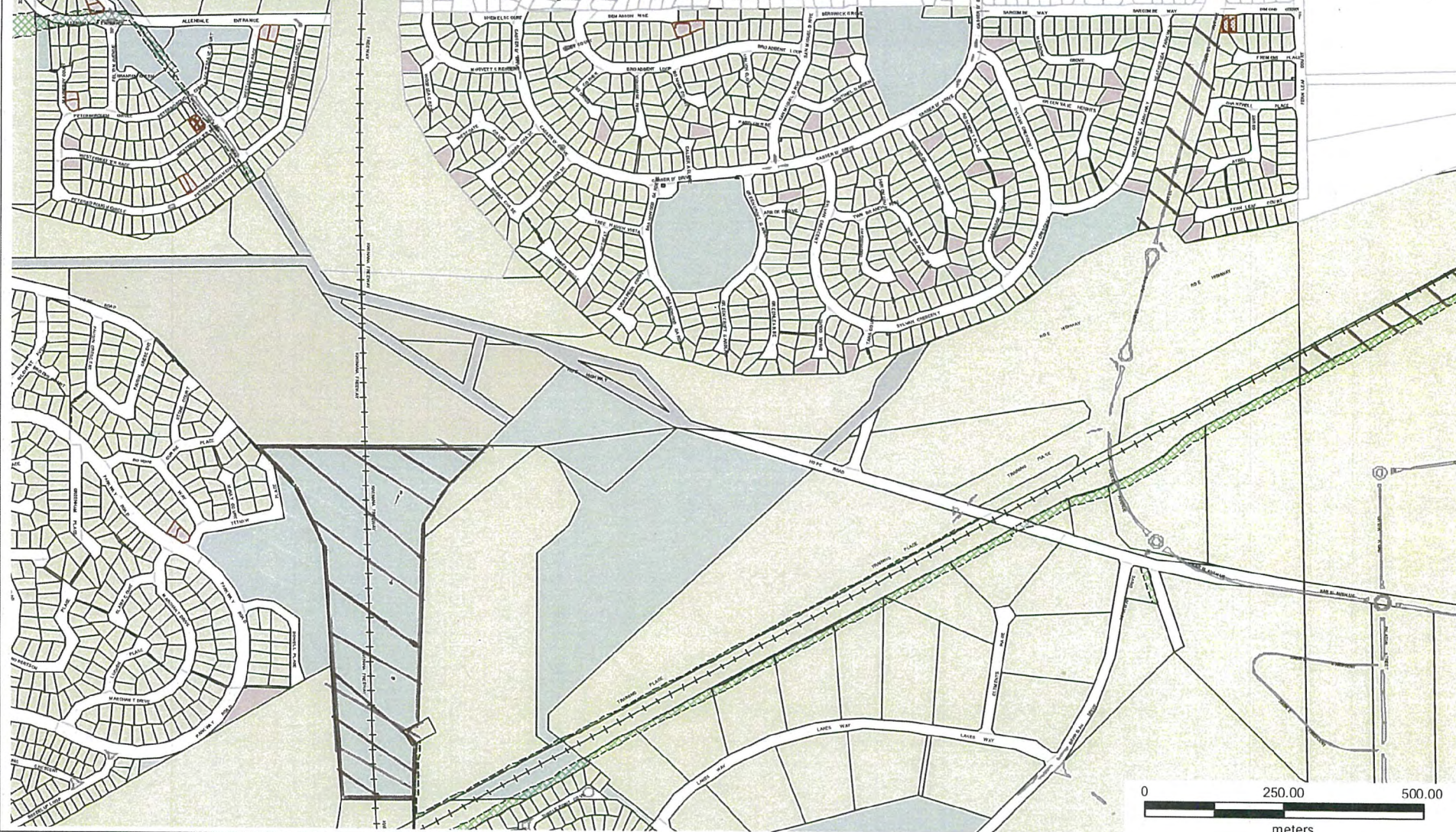
PRINTED ON: Tuesday, 1 September 2015

SCALE = 1:12356

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**City of Cockburn**  
G.I.S Services Department

**KWINANA FREEWAY  
ROAD DEDICATION  
PLAN 1**

PRINTED ON:  
Monday, 17 August 2015

SCALE = 1:10000

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**NORTH**





ABN: 50 860 676 021

Enquiries: Richard Wolski 9323 4207  
Our Ref: 03/7659-02  
Your Ref: 9701 (TE)

08 November 2013

Chief Executive Officer  
City Of Cockburn  
PO Box 1215  
BIBRA LAKE DC WA 6965

ATTENTION: KEVIN SIM

Dear Kevin

**DEDICATION OF ROE HIGHWAY, KAREL AVENUE AND KWINANA FREEWAY,  
ROAD CLOSURES AND THE CREATION OF CONSERVATION RESERVES**

Thank you for meeting with me.

To finalise land dealings on the Roe 7 project, Deposited Plans 55528 and 55544 have been prepared creating the land parcels that meet the projects obligations for creating Roe Highway and associated conservation reserves.

Within the City of Cockburn the following items require Council resolutions to achieve these objectives.

**Resolution supporting the dedication of the land as Roe Highway, Karel Avenue and Kwinana Freeway**

The City of Cockburn's resolution is required for the dedication of the land contained in Lot 956 as Roe Highway, Lot 970 as Karel Avenue and Lot 1004 as Kwinana Freeway. It would be appreciated if Council can consider the matter at its next meeting and provide the following statement in its letter of concurrence to satisfy the requirements of the Department of Lands:-

*"Council at its meeting of (date) concurred to the dedication of the land contained in Lots 956 and 970 on Deposited Plan 55528 and Lot 1004 on Deposited Plan 55544 and contained within the City of Cockburn, as road under Section 56 of the Land Administration Act".*

The Commissioner of Main Roads will indemnify the City and the Minister for Lands against any claims or costs associated with this process.

**Agreement to the creation of reserves for conservation and management by City**

Lots 960, 961, 963 & 965 on DP55528 and Lot 950 on DP55544 as shown bordered green, identify the land from the project that needs to be created for conservation purposes as follows;



- Lot 960 has been identified for conservation as remnant bushland. It is acknowledged that this land is an isolated remnant and the ongoing management of the land would have some issues in relation to its' location and access, but Main Roads is prepared to work with the City to try and resolve these problems if at all possible. ABN: 50 860 676 021
- Lots 950 & 961 have been identified to be created and managed as a conservation reserve. The land is situated on the south side of the Roe Highway and would be consistent with any future restructure of Local Authority boundaries. The land also has significant conservation value and would provide a natural buffer between Roe Highway and the Western Power land to the south east. Main Roads is prepared to work with the City in relation to providing practical access to the land to enable the ongoing maintenance and management of the reserve.
- Lot 963 has been identified to be created and managed as a conservation reserve. It is acknowledged that the land is a small remnant parcel situated on the north side of the Roe Highway and logically, it should be included into the adjoining John Connell Reserve and managed by the City of Melville. The current Local Authority boundary prohibits this action from occurring and a practical solution will need to be found to resolve the ongoing management of this land.
- Lot 965 has been identified to be created and managed as a conservation reserve. The land is a sizeable portion, having significant conservation value and provides a natural buffer between Roe Highway and the railway corridor.

#### **Closure of redundant local road**

Portion of road reserve shown as Lot 706 on sheet 11 of DP55528, being the dedicated but redundant section of Dundee Street, needs to be closed to facilitate its' amalgamation into Lot 965, which has been earmarked for conservation purposes.

Can Council at the same meeting similarly resolve to the closure of the road reserve shown as Lot 706 pursuant to sec 58 of the Lands Administration Act?

Main Roads will accept all costs associated with this process.

To meet these objectives and to satisfy the Dept. of Lands procedural requirements, a Council resolution agreeing to the acceptance of this land for inclusion into and management as conservation reserves is also required.

It would be appreciated if Council can consider these requests at the earliest opportunity.

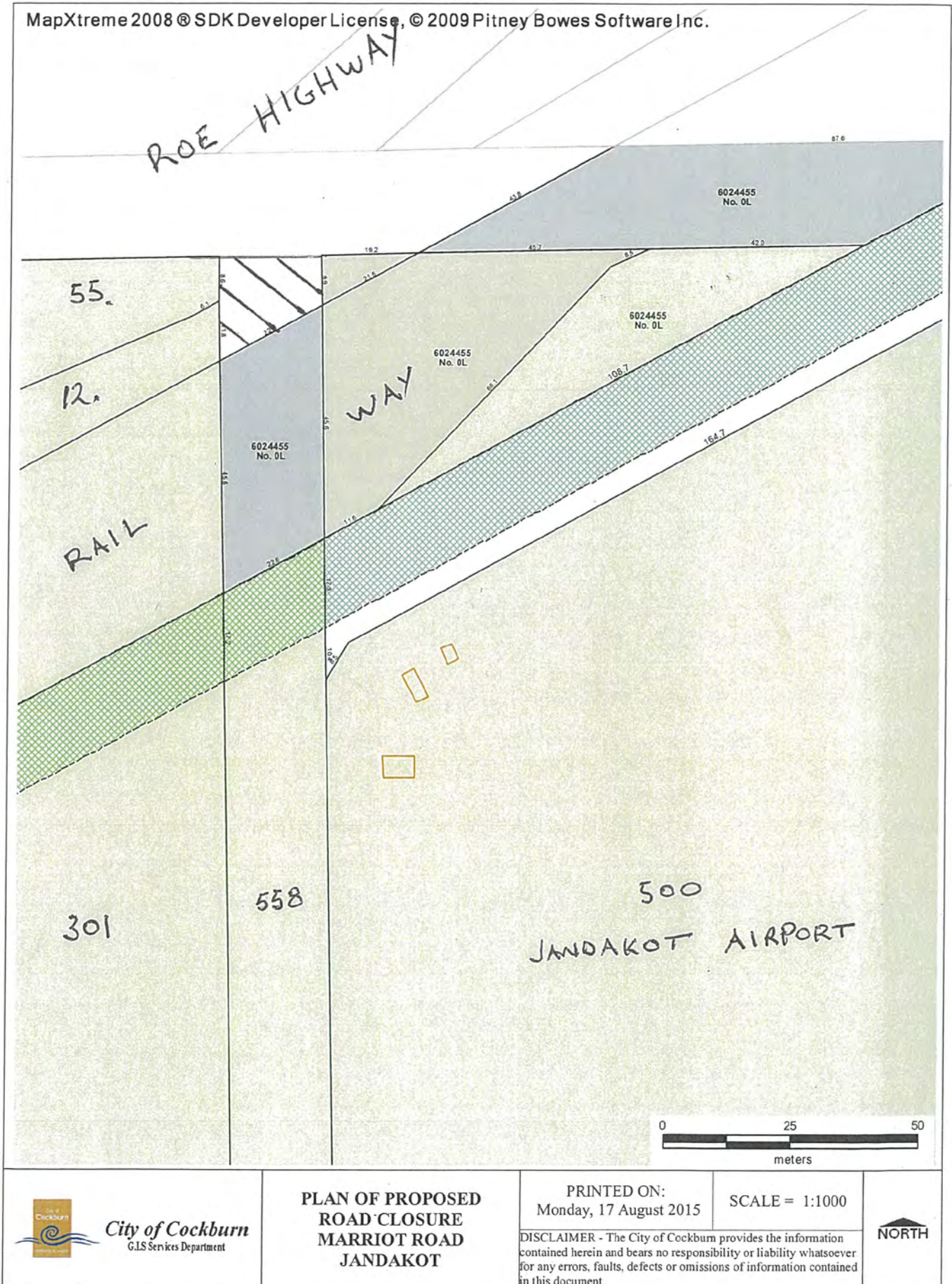
I look forward to your response and if you require any further information please contact myself on 9323 4207.

Yours faithfully

  
Richard Wolski  
Land Administration Manager

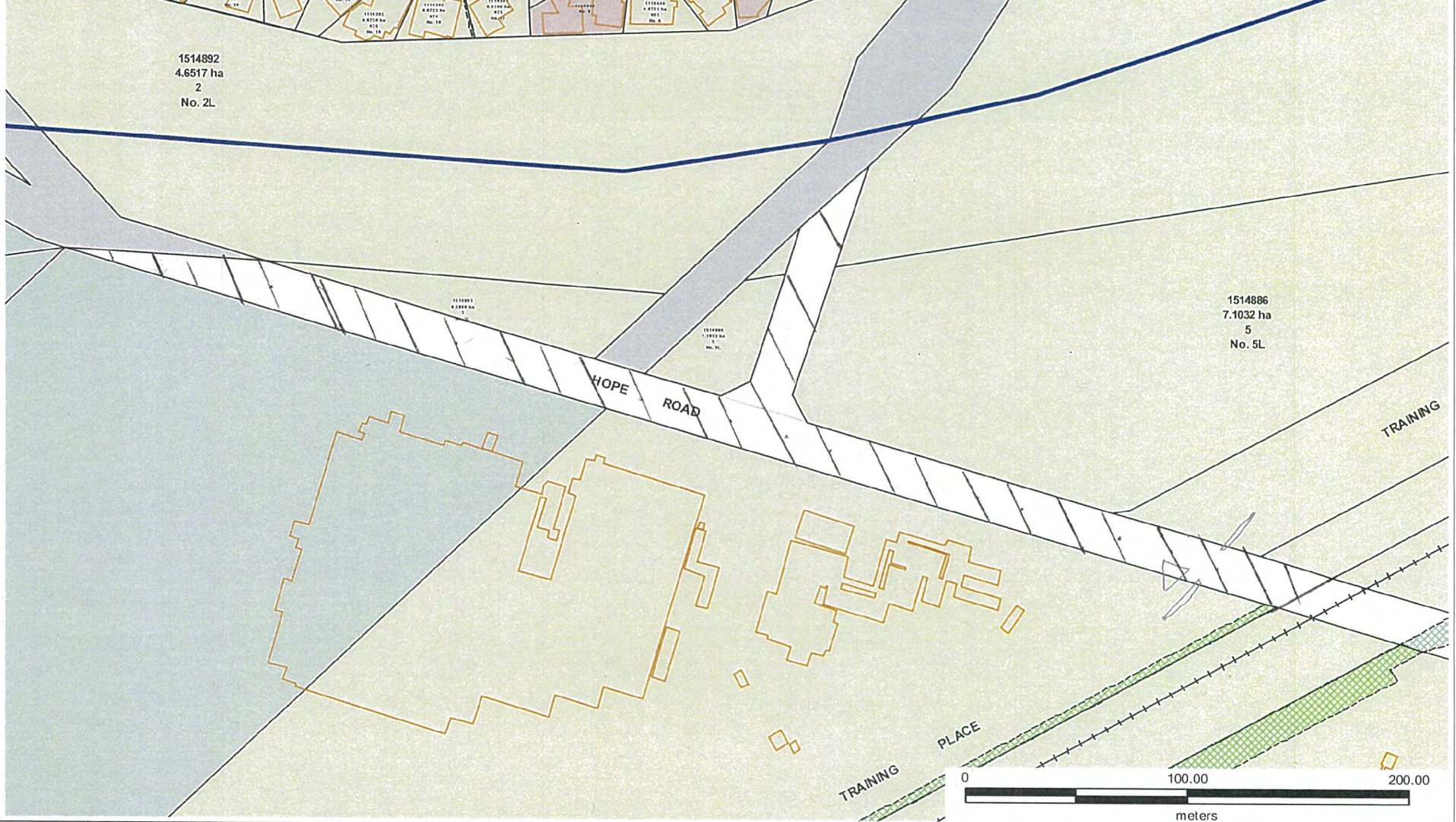


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**City of Cockburn**  
G.I.S Services Department

**PROPOSED CLOSURE PORTION OF  
HOPE ROAD JANDAKOT**

PRINTED ON:  
Monday, 17 August 2015

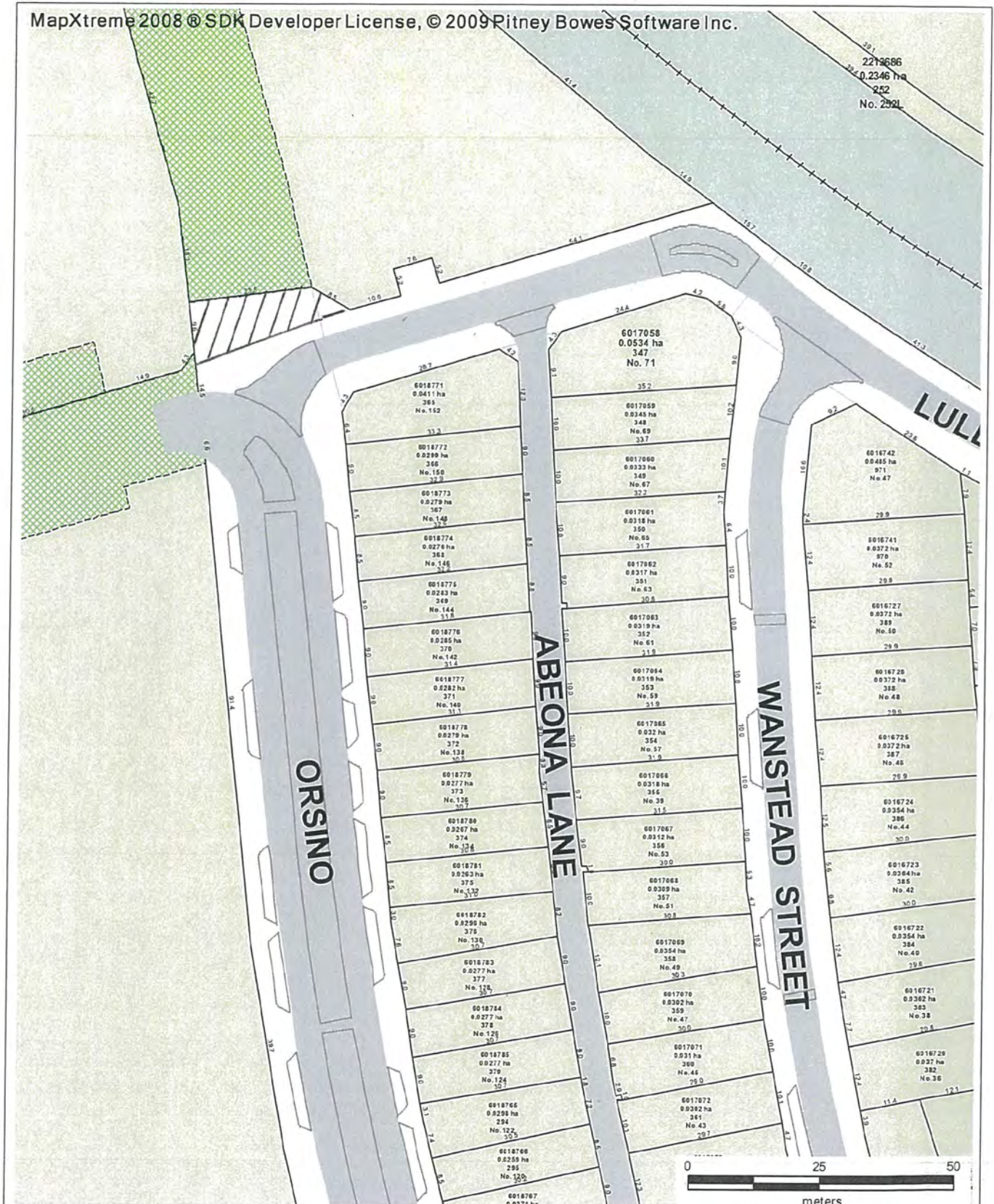
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**City of Cockburn**  
GIS Services Department

**PROPOSED ROAD  
CLOSURE PORTION OF  
ORSINO BLVD  
NORTH COOGEE**

PRINTED ON:  
Monday, 17 August 2015

SCALE = 1:1000

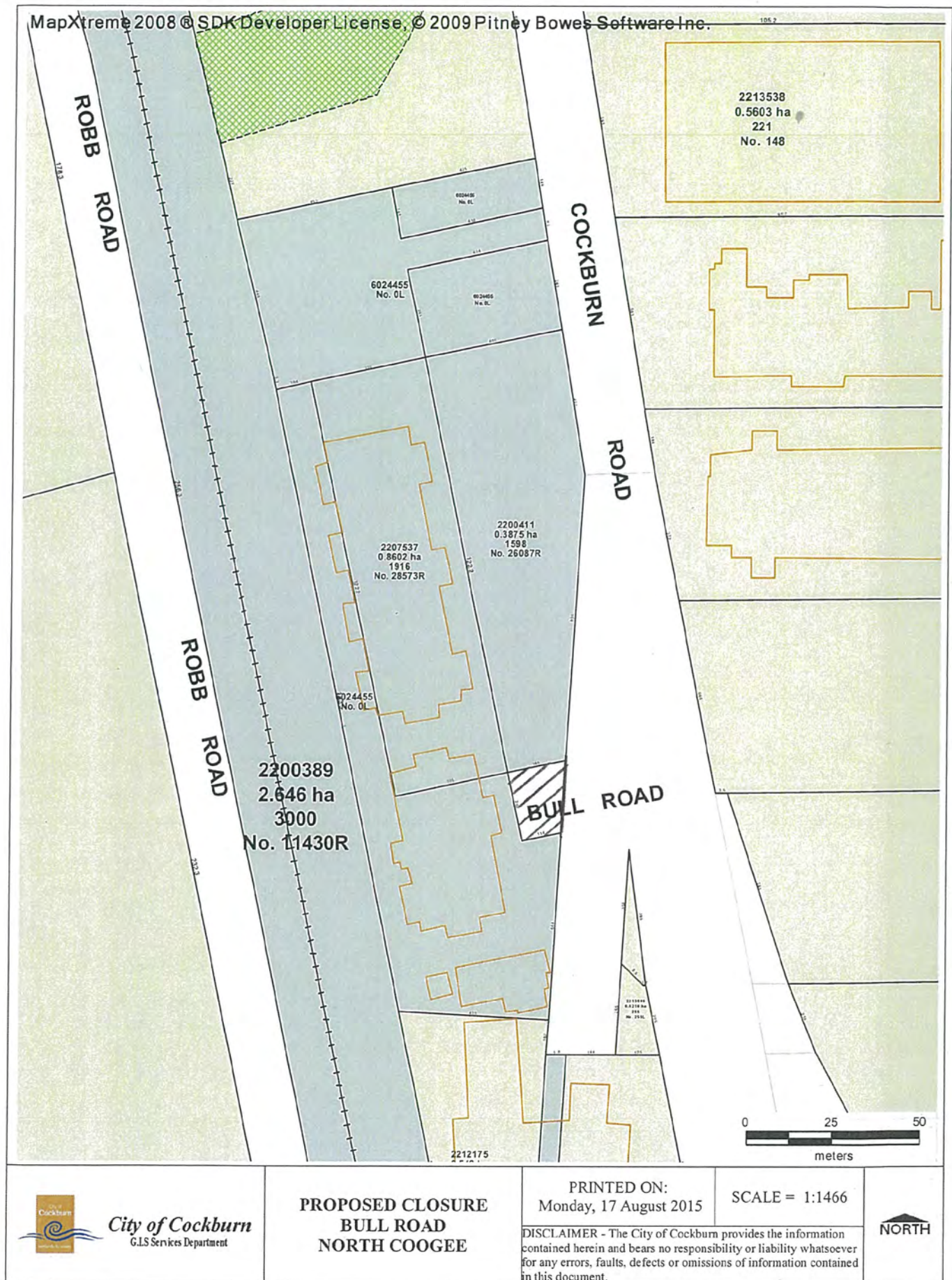


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**Legend:**  
 --- Local Structure Plan Boundary  
**Zones**  
 Residential R25  
 Residential R30  
 Residential R40  
**Reserves**  
 Public Open Space  
 Public Purpose  
**Source Information:**  
 Site boundaries: PGS Surveys / RPS  
 Adjoining information: City of Cockburn

PROJECT <b>GADD STREET SUCCESS</b>		CLIENT <b>MUNTOC PTY LTD</b>		  RPS Australia East Pty Ltd ACN 140 292 762 ABN 44 140 292 762  Subiaco Office 38 Station Street Subiaco WA 6008  T+61 8 9211 1111 F+61 8 9211 1122 W rpsgroup.com.au	
Job Ref. 119136	Date 29 APRIL 2015	LOCAL STRUCTURE PLAN			
Comp By. BC	DWG Name, 119136-2-001e.dwg				
Checked By. RS	Locality SUCCESS				
Local Authority CITY OF COCKBURN		Scale 1 : 1500	Sheet A3	Plan Ref <b>119136-2-001</b>	Rev <b>E</b>

**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN – LOT 760 & 761 GADD STREET, SUCCESS**

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Francis w Kipling 767 Branch Circus Success WA 6164	<p><b>Support</b></p> <p>Public purpose is 610mm pipeline to Thomson lake reservoir. Our water meter is adjacent to 610mm pipeline and until plan more accurate believe in middle of 16-5mrr near eastern boundary. Our pipeline is buried 600mm deep and crosses lot 760 now lot1 and 610mm from west boundary to under Gadd street to 767 Branch Circus. All done as per conditions of water authority and City of Cockburn. If pipeline is disturbed request it be washed out before reconnecting as last time pipe was altered for deep sewer we had cockroaches in our drinking water which did not go down very well especially with visitors. Request consideration re car headlights shining on our residence when leaving subdivision and on to Gadd street request consideration re speed bumps be placed on Gadd street as burn marks already visible.</p>	<p>Issues pertaining to the pipe line will need to be addressed at subdivision stage in conjunction with the responsible authority of Water Corporation. It is not envisaged that headlight glare will create an amenity issue in this area due to the presence of vegetation. Gadd Street is a short street and does not require traffic calming devices. Issues of hooning need to be dealt with by the police. This structure plan doesn't focus additional traffic on Branch Circus, and that is not considered to cause additional hooning behaviour along it either.</p> <p><b>It is therefore recommended that the submission be noted but no change required.</b></p>
2	Department of Water PO Box 332 Mandurah WA 6210	<p><b>Support</b></p> <p>Thank you for the referral dated 20 May 2015 regarding the proposed structure plan for Lots 1 and 761 Gadd Street in Success. The Department of Water (DoW) has reviewed the application and provides the following advice:</p> <p><b>Urban Water Management</b></p> <p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9: Water Resources, the proposed structure plan should be supported by a Local Water Management Strategy (LWMS).</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</p>	<p><b>It is therefore recommended that the submission of the DoW be passed on to the applicant to ensure they address it.</b></p>



NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>the site constraints and the level of risk to the water resources.</p> <p>The DoW has reviewed the Local Water Management Strategy - Lots 1 and 761 Gadd Street, Success - February 2015 (RPS, 2015) and has deemed it satisfactory to support the structure plan. Accordingly, the DoW has no objections to the structure plan.</p> <p><b>Groundwater</b></p> <p>The subject area is located within the Cockburn Groundwater Area as proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer is subject to licensing by the Department of Water. The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee.</p> <p>The approved LWMS stated that a licence application had been submitted to DoW in February 2014. However, there is no record of receiving a licence application for the proposed site and therefore no application has been assessed nor licence issued as a result. The applicant should submit a licence application as soon as possible. Please contact the licensing team of the Department's Peel Regional Office on 9550 4224 to discuss this and other licensing requirements.</p> <p>If you have any queries regarding this advice please do not hesitate to contact Jane Sturgess at the Mandurah office on (08) 9550 4228.</p>	
3	Department of Education 151 Royal Street East Perth Western Australia 6004	<p><b>Support</b></p> <p>Thank you for your letter dated 15 May 2015 regarding the Proposed Structure Plan for Lots 1 and 761 Gadd Street, Success.</p> <p>The Department has reviewed the document and advises that it has no objection to this proposal.</p>	<b>It is therefore recommended that the submission be noted but no change required.</b>
4	Main Roads Western Australia PO Box 6202 EAST PERTH WA 6892	<p><b>Support</b></p> <p>I refer to your letter dated 20 May 2015 requesting Main Roads' comments on the proposed structure plan identified above. The proposed subdivision will facilitate the subdivision of 142 residential lots with a density coding</p>	<b>It is therefore recommended that that the submission be noted but no change required.</b>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>ranging from R25 to R40.</p> <p>The proposed structure plan is acceptable to Main Roads.</p>	
5	<p>Department of Aboriginal Affairs PO Box 3153 East Perth WA 6892</p>	<p><b>No Objection</b></p> <p>Thank you for your email dated 20 May 2015 regarding proposed Structure Plan for Lot 1 &amp; 761 Gadd Street, Success (the Plan).</p> <p>I can confirm that the Plan area is not within the boundary of any sites under the Aboriginal Heritage Act, 1972 (AHA) as currently mapped on the Register of Aboriginal Sites (the Register).</p> <p>DAA 18938 Thomsons Lake does not intersect with the Plan area. This place has a 'closed' site status as it is a culturally sensitive place. This means that the boundary of the site as mapped on the Register is masked by a larger boundary so that the actual location of the place is concealed from the general public.</p> <p>The Department of Aboriginal Affairs (DAA) advises that sites are protected whether or not they are entered on the Register. It should be noted that there may be Sites to which the AHA applies that are yet to be identified and are therefore not in DAA records, and these Sites are still afforded protection under the AHA.</p> <p>It is recommended that applicants are advised to familiarize themselves with the State's Cultural Heritage Due Diligence Guidelines (the Guidelines). These have been developed to assist proponents identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present. The Guidelines are available electronically at: <a href="http://www.daa.wa.gov.au/Documents/ReportsPublications/DDG.pdf">www.daa.wa.gov.au/Documents/ReportsPublications/DDG.pdf</a></p> <p>It is also recommended that the developer should be reminded of the obligation under section 15 of the AHA to report any new Aboriginal heritage features or objects that might be discovered.</p>	<p><b>It is therefore recommended that the submission of the DIA be passed on to the applicant to ensure they address it.</b></p>
6	<p>R Dunn &amp; K Rae 256 Hammond Rd Success WA 6164</p>	<p><b>Objection</b></p> <p>Access is currently shown as Darlot Ave. Currently there is only a left in and left out option for Darlot Ave onto Hammond Rd. With the addition of 142 residential lots it is essential that</p>	<p><b>It is recommended that s7.1 of Part 1 of the Structure Plan be modified to suitably address the upgrade and modification of the intersection of Darlot Avenue and Hammond Road to the satisfaction of the</b></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Darlot intersection is modified with signals. The City has ignored this intersection for years because of the complex issues of Watercorp infrastructure etc and we now have a dual carriageway either end of Hammond Road converging to a congested single lane road with curves and a busy intersection with residences, schools and day care. School pick up and drop off and commuter hours are extremely busy.</p> <p>Currently there are approximately 35 residences plus Oceanic Water babies Swim School clients (approx 200 per day) who access Darlot Ave. The addition of 142 properties will create significant traffic and safety issues accessing Hammond &amp; Darlot with Jandakot Primary School and the Day Care centre located on the intersection.</p> <p>Fire management considerations with regard to access/ escape routes. With the proposed closure of Branch Circus there will only be one exit point into Darlot Ave.</p> <p>If Branch Circus was retained it would require significant upgrading and still dissects bushland reserve either side of the road presenting a hazardous exit. What consideration has been given to fuel build up management?</p> <p>Wildlife transition zones. What consideration has been given to migration of high concentrations of reptiles and interaction with people and their pets?</p> <p>The area shown to the north and west of the plan zoned R40 that borders the POS is heavily populated by reptiles, with significant numbers of Dugite and Tiger snakes moving between wetland and heath land habitat for food and breeding.</p> <p>As this is a large parcel of land what fauna management plan is in place trap and relocate the local population of Bandicoots, Goulds Goanna, Bobtails etc.</p> <p>Hope the council will give consideration to the points I have raised and this will be reflected in the structure plan.</p> <p>I would appreciate a written response to my questions.</p>	<p><b>City of Cockburn.</b></p> <p>The City acknowledges the concern raised in this portion of the objection. The City requested that the applicant address these concerns and undertake an intersection analysis of the Darlot Avenue and Hammond Road. This was undertaken and provided to the City for assessment.</p> <p>The analysis provided recommendations on the short term treatments to the intersection which would allow safe movements of vehicles prior to the finalisation of the widening of Hammond Road between Bartram Road and Branch Circus.</p> <p>The analysis proposed to remove the current 'left-in, 'left-out' arrangement and allow for full movements of vehicles. This has been reviewed by the City's traffic engineer and deemed satisfactory.</p> <p>These changes will reduce the need for residents and vehicles to utilise the adjoining local road network to access the site and will overall create a safer road network.</p> <p>Fire Management considerations such as fuel loads have been considered as part of the Bushfire Management Plan that accompanied the Structure Plan.</p> <p>A requirement of subdivision will be the establishment of a fauna relocation plan prior to clearing and bulk earth works. This will ensure that animal losses are reduced to as low as possible. Interaction between wildlife and persons is not a matter than can be addressed by the Structure Plan, the land is</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			zoned urban and is suitable for residential development.
7.	Water Corporation PO Box 100 Leederville WA 6902	<p>Thank you for your letter of 20 May 2015 seeking the Corporation's advice.</p> <p>The Corporation has no objection to the Structure Plan, and supports the Public Purpose zoning over its 760mm Armadale - Thomsons Lake Water Supply Pipeline Corridor. This is consistent with the existing "Public Purpose" reservation under the City of Cockburn TPS No.3 granted to the rest of the corridor.</p> <p>The two proposed road crossing points of the corridor will require the developer to liaise with the Corporation's Property Portfolio Branch about an appropriate land transaction. It is recommended this happen well in advance of the development occurring so that appropriate arrangements can be made.</p> <p>Water and sewer mains exist adjacent to the Structure Plan area, and can be extended, subject to detailed design.</p> <p>Should further advice be required, please contact the undersigned.</p>	<b>It is therefore recommended that the submission of the Water Corporation be passed on to the applicant to ensure they address it.</b>
8.	Western Power 363 Wellington Street Perth WA 6000	<p>Good afternoon Rachel Thank you for your correspondence dated 20th May, 2015 regarding Proposed Structure Plan Lot 1 &amp; 761 Gadd Street, Success.</p> <p>Western Power will review the proposal with respect to any impact on its network and respond within an appropriate timeframe if required. Where detailed investigations are needed to support accurate advice, Western Power will advise City of Cockburn of additional information requirements within the advertising period.</p>	<b>It is therefore recommended that the submission of Western Power be passed on to the applicant to ensure they address it.</b>
9.	Department of parks and Wildlife Locked Bag 104, Bentley Delivery Centre, Western Australia 6983	<p>Thank you for your letter of 29 July 2015 referring the above proposed local structure plan (LSP) to the Department of Parks and Wildlife (the department) for comments.</p> <p>The LSP area abuts portions of Beeliar Regional Park to the south west (Thomsons Lake Nature Reserve) and north (Branch Circus wetlands), both of which are managed by the department for conservation purposes</p>	<b>It is therefore recommended that the submission of Western Power be passed on to the applicant to ensure they address it.</b>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>and which form part of Bush Forever Site No. 391 - "Thomsons Lake Nature Reserve and Adjacent Bushland, Beeliar". The site contains a portion of Conservation category wetland, as well as some significant areas of remnant vegetation.</p> <p><b>Background</b></p> <p>The LSP occurs within the Branch Circus District Structure Plan (DSP) area. The department (formerly the Department of Environment and Conservation) has provided advice to the City of Cockburn in relation to the DSP, which was adopted in August 2011 with further modifications approved in December 2013. The department provides the following advice, which is consistent with previous advice relating to the DSP.</p> <p><b>Remnant Vegetation Management</b></p> <p>It is noted from the Flora and Vegetation Survey (RPS, June 2008) that while the greater part of the survey area may be relatively degraded, There are significant areas of remnant vegetation with a condition ranging from Good to Excellent. The department recommends that the wetland vegetation within the 50m wetland buffer be protected; in particular the <i>Closed Tall Scrub of Spearwood Kunzea glabrescens over species rich understorey</i> in the northern portion of Lot 1 that is shown to be of Excellent condition (RPS Figure 2). The department believes that small bushland remnants can successfully maintain their condition if disturbances such as fire, weeds and access are appropriately managed.</p> <p>The Flora and Vegetation Survey identifies a single Priority 4 <i>Eucalyptus rudis</i> var. <i>cratyantha</i>; just outside of the LSP area. The department agrees with the Flora and Vegetation survey that this uncommon tree "could be quite easily retained and conserved onsite as a feature tree" in the POS. However being in close proximity to Gadd Street, particular care should be taken to ensure that any new road works are kept well clear of the tree. De-watering activities in close proximity to the tree should also be avoided.</p>	<p>Comments Noted. The City has through the Branch Circus District Structure Plan provided consistent protection to the relevant wetlands. This expectation has been reflected in the proposed Structure Plan.</p> <p>Noted. This matter will be brought to the attention of the applicant.</p> <p>The areas of POS are generally consistent</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><b>Wetland Management and Buffers</b></p> <p>Consistent with previous advice regarding the DSP, the department remains concerned that the LSP locates a large amount of Public Open Space within the 50m buffer of the Conservation category wetland. Where a wetland buffer is being considered as part of the POS, its treatment should be appropriate and contribute towards the maintenance of ecological functioning within the wetland; that is the buffer should be revegetated with appropriate native vegetation species of local provenance. Vegetation of natural structure including groundcovers, mid-storey and over-storey around wetlands is critical for filtering and absorption of nutrients and pollutants, provision of fauna habitat, abating nuisance insect issues and restricting the spread of rubbish into the wetlands. Therefore, while some passive recreation may be acceptable in defined areas of the wetland buffer, the placement of lawns, playgrounds and other active recreation areas are generally not considered appropriate.</p> <p>The department notes that a 30m wide development buffer is shown in the Landscape Concept Plan (Figure 6) that will use 'fire retardant species throughout'. The department notes that parts of this zone are inside the 50m buffer of the Conservation category wetland. While fire management is acknowledged as a key management issue, the department recommends that the 30m development buffer be placed outside the wetland buffer as fuel reduction activities will prevent this area from acting as an ecological buffer to the wetland.</p> <p>The department recommends that the LSP include a statement(s) to the effect that a Wetland Management Plan is to be required as a condition of future subdivision. Specifically, this Plan will need to address such issues as protection of remnant vegetation, access provision and control (e.g. fencing and gates), nutrient management, and also include strategies to control weeds over set period of time and to revegetate the buffer with local endemic flora species. Note that the Wetland Management Plan should be to the satisfaction of the City of Cockburn, on the advice of the Department.</p>	<p>with those outlined in the Branch Circus District Structure Plan. The applicant has lodged an indicative Landscape Concept plan for the wetland buffer areas and the adjoining POS.</p> <p>This concept has been assessed by the City's Parks and Environment Departments and deemed to be of a standard that appropriately protects the buffer from incompatible uses. Importantly there is a hard edge, by way of a footpath, between areas inside and outside the buffer.</p> <p>The accompanying Bushfire Management Plan and the Landscape Concept Plan have been jointly developed to provide for a coherent approach to these two important development influences.</p> <p>The 20m building protection zone, required to exist between the lots and the fire risk are not positioned outside any vegetate areas of wetland buffer. It is proposed that degraded areas of wetland buffer within close proximity of the future lots are to be planted with fire retardant species, this approach has been previously undertaken by the City and has provides an outcome that is positive to the wetland and the fire risk of future residents. This balanced approach is reflective of the need to be flexible in planning areas with competing constraints.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><b>Drainage Management</b></p> <p>The department is pleased to note that all drainage infrastructure (including drainage swales) have been located outside the 50m wetland buffer. The LSP Report includes a Local Water Management Strategy (LWMS) for the LSP area, though it does not appear to have been approved by the Department of Water (DoW). DoW has advised (Appendix 3 of the LWMS) further site specific monitoring will need to be conducted to refine levels for the future Urban Water Management Plan (UWMP). The department supports the preparation of an UWMP that takes into consideration the district drainage objectives and is to the satisfaction of DoW as a condition of future subdivision.</p> <p><b>Boundary Interface Treatment</b></p> <p>It is recommended that the LSP be modified on the western edge of the R25 development area just to the north of Gadd Street. Although relatively short, the department considers that this interface would benefit from the use of a dual use pathway connecting Branch Circus with the perimeter road a short distance to the north. Provision of a dual use pathway enables informal surveillance (thereby deterring vandalism, rubbish dumping and other inappropriate activities), helps mitigate fire risk and assists in firefighting, and generally improve the aesthetics of the development interface.</p> <p>While strongly supporting the provision of a perimeter road against the PCS/wetland buffer, the department is concerned at the relatively narrow (13.5m) width of the road. A substantial depth of fill is typically required in such low lying areas, and in recent years, the department has encountered many instances where the perimeter road reserve is too narrow to accommodate all road batters, drainage infrastructure, and footpaths. This can give rise to road fill/cut batters which are too steep to successfully rehabilitate, and which tend to encroach beyond the road reserve boundary onto the adjoining conservation area. To avoid such encroachment, retaining walls are often necessary, which are often not a preferred interface against conservation areas. The department has generally found in such situations that a 13.5m road width is too narrow, and recommends this be increased to accommodate all road, dual use path and drainage infrastructure, and still allow for a gently sloping fill batter (1 in 6 is recommended) which meets the natural ground level well</p>	<p>Drainage Management,</p> <p>Comments Noted. Approval of the LWMS has been received by the DOW in line with the requirements of Better Urban Water Management.</p> <p>Boundary Interface Treatment.</p> <p>Noted. This area of R25 currently adjoins a private landholding. It is understood that this land is in the process of being rezoned under the MRS to Regional Reserve – Parks &amp; Recreation. Once this occurs the land will be able to be purchased by the Western Australian Planning Commission. Therefore the ability to construct a pathway along this edge is limited in the short term but opportunities exist in the future to provide this link.</p> <p>Concerns relating to width of road noted. The proposed future access streets are proposed to be in the proximity of the Conservation Category Wetland Buffer at two locations. The areas where the road directly adjoins the wetland buffer are generally degraded. As such should minor encroachment of the battering to the road encroach the buffer limited to no clearing will occur and replanting can occur down to the existing vegetation. This has been shown on the Landscape Concept Plan that accompanied the LWMS.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>inside the road boundary, and which will allow for successful revegetation.</p> <p><b>Fire management</b></p> <p>All necessary fire management requirements should be provided for within the subject land, in accordance with the (Interim) <i>Planning for Bushfire Protection Guidelines</i>, Edition 2 (Western Australian Planning Commission and Fire and Emergency Services Authority 2010) and any other relevant policies.</p> <p><b>Department of Environment Regulation</b></p> <p>Previous land uses including agricultural activities and industrial storage, as well as possible illegal rubbish dumping, may have potentially resulted in areas of soil and/or groundwater contamination.</p> <p>Information or advice on issues relating to contaminated sites and acid sulfate soils should be obtained from the Department of Environment Regulation.</p> <p>Thank you for the opportunity to comment on this matter prior to consideration at Council. Should you have any queries regarding the above comments, please contact Planning Officer Catherine Prideaux of this office on telephone 9442 0300.</p>	<p>Fire Management</p> <p>Noted. The FMP allows for this arrangement.</p> <p>Department of Environmental Regulation</p> <p>Noted. The Structure Plan was referred to Der during the advertising period. No response was received. The applicant is aware of their responsibilities under the relevant regulations.</p>





## LOCAL GOVERNMENT INVENTORY

# **AWAS-WWII ARMY CAMP, BIBRA LAKE (SITE)**

**B** Considerable significance



LGI #

PIN No.

LOT/PLAN DIAGRAM

LOCATION

Hope Road, Bibra Lake

OTHER NAME(S)

CONSTRUCTION DATE(S)

1943 (demolished 1945)

## STATEMENT OF SIGNIFICANCE

WWIIAWAS Army Camp (site), Bibra Lake, is significant for its associations with the area's role in defending the western coastline during World War II.

WWIIAWAS Army Camp (site), Bibra Lake, is significant for its possible association with the Australian Women's Army Service and their critical role in operating the searchlights during World War II.

WWIIAWAS Army Camp (site), Bibra Lake, is significant for its archaeological potential for increasing





## LOCAL GOVERNMENT INVENTORY

our understanding of a World War II army camp.

WWIIAWAS Army Camp (site), Bibra Lake, is significant for its educational potential to assist people to further understand the development of such sites during World War II.

### PHYSICAL DESCRIPTION

WWIIAWAS Army Camp (site), Bibra Lake, comprises the ruins of a World War II army camp, ~~established for a Searchlight Troop, staffed by the Australian Women's Army Service.~~ Although all prefabricated buildings and infrastructure were removed immediately after the War, there are sufficient traces on the surface to identify latrines, shower blocks, and tracks.

The traces of the camp extend over an extensive area, but there is no evidence that they have ever been investigated archaeologically, and no plans of the camp are known to exist.

### ARCHITECTURAL STYLE

----

### CONSTRUCTION MATERIALS

Walls -----

Roof -----

Other -----

### ORIGINAL USE

Military Barracks

### CURRENT USE

Vacant / unused Vacant / unused

### HISTORIC THEMES

Outside influences World Wars & other wars

### HISTORY

Military records indicate that the Regimental Headquarters for 116LAA Regt (116 Light Anti-Aircraft Regiment) were located in Bibra Lake.

A Commonwealth Disposals Commission Auction Notice, published 16 September 1945, identifies the site as Lot 7, Searchlight Station 10, Bibra Lake corner of Warwick and Dixon Roads, with the following items from the site auctioned at the end of the war:

- Combined Kitchen, Mess and Recreation Room, in sections, weatherboard, corrugated asbestos, skillion roof, wooden floor in sections» with lean-to at back;
- Latrines, sheet asbestos; GI skillion roof, timber frame, cement floor;
- Ablutions, sheet asbestos, G.I., G.I. skillion roof, timber frame, cement floor, cement bath; Engine Shed, GI, timber frame, cement floor, no engine);
- Command Post (underground), timber;
- Cement Slabs, Barbed Wire fence;
- 2,000 gal tank on low stand;
- Tank on stand (heavy bush timber) approx. 10ft high with 6in x 1.5 inch decking, piping and ball valve;
- Bore, approximately 225 feet, casing 1.5 inch lead-off (engine room built over bore);





## LOCAL GOVERNMENT INVENTORY

- Septic System, three pedestals and cisterns;
- 180 foot and 60 foot 1.5 inch piping.

A number of accounts from residents of the area during the war document the presence of:

- An army camp at this location on Hope Road
- AWAS at the camp and in the area
- Searchlights seen at the camp

Historical aerial photographs indicating distinctive tracks through the area that are not associated with a farm or property.

However, the exact type of army camp, the likely occupation of the site, and the scale of the site cannot be confirmed at this stage.

Based on the evidence available (August 2015) here are two key possible uses for the camp:

1. Anti-Aircraft Searchlight Station manned by the AWAS
2. Regimental Headquarters for 116LAA Regt with 116LAA Regt Sig Sec co-located, and AWAS attached to Regt HQ and signals section.

There is some evidence suggesting that the site was an Anti-Aircraft Searchlight Station manned by the AWAS, which includes written accounts from four residents of the area at the time.

In October 1942 approval was given for the expansion of the anti-aircraft defences in Cockburn Sound. As troops were now needed to fight in New Guinea, there were minimal numbers of men left to defend the western coastline. Therefore, more women were recruited to Australian Women's Army Service (AWAS) to be trained for the Artillery Corps. Recruitment commenced in July 1942. Training included use of .303 rifles, the Bren Gun for guard duty, identifying aircraft, and technical issues such as operating lamps, generators, and communications.

Although the 'searchlight girls' were supposed to be non-combatants, as more men were transferred from the coastline defences, the responsibility for firing guns now lay with the women. On completion of training the AWAS women were posted to gun and searchlight stations.

The Government Disposal Auction Notices refer to the site as a 'Searchlight Station', and there are a number of submissions received from residents of the area at the time that searchlights were seen from the site.

However, there are no military records confirming its use as a Searchlight Station and the site is not included in the monthly Location Statements that show the location of all AA searchlight positions throughout the war.

It is also noted that there was another army camp site in North Jandakot which is known to have had searchlights (confirmed in military records), therefore it is possible that eyewitness accounts from former residents of the area having seen searchlights could have been from the North Jandakot site. It is also possible that mobile searchlights were used at the site (and others in the area) on occasion.

There is also evidence available suggesting that the site was the Regimental Headquarters for 116LAA Regt (116 Light Anti-Aircraft Regiment) with AWAS attached. This evidence includes:

- Military records (monthly Location Statements) which note the site as the HQ 116 LAA Rgt.
- Specific statement in Eileen Tucker's book 'We Answered the Call' (1991).

However, an archaeological investigation would be required to determine the exact use, size and



### occupants of the camp.

~~In October 1942 approval was given for the expansion of the anti-aircraft defences in Cockburn Sound. As troops were now needed to fight in New Guinea, there were minimal numbers of men left to defend the western coastline.~~

~~Therefore, more women were recruited to Australian Women's Army Service (AWAS) to be trained for the Artillery Corps. Recruitment commenced in July 1942. Training included use of .303 rifles, the Bren Gun for guard duty, identifying aircraft, and technical issues such as operating lamps, generators, and communications.~~

~~Although the 'searchlight girls' were supposed to be non-combatants, as more men were transferred from the coastline defences, the responsibility for firing guns now lay with the women. On completion of training the AWAS women were posted to gun and searchlight stations.~~

~~66 Searchlight Battery became operational on 8 April 1943, with stations located in Bibra Lake, Swanbourne, Como, Mosman Park and Kings Park.~~

~~One troop attached to 66 S/L Bty was camped at Bibra Lake, where prefabricated huts were erected. No account of day-to-day life at Bibra Lake itself has been uncovered during the writing of this report. However, an equivalent Queensland AWAS Searchlight Station reveals likely similarities:~~

~~[Sixteen] women — members of the AWAS — control a searchlight station...~~

~~It is an all women show, this searchlight detachment... The girls start, maintain and manage the large, portable generator motors; manipulate, swing and control the lights; look after the control pillar and sort out their own calculations.~~

~~In addition, they do their own cooking, wait on themselves and stand their own sentry across the rough track that leads into the camp.~~

~~They maintain a 24 hour 'spotter' watch for aircraft, log the coming and going of planes and, when necessary, turn out to their stations on the lights at night.~~

~~They're doing a 24 hour day job, those girls, and the tidiness of the camp, the clean, dull gleaming parts of the big searchlights and the motors, the smartness with which they move, say that they are doing it well.~~

~~There is nothing palatial about their camp. They sleep in tents that are perched on the hilltop, stony and dusty, dirty...~~

~~They remain there six days a week, constantly polishing, always ready. Then, on one day, they are free to go below and enjoy the life of the town.~~

~~The average age of the girls is 19 — which is very young for the highly skilled job that they are performing...~~

~~All these girls have attended various service schools — aircraft recognition, electric plant maintenance and straight-out schools for searchlight members. Most of them have 12 months' service to their credit.~~

~~A Searchlight Station at Fremantle gives an indication of the type of buildings likely to have been at Bibra Lake. These included:~~

- ~~• Combined Mess Kitchen and Recreation Room, built to represent a house, 36ft x 30ft x 25ft, with 6ft x 9ft lean-to at back. This was constructed of weatherboard, partially lined with jarrah dado and sisalkraft, a corrugated asbestos roof, a galvanised iron roof on the lean-to, and a wooden floor (at~~





## LOCAL GOVERNMENT INVENTORY

least in sections)

- The Ablutions and Laundry block was 36ft x 9ft, constructed of timber with asbestos walls and partitions, and a corrugated asbestos roof.
- The Latrines were 12ft x 9ft, with a timber frame bolted to a cement floor, with sheet asbestos walls and partitions, and a corrugated asbestos roof.
- A Store Shed was 12ft. x 9ft, erected with second hand galvanised iron and which had an earth floor.
- Timber Command Post.
- Other material on-site included Steel Pickets and Barbed Wire.

In October 1945, all of the buildings on the site were auctioned, along with any water tanks, piping, and other structures associated with the camp. Aerial photography from just a few years later suggests the removal was effective, since no trace of the camp is visible.

In 2015, the former camp is now part of Beeliar Regional Park.

Other World War Two army camps and Searchlight Stations in the Perth Metropolitan area included:

- 55 Australian Battery, Alfred Road, Swanbourne
- Searchlight Station 6, corner Victoria & Manning Streets, Mosman Park
- 108 Searchlight Troop, Bay View Terrace, Mosman Park
- AASL Station 15, Mt Brown, Naval Base
- AASL Station 11, North Jandakot
- Searchlight Stations 7 & 136, North Lake Road, Applecross
- Military Camp, Point Walter (City of Melville)
- Army Camp, Gentle Rd, Medina/Calista (City of Kwinana)
- Leighton Battery, Mosman Park – included searchlights and had AWAS working at the site.
- Chidlow Army Camp, Shire of Mundaring

ARCHITECT/DESIGNER

----

ASSOCIATED PEOPLE

----

CONDITION

Archaeological site / ruins only

INTEGRITY

Low

AUTHENTICITY

High

OTHER LISTINGS

HCWA No. -----

Register National Estate -----

National Trust WA -----

SUPPORTING INFORMATION

Tucker, Eileen, *We Answered the Call* (1991)

*Sunday Times*, 16 September 1945

*Daily News*, 17 May 1944

*Daily News*, 6 August 1945

## LOCAL GOVERNMENT INVENTORY

*Westralian Worker*, 28 September 1945

Information provided by Graham McKenzie-Smith –  
Military Historian

Written accounts from residents obtained in 2015:

- Ugo De Marchi
- E. Masdada
- Kay Hyde
- Noela Johns

ASSESSOR(S) NAME

History Now and City of Cockburn

ADDITIONAL NOTES

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DATE OF LAST ASSESSMENT

August~~June~~ 2015



WWII~~AWAS~~ Army Camp (site), June 2015





WWIIAWAS Army Camp (site), June 2015



WWIIAWAS Army Camp (site), June 2015

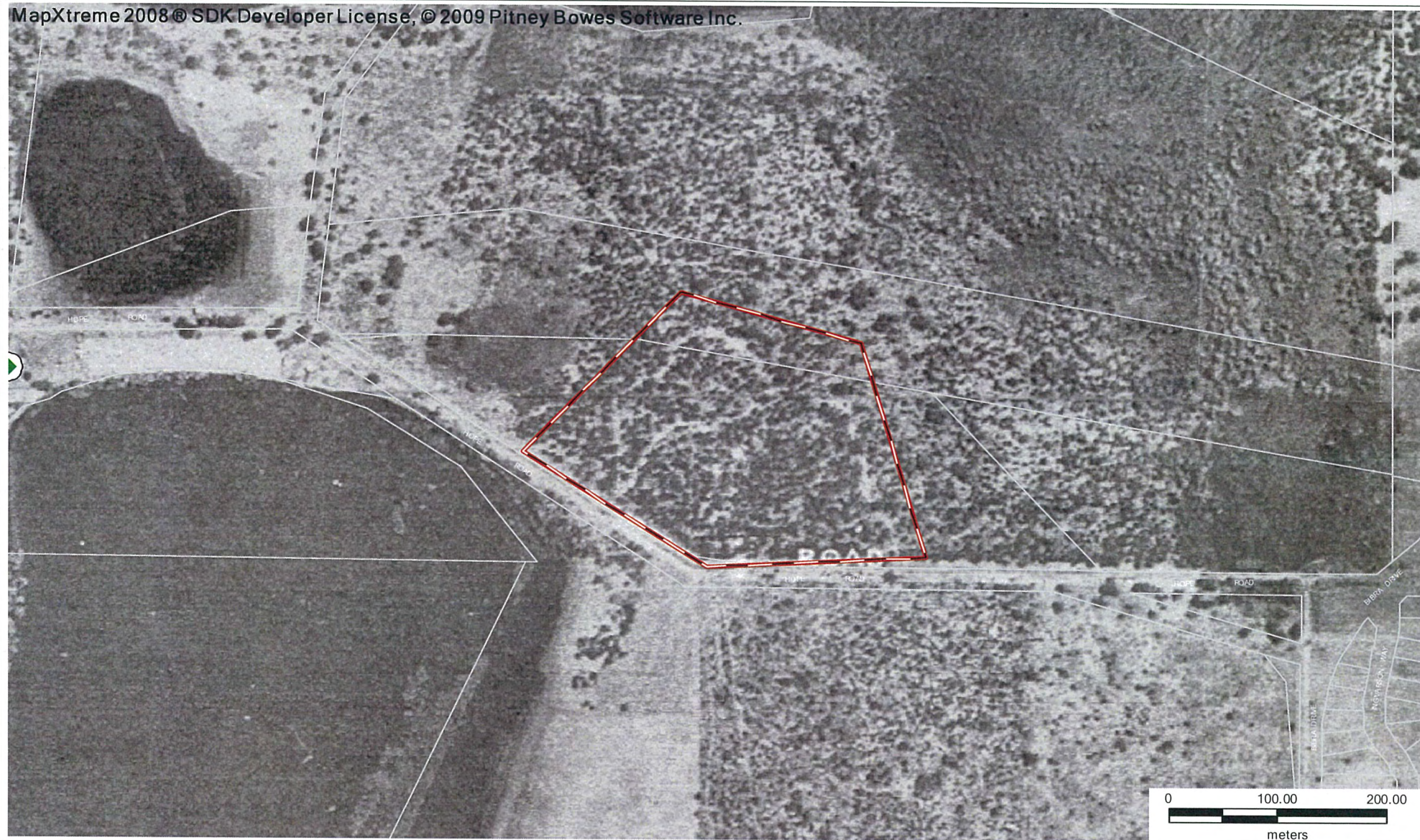




WWIIAWAS Army Camp (site), June 2015

DRAFT





**City of Cockburn**  
G.I.S Services Department

**Proposed Site Area – WWII Army Camp, Bibra Lake**

PRINTED ON:  
Friday, 21 August 2015

SCALE = 1:5000

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**City of Cockburn**  
G.I.S Services Department

**Proposed Site Area – WWII Army Camp, Bibra Lake  
(Town Planning Scheme No. 3)**

PRINTED ON:  
Friday, 21 August 2015

SCALE = 1:5000

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**SCHEDULE OF SUBMISSIONS**  
**PROPOSED NEW HERITAGE PLACE - AUSTRALIAN WOMEN'S ARMY SERVICE CAMP ("AWAS"), BIBRA LAKE**

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Graham McKenzie-Smith Military Historian 70 The Promenade Mount Pleasant WA 6153	<p>In an advertisement dated 21 July the City of Cockburn sought public comment on the above proposed heritage listing. I am an experienced military historian with an intimate knowledge of the defence of WA during World War Two and have published widely on the subject. Please accept the attached Submission which outlines why I believe the proposed listing is not appropriate.</p> <ol style="list-style-type: none"> <li>1. I realise that this listing is being proposed in the context of Cockburn City's campaign against the Perth Freight Link Project, and I have grave concerns that this is being allowed to overshadow a common sense evaluation of the proposal.</li> <li>2. The proposed heritage listing and Draft Place Record is based on the site being significant as it was an isolated anti-aircraft searchlight site bravely manned by the ladies of the AWAS during a period that WA was under threat of invasion, and if it was so then such a listing could be justified.</li> <li>3. However the site was never a searchlight site, rather it was a small camp occupied for around seven months by the HQ for a mobile light anti-aircraft regiment which had just been formed and whose three batteries were training in this and other areas. The camp was built for 50 to 60 people, a few of whom were AWAS. It would appear that the only buildings were a '3 hole' toilet and a shower and only broken concrete pads remain on site.</li> <li>4. There is no justification for this area to be given any special heritage status on the basis of such a blatantly incorrect Draft Place Record and for this proposal to proceed further could cause significant damage to the integrity whole Heritage Listing regime.</li> </ol> <p>I would be happy to discuss this with you, your officers or Councillors if it would assist your consideration.</p> <p>By way of an advertisement in the Cockburn Gazette of 21 July 2015 the City of Cockburn sought comments on the proposal to include the former</p>	<ol style="list-style-type: none"> <li>1. This listing is not being proposed in the context of the campaign against the Perth Freight Link project. The City is seeking to identify and protect an important heritage site that has been considered by a Heritage Consultant to have cultural heritage value. The fact that the site is within close proximity to the Roe Highway reservation means that it is relevant to the project, and must be considered.</li> <li>2. This is not the only basis for the listing. The City considers that even as an army camp that was not manned by the AWAS, and even as a camp that did not have searchlights, it still has some heritage significance for the area.</li> <li>3. It is acknowledged that at this stage there is a lack of evidence supporting the fact there were searchlights at the site.</li> <li>4. Regardless of the occupation of the camp it is still considered that the site is important in the history of the locality, particularly as part of the story of Cockburn in WWII. Modifications are proposed to the Place Record to reflect all of the information known about the site, and acknowledging what is still not known. The LGI is a comprehensive register of places of heritage interest in the City of Cockburn which even includes places where there is no remnant structures and the site has been redeveloped (eg. 'Place No. 26 Jandakot Wool Scours' which has completely</li> </ol>



NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>AWAS camp at Bibra Lake on the City's Local Government Inventory and Heritage List. A copy of the proposed Draft Place Record had been provided to the author by Ms Donna Di Renzo on 14 July in response to a query, along with the Recommendation that had been submitted to Council.</p> <p>5. For reasons that will be explained in this submission it is recommended that the current proposed listing be withdrawn as it is based on an incorrect interpretation of the available data.</p> <p>6. The area was never an anti-aircraft searchlight site manned by members of the AWAS during a period when WA was in danger of attack. Rather it was the temporary home for the HQ of a mobile Light Anti-Aircraft Regiment which was training after formation and a relatively few AWAS members would have been attached to their signal section. After the actual history of the area has been documented, consideration could be given to a new proposal for listing, based on a factual Draft Place Record.</p> <p><b>7. Qualifications of the Submission's Author</b></p> <p>The author is an experienced military historian having published extensively on the Australian Army in World War 2. As well as numerous articles in military history journals, published works include Australia's Forgotten Army Vol 1, The Ebb and How of the Australian Army in Western Australia - 1941 to 1945 (1994) covering the movements of all major army units in WA; Australias forgotten Army Vol 2, Defending the Northern Gateways, Northern Territory and Torres Strait (1995) covering the movements around NT and Torres Strait; Defending .Fremantle, Albany and Bunbury 1939 to 1945 (2009) covering the defences in these areas Sappers' in the West, Army Engineers in Western Australia (2015) covering the work of Army engineers in, and from WA, between 1850 and 2014.</p> <p>Two relevant projects that are nearing completion:</p> <ul style="list-style-type: none"> <li>- The Unit Guide, the Australian Army 1939 - 1945 (six volumes - to be published by the Australian Army History Unit in 2016) giving a brief history of all 5,500 units in the Australian Army in World War Two.</li> </ul>	<p>redeveloped).</p> <p>5. Disagree, however changes are proposed to the draft place record in response to a number of matters raised in this submission, and other research undertaken.</p> <p>6. It is acknowledged that it is possible that the site was not an anti-aircraft searchlight site, and it is recommended that the place record be amended to reflect this.</p> <p>7. These qualifications are noted.</p> <p>8. It is noted that there is no record on any of the monthly location statements that indicates that any anti-aircraft searchlight unit was based at Bibra Lake.</p> <p>9. The limitations of the information provided in the book "We Answered the Call" are noted.</p> <p>10. The comment in the book relating the AWAS at Bibra Lake not seeing a lake is noted, and given that Bibra Lake is within very close proximity to the subject site, and Hope Road was constructed at the time, this does cast some doubt on which site is being referred to in this part of the book.</p> <p>11. There are other auction notices from the newspaper (eg. Sunday Times, 16 September 1945:12) that set out the structure proposed for removal from the site. This includes kitchen, mess room and recreation room. However, it is noted that this notice in itself referring to the site</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>- Journey's through the Defence Heritage of Western Australia (to be published in late 2015) detailing 643 sites of defence heritage interest throughout WA.</p> <p><b>8. Bibra Lake was not an Anti-Aircraft Searchlight Site</b></p> <p>Each unit in the Army was required to notify their superior unit of their location (and of any subordinate unit) on a regular basis and the senior HQ would publish a list of all unit locations at least once a month. These Location Lists were included in the unit War Diaries which are now located in the Research Centre at the Australian War Memorial. For some of the units the war diaries are available online at the A WM website.</p> <p>The author holds copies of the relevant Location Statements that show the location of all AA searchlight positions throughout the war. Attachment 1 is a short summary history of the AA searchlight defence of Fremantle, while Attachment 2 gives the locations occupied by the various AA searchlight units throughout the war. Only the location of company HQs is given before November 1942 as the grid references of individual AA searchlight positions were not reported on Location Statements before that date. However their positions were reported elsewhere in the unit records. The grid references given in Attachment 2 are generally six figure references on the then current 1 inch to 1 mile (1 :63,360) maps, copies of which are held by the author. The grid references define a 1,000 yard by 1,000 yard square on the map, so the exact location of the searchlights can only be determined by an analysis of the terrain within that grid square.</p> <p>Attachment 2 covers all AA searchlight units in southern WA and there is no record on any of the monthly location statements that indicates that any anti-aircraft searchlight unit was based at Bibra Lake.</p> <p><b>9. Origin of the Belief that this was a Searchlight Site manned by AWAS</b></p> <p>In May 2015 the Bibra Lake Residents Association alerted the Council to the 'former AWAS World War Two Army Camp site' on Hope Road. The location had been 'found' after an approach from a resident relating a story told by his late mother. This led them to the 1991 book <i>We answered the call</i> by Eileen Tucker which covers the activities in WA of members of the AWAS during the war. The author has reviewed the section that relate to the AWAS allocated to artillery duties. This section has a framework of</p>	<p>as a Searchlight Station is not sufficient to prove the site was a Searchlight Station.</p> <p>12. The draft place record attempts to explain what may have been at the site, and is clear that it is referring to other Searchlight Stations. Now that a notice has been located which states the exact structures that were auctioned from the site these are recommended to be listed in the place record.</p> <p>13. It is noted that it is highly possible the site was the headquarters for the LAA116 regiment. This is supported by military records and excerpts from 'We Answered the Call'. It is recommended that the place record be amended to reflect this likelihood based on information available to date.</p> <p>14. Noted.</p> <p>15. Noted.</p> <p>16. Noted.</p> <p>17. Noted, however the auction notices do indicate that the site had a kitchen, and it is also considered likely that the site is larger than stated - therefore further investigation would be required to confirm whether this was the case.</p> <p>18. Some modifications are recommended to the place record to reflect the information provided. However while there may be other camps in WA, it is noted that many of these have been redeveloped, and many others that exist are not protected on LGIs or Heritage Lists (eg. Chidlow)</p>

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		<p>quotes taken from Robert Glyde's book Review of the Coastal Defences 1816 - 1963 and this is reasonably accurate, with some misquotations. Most of the book is made up of personal memoirs, mostly from unnamed AWASs. These memoirs mention places, but rarely dates, and often have memoirs from more than one AWAS in a single sentence, sometimes referring to more than one location.</p> <p>11. The first reference to Bibra Lake is on page 64 where it correctly refers to the regimental HQ of 116 Light Anti-Airfield Regiment (116 LAA Regt) moving from Naval Base to Bibra Lake (more on this later). The last paragraph on page 65 refers to accommodation and includes references to East Fremantle oval (previously mentioned as a heavy AA site) as well as Bibra Lake (previously mentioned as a LAA site), Riverton (not previously mentioned, but actually a SL site) and Como (previously mentioned as a SL site). On page 66 are two photos (one long photo cut in half) which is captioned 66 AA Battery, Bibra Lake (more on this later). The next few paragraphs discuss the primitive conditions at various camps, with no distinction being made between the HAA sites at East Fremantle, North Fremantle, South Fremantle and the SL sites at Riverton, Como, Jandakot, Mt Brown.</p> <p>12. On page 68 the story comes under the heading of Park Station 418 which was a HAA gun station now under the John Curtin High School. However in the second paragraph on page 69 the story switches to girls from the North Fremantle site, then in the eleventh paragraph it leaps down to Albany to talk about the girls at the coast guns of Princess Battery, without any indication of the change of location. The next several pages describe life at the various AWAS barracks and at other sites around Fremantle, with little indication whether the girls were working at coast, HAA or SL sites.</p> <p>10. The next reference to Bibra Lake is at the top of page 78. This in the context of the AWAS who arrived from SA and Tasmania in January 1944 to form 86 SL Bty (Mixed) which was to operate two SL sites on Garden Island (described on page 75/76). "Attached to 66 S/L Bty and camped at Bibra Lake south of Perth they were soon made aware of the danger WA was in from attack or invasion by the Japanese ~ At this stage 66 SL Bty (Mixed) was based at Mt Brown with lights at Jandakot, Mandogalup, Coogee Beach and Garden Island. From a peak in January 1943 of some 55,000</p>	<p>and therefore will become more rare over time as they are possibly degraded due to a lack of protection. It is also very difficult for the community to see where these camp sites were, and inclusion on the LGI provides a record of the location and associated information. While there is not a large amount of intact remnant material there are many creative ways that sites can be interpreted.</p> <p>19. It is agreed that an archaeological investigation is required to determine more information regarding the site. In the meantime the place record has been amended to reflect the information available to date, and it is considered appropriate to include the place on the LGI and Heritage List in the meantime to ensure the place is protected. The place record can be updated when further information is known.</p> <p>20. All other additional information provided is noted.</p>

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		<p>troops in WA with two full divisions and part of a third (25% of the Australian Army) troop numbers had fallen to less than 10,000 with only two understrength brigades. Most of the AA and coastal defences were manned by the part time VDC men and WA was hardly in 'danger of attack or invasion'.</p> <p>Most important for this analysis is the quote 'Although the bush site was known as Bibra Lake the AWAS claim that they never saw "anything that looked like a lake': There was a lake - quite large, at the junction of Forrest and North Lake Road'. This indicates that they were aware of the presence of Bibra Lake, but they were not in that area. This ties in with the use of 'Bibra Lake' as a district name rather than the current use of the term to mean a suburb. Some records have been sighted which described an area east of Jandakot as 'East Bibra Lake'.</p> <p>Overall it is understandable that a reader without an understanding of the structure of the Army and the historical development of the Fremantle defences could latch onto the 'impression' that the Bibra Lake site was an anti-aircraft searchlight site.</p> <p><b>11. The Auction Evidence For Bibra Lake being a Searchlight Site</b></p> <p>The Consultant's Report, which has become the Draft Place Record, quotes an advertisement in the Western Worker on 28 Sep 45 which indicates the buildings at the corner of Warwick and Dixon Road, Bibra Lake which were being auctioned. As no building descriptions are given for the Bibra Lake site in this ad, the Draft Place Record quotes the building descriptions from another auction ad for a searchlight site in Fremantle.</p> <p>However these auction advertisements need to be placed into context. In 1945 the Disposal Commission needed to dispose of many facilities built up during the war. Around Perth/Fremantle were a large number of small building clusters used originally by a range of units. By 1945 these had often been vacant for a several years and the civilians in the Disposal Commission was not aware of which units had occupied the site. As a result they described the sites as AASL sites numbers 1 to 20. These number have no relation to the period when the sites were occupied by army units</p>	



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		<p>and had not been used previously. There are other example of building clusters being described as AASL sites which had been built for other types of units.</p> <p>So although the Consultant has taken this advertisement as confirmation, the fact that the advertisement appeared on 28 Sep 45 for the auction of the facilities at Anti-Aircraft Searchlight Site 10 does not mean that the site was ever used as an anti-aircraft searchlight site.</p> <p><b>12. Other 'Evidence' used in Draft Place Record</b></p> <p>The Draft Place Record draws in some other 'interesting' data. In the absence of details of how a AA searchlight site would work, the record quotes the description of a Queensland AWAS searchlight site which is only relevant to the sites in WA where AWAS occupied actual searchlight sites.</p> <p>Similarly the Draft Place Record describes the types of buildings which were described in the disposal advertisement for the site at the Stephens St Fremantle. This was the site for HQ 55 AASL Coy from 1939 to March 1943 and so would have a different mix of buildings than a working searchlight site which the report is trying to describe.</p> <p><b>13. Who Occupied the Site</b></p> <p>21. Page 64 of We answered the call indicates that the regimental H Q for 116 LAA Regt moved to Bibra Lake in January 1943, after being formed at Naval Base. The three LAA batteries also initially moved to the area but they then moved to Cottesloe, Rottnest Island, North Fremantle, Mosman Park, Point Walter, Melville, Dumbleyung for training.</p> <p>All the relevant Location Statements for the period January to September 1943 show RegtHQ located in the grid square that covers the Bibra Lake Camp. The War Diary of 116 LAA Regt indicates that when they moved to Bibra Lake in January 1943 it was to a 'new' or previously unoccupied site. Other records indicate that 116 LAA Regt also occupied a number of other sites in the area, mainly on the western side of Bibra Lake. These are</p>	

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		<p>likely to be the sites occupied by the regiment's batteries between their training periods at other locations.</p> <p>The regimental HQ for a LAA regiment included 6 officers and 40 other ranks. As a mobile LAA regiment it is likely that given their mobile role in forward areas there were few, if any, AWAS. Attached to RegtHQ was the small 116 LAA Regt Sigs Sec which would have had a small number of AWAS signallers.</p> <p>It would appear that the Bibra Lake site was developed by HQ 116 LAA Regt from January 1943 and occupied until October while the LAA batteries rotated between training areas as above. They would have developed a site for around 50 all ranks, which would tie into the only specific site parameter that is now available, that is a 'three hole latrine'. It is likely that 116 LAA Regt Sig Sec was co-located. The relatively few A WAS attached to Regt HQ and signals section would have been accommodated in 'separated section' 'Of the main camp rather than in a separate camp.</p> <p>HQ 116 LAA Regt left for Geraldton in October 1943 and there are no records of any later occupation of the Bibra Lake site.</p> <p><b>14. Group Photos in 'We answered the call'</b></p> <p>Page 63 shows a group photo with a single caption 55AA Battery. This shows 158 individuals but the authors copy (poor quality photocopy) does not allow this total to be broken up between soldiers and AWAS. Page 66 has a similar photo captioned 66AA Battery, Bibra Lake. This has 49 soldiers and 99 AWAS. The first photo has only three officers while second has none and in both cases the soldiers and AWAS are dressed in their best uniforms. It is clear that these photos are staged and the equivalent of the traditional school class photo. Both are attributed to 'WA War Museum' which is presumably the Army Museum of WA, but they have been unable to provide any details.</p> <p>Given the high proportion of AWAS it is likely that the photos were taken in 1944 and at that stage a SL battery HQ would have around 50 officers and men, while the four SL troops would each have around 45 with 10 men or A WAS in the signal section, a total at full strength of 240. At this stage of the war it would not be unusual for units such as these to have been understrength and allowing some to be on duty</p>	

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		<p>it is likely that all members of the units were brought from their scattered camps to a central location for these 'class photos'.</p> <p>There are other 'class photos' on other pages of smaller groups, but these don't have a caption that details the nature of the group. However some of these give names and it is possible to look them up on the DVA Nominal Roll website (<a href="http://www.wv2roll.gov.au">www.wv2roll.gov.au</a>). A high proportion of the girls in the page 68 photo are from Tasmania and the ones whose Service Records have been digitized moved to WA in June 1944.</p> <p><b>15. Other Potential Occupants</b></p> <p>The searchlight defences were reorganized in March 1944 to extend the protected area to include Cockburn Sound. Previously HQ 66 SL Bty had controlled four sites north of the river while HQ 55 SL Bty manned four sites to the south. Under the new arrangements HQ 55 SL Bty took over the four remaining sites on both sides of the Swan River while HQ 66 SL Bty moved to Mt Brown to take over the Coogee Beach site and established new sites at Jandakot, Mandogalup and Garden Island. In addition drafts of AWAS were sent from Victoria, Queensland and Tasmania to form 86 SL Bty which was to establish two new sites on Garden Island. Some of the girls who arrived from Queensland had moved there from SA and Tasmania in mid-1943 and they joined the girls from those states who had arrived in W A at that time. However within months the strategic situation had changed and 86 SL Bty was disbanded before they took up their role on Garden Island and the AWAS were returned to their home states for discharge.</p> <p>Before 86 SL Bty was formed at Mandogalup in June 1944 it is possible that the Bibra Lake camp site (vacant since October 1943) may have been used as a transit camp for some of these AWAS. However there is no documented evidence of this.</p> <p><b>16. Other Oral History Accounts</b></p> <p>The Bibra Lake Progress Assoc has been collecting stories about the site from residents and others, some of which need to be examined in detail. One resident has stated that she was taken to the site many</p>	

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		<p>years ago by her mother who claimed to have worked there, and was shown a 'bunker' where the unit kept all their secret material. However when the mother's Service Record was examined she had worked at a HAA site.in Victoria before joining a HAA unit at Fremantle in mid-1943. When that unit was disbanded she briefly joined a searchlight unit in mid-1944 before returning to Victoria for discharge before the end of the year.</p> <p>Collected memories can provide interesting insights into the past, but care needs to be taken with them and any second hand information should be rigorously verified. As a minimum the Service Records of any informant, or any ancestor of the informant, should be examined to determine when they may have been involved with the site so their information can be put into context with the documented evidence. These Service Records are available for all soldiers or AWAS from the Second World War and if they are not on line at <a href="http://www.naa.gov.au">www.naa.gov.au</a> then they can be digitized for a small fee.</p> <p><b>17. The Site Itself</b></p> <p>Despite the Progress Assoc's keen interest in the site, it has not been documented or mapped. The buildings have long since been demolished and no plan has been located. The remains of several tracks (of imported gravel) can be seen and there are some areas with broken bricks and concrete which may be the remnants of building pads. Next to the remains of a latrine with three WCs is the remnant of a septic tank and a sullage pit next to a small exposure of concrete pad may be an ablution block. However no work has been done to expose the pads to determine their size or purpose. A depression in the area is thought by the Progress Assoc to be the site of a sunken tent or building associated with the camp, but no exploratory excavation has been done to determine if this is a man-made or natural depression.</p> <p>Other remnant army camps such as at Rottnest Island, Garden Island and Chidlow's have a mixture of concrete pads from former kitchens, ablutions, latrines and storerooms, while the men slept in tents and the mess halls attached to the kitchens were wooden structures with a compacted earth floor. At Bibra Lake there does not appear to be any kitchen or storeroom pads and this ties in with the mobile nature of the LAA RegtHQ for whom the camp was built. They would have used tents and vehicle lean-tos for accommodation, storerooms and offices while</p>	

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		<p>they would have been equipped with mobile kitchens. Overall the camp area is small, less than 0.4 ha which, along with the '3 hole' latrine would indicate a camp for about 50 to 60 people.</p> <p>The Progress Association has indicated that they have located what may be a garbage burial site roughly 100 metres north of the site. This is a logical location for disposal of unit waste outside the camp area and if exploited professionally it could add to the knowledge of the site. Similar burial sites at other former army camps have revealed interesting, but not significant artefacts and this site has the advantage that it is unlikely to have been picked over by the amateur weekend metal detectors.</p> <p><b>18. The Significance of the Site</b></p> <p>The Draft Place Record lists four items in the Statement of Significance which are based on an incorrect understanding of the site and its history.</p> <p>'AWAS Army Camp (site), Bibra Lake, is significant for its association with the area role in defending the western coastline in World War II' The site was the temporary home for a small unit which controlled the training of three newly formed mobile light anti-aircraft batteries before they left for more forward areas. It played no role in the defence of the WA coast.</p> <p>'AWAS Army Camp (site), Bibra Lake is significant for its association with the Australian Women's Army Service and their critical role in operating the searchlights during World War II'. The site was not a searchlight site during the war and has no particular association with the AWAS except for the few who were part of the small unit training on the site for a short period.</p> <p>'AWAS Army Camp (site), Bibra Lake is significant for its archaeological potential for increasing our understanding of a World War II Army Camp'. The site was a temporary camp occupied for a short time by a small unit. Although they are not in the Cockburn City area, W A has a number of large and small army camp sites that have more complete remnants and better documentation which can contribute more to this objective.</p> <p>'AWAS Army Camp (site), Bibra Lake, is significant for its educational potential to assist people to understand the development if such sites during World War II.' The site location over the road from a Scout Hall, the</p>	

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		<p>Native Arc facility means it is in an area where its educational potential could be exploited by placing of suitable interpretation. However there is little on site that could be used to conjure up a story with education value. There are many other sites around the City of Cockburn which were used by more significant army units during the war and could have interpretation installed and used to demonstrate the real military heritage of the region.</p> <p><b>19. Recommendations</b></p> <p>The Draft Place Record for the Bibra Lake AWAS Camp is patently inadequate in that it is incorrect and it should be withdrawn before any formal consideration is given to placing this area onto the City's Local Government Inventory and Heritage List.</p> <p>The camp site needs to intensively examined and mapped to reveal any buried building pads and to reveal the outline of the pads that are only partly exposed. The rubbish burial area needs to be explored by a professional archaeologist before it is discovered by the amateur 'metal detector brigade'. This work needs to be done with the assistance of someone who is familiar with the features of such an army camp and the way in which the camp was unused.</p> <p>After the actual history of the rea has been documented, consideration could be given to a new proposal for listing, based on a factual Draft Place Record.</p> <p>It is acknowledged that this listing is being proposed in the context of City's ongoing campaign against the Roe 8 and Perth Freight Link Projects, but a Heritage Listing of such obvious doubtful quality would be extremely damaging to the whole concept of heritage protection in WA.</p> <p><b>Attachment 1 - Anti-Aircraft Searchlight Units in Western Australia</b></p> <p>A Short History -1939 to 1945 The first AA defences of Fremantle were the mobile 3" guns of 5 AA Cadre and to support them engaging enemy aircraft at night, 55 Anti-Aircraft Company RAE was raised in November 1939 from the Fortress Engineers They had a Company HQ and one Searchlight Section which had one 90cm Master light of British design and three searchlight. They required sound locators to bring them close to their target with the Master light illuminated the target whereupon the other</p>	

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		<p>three lights then homed in on the aircraft.</p> <p>By early 1942 the renamed 55 AASL Cry had expanded to have four sections, manning searchlight stations at Melville, Beaconsfield, Claremont and Mosman Park. In February HQ 66 Anti-Aircraft Searchlight Company was formed at Swanbourne to take over the stations north of the river. In March 1942 197 US CA (AA) Regt arrived in WA to thicken the AA defences and until July their 15 large searchlights worked with the Australian stations in a ring around Fremantle.</p> <p>While the US searchlights were at Fremantle, both Australian companies expanded and in November they were reorganized with the sections being numbered. 55 AASL Coy had their HQ at Stephens St, Beaconsfield and 205 Section was at Clontarf Hill. 177 Section was at Riverton, 178 Section at Melville, 179 Section at Coogee Beach and 180 Section at Mt Brown. 66 AASL Cry had their HQ at Alfred Rd Swanbourne, along with 181 Section. 182 Section was at Canning Bridge, 183 Section at Mosman Park, 184 Section at Kings Park and 206 Section at Shenton Park. In March 1943 HQ 55 AASL Cry moved to Attadale.</p> <p>Responsibility for searchlights transferred to RAA in May 1943 and the units became 55 AASL Bty and 66 AASL Bty and the sections became AASL Troops. In August 1943, HQ 69 AASL Bty arrived at Beaconsfield from Whyalla (SA) and in September and batteries were reorganized.</p> <p>180 AASL Tp and 206 AASL Tp were disbanded and the searchlight stations at Mt Brown and Shenton Park closed. The troops in the reorganized 55 SL Bty (Mixed) became 136 Hvy SL Tp (Riverton), 137 Hvy SL Tp (Melville), 138 Hvy SL Tp (Coogee Beach), 213 Med SL Tp (Clontarf Hill). The troops in the reorganized 66 SL Bty (Mixed) became 139 Hvy SL Tp (Swanbourne), 140 Hvy SL Tp (Canning Bridge), 141 Hvy SL Tp (Kings Park) and 142 Hvy SL Tp (Mosman Park).</p> <p>These units provided the searchlight defences for Fremantle and they were manned by a combination of full time AMF soldiers, part time VDC men and women from the AWAS. The mix varied between troops and over time. Initially VDC soldiers were attached for training, and then they replaced the gunners manning the lights, with AMF NCOs and officers. Then VDC NCOs and officers were added to form complete shadow units while the few AMF soldiers left were reduced to a training and maintenance cadre. Few AWAS were posted to the searchlight stations</p>	



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		<p>near the selected areas where sufficient VDC men were available, but they fully manned some of the more isolated stations.</p> <p>In the September 1943 (and later) reorganizations, the surplus men were organized into troops (including 143 Hvy SL Tp) which were then sent north to join searchlight batteries in the forward areas. HQ 69 AASL Bty and surplus WA men formed 69 Mob SL Bty which left for NT in June 1944. Although they were camped on Healy Rd, Beaconsfield (near the Clontarf Hill site) they did not play an active part in the Fremantle AA defences. When 213 Med SL Tp was reorganized in February 1944 as 108 Hvy SL Tp and moved to Swanbourne, 69 Mob SL By did not occupy the Clontarf Hill site.</p> <p>The September reorganization also applied in SA and Tasmania and the surplus AWAS from 58 AASL Bty (SA) and 59 AASL Bty (Tas) transferred to WA in early 1944 to join 55 SL Bty (Mixed) and 66 SL Bty (Mixed) to release further men who were sent north. In June 1944 when 69 Mob SL Bty left for NT, many of these AWAS were used to form 86 SL Bty (Mixed) at Mandogalup which was to take over the searchlights on Garden Island. They formed 152 Hvy SL Tp and 153 Hvy SL Tp which trained at Wellard and Beecher Point until they were disbanded in October/November 1944.</p> <p>In March 1944 the defended area was extended south to cover Cockburn Sound and the searchlight defences were rearranged. HQ 55 SL Bty (Mixed) at Attadale taking over the sites around Perth with 136 Hvy SL Tp at Attadale, 137 Hvy1 SL Tp at Mosman Park, 138 Hvy SL Tp at Kings Park and 108 Hvy SL Tp at Swanbourne. HQ 66 SL By (Mixed) moved to Mt Brown to control the searchlights to the South, with 139 Hvy SL Tp at Jandakot, 140 Hvy SL Tp at Mandogalup, 141 Hvy SL Tp at Coogee Beach and 142 Hvy SL Tp at Garden Island South.</p> <p>By mid-1944 most of d1e field troops had left W A while the coast and AA guns were manned by VDC crews with few full time AMF soldiers. The AA searchlights were only manned on callout and some of the A W AS manned searchlight troops were rotated between sites, before they were disbanded by the end of 1944.</p> <p>Attachment 2 - Fremantle Anti Aircraft Searchlight Sites. (Table enclosed with original submission)</p>	

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		<p>1. By way of an advertisement in the Cockburn Gazette of 21 July 2015 the City of Cockburn sought comments on the proposal to include the former A WAS Camp at Bibra Lake on the City's Local Government Inventory and Heritage List. The proposal was based on a local claim that during the Second World War this was the camp site for an anti-aircraft searchlight unit involved in the defence of Fremantle which was manned by A WAS soldiers. This claim had been investigated by a consultant who, after what he admits was a cursory look wrote a report which supported the claim and his report became the Draft Place Record.</p> <p>2. The author has published widely on the Australian Army in W A during the war and has an intimate knowledge in particular of the anti-aircraft and coastal defences around Fremantle. In a submission dated 23 July 2015 the author outlined the actual military history of the site and addressed each component of the supporting evidence. As this submission was posted and has not be acknowledged to date, a copy has been attached.</p> <p>3. The submission explained the process by which the location of all army units were listed at that time in regular published Location Statements and it provided a summary of the locations occupied by all AA searchlight units in the Perth/Fremantle area during the war. To reinforce that summary, attached to this supplementary submission are copies of a range of these Location Statements which will verify the summary. These Location Statements were copied from Unit War Diaries at the Australian War Memorial during previous research into the Fremantle defences.</p> <p>4. The Location Statements clearly identify the location of all searchlight units and that no AA searchlight unit was located at the Bibra Lake site during the war. They also indicate that there was a searchlight troop (139 Heavy Searchlight Troop) at Jandakot from March to September 1944, in the area just west of what is now Cockburn Central. This would probably account for some of the anecdotal stories of searchlights being seen in the area at night.</p> <p>5. My previous submission establishes that when the HQ for 116 Light Anti Aircraft Regiment moved to the site in January 1943 it was a new site that had not been previously occupied. Such a regimental HQ had a staff of 46 and as a new unit training for a mobile role they would have used tents and vehicle lean-tos as accommodation, storage and work spaces and would have been equipped with mobile kitchens, although there may have been a wooden floored mess on site. This is consistent with the remaining</p>	

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		<p>evidence on site with a '3 hole' latrine and the concrete pad for a small ablution block being the only building remains left.</p> <p>5. The Location Statements also record the location in the same area of 8 Anti-Aircraft Operations Room which moved to Jandakot in March 1944. This is relevant because this unit had a significant number of A W AS staff who were housed in several buildings in the village and would have been seen around the neighbourhood.</p> <p>6. Recent stories collected by the Residents Association now claim another searchlight position was in the area now developed as Adventure World, based on the boyhood memories of an elderly gentleman. They have n t been able to establish when this was or for how long they were there. Again this is not supported by the records, but this was the recorded as the site occupied by one of the batteries of 116 LAA Regt for a period of around a month while training.</p> <p>7. You may also note in the summary of the searchlight sites that 86 Searchlight Battery (Mixed) was formed at Mandogalup in June 1944 and trained there and at Wellard. This was the unit to which many surplus AWAS women were posted and was preparing to establish searchlights on Garden Island. During their training they operated their lights from a variety of temporary locations some of which may have been in this general area. However after such short term deployments they returned to their base areas which were reported on the Location Statements. At none of these temporary locations were the AWAS actively involved in the defence of Fremantle. As anti-aircraft searchlights were no longer needed, 86 SL J3ry (Mixxed) was disbanded in November 1944 before they were deployed to Garden Island.</p> <p>8. Again it is acknowledged that this proposal is being considered in the context of the City's campaign against the Roe 8 and Perth Freight Link Projects. Media reports have indicated. That the Mayor has written to the Federal Minister for the Environment to seek listing of the site under Federal legislation. Other media reports appear to quote the mayor as claiming that the camp "... was built in 1941 and is believed to have once been the home to 200 women who were posted to searchlight operations and gun stations around the city during World War 2': This is demonstrably incorrect as it was a new site when occupied by the HQ unit in January 1943. If it was home to 200 women, they must have had a long queue for the '3 hole' latrine.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>9. The council's Local Government Inventory and Heritage List process is designed to protect areas which have significance in the local context and is an important tool to ensure the protection of places with real, rather than imagined, significance. The listing of this site based on local stories that are inconsistent with the documented facts would damage the integrity of an important system of government.</p> <p>10. I would be happy to discuss the facts of the case with you, your staff, tor mayor or your councillors if the opportunity were to be available.</p>	
2	Digger Cleak OAM President City of Cockburn RSL Email: <a href="mailto:clouds@comswest.net.au">clouds@comswest.net.au</a>	<p>My name is Digger Cleak and I am the President of the City of Cockburn RSL Sub-branch, I have been involved with the AWAS Camp Site project (only on the periphery) and would like to submit the following support to the Heritage Listing.</p> <p>The City of Cockburn RSL Sub-branch is fully supportive of the Former Australian Women's Army Service (AWAS) Regimental Headquarters Campsite at Bibra Lake obtaining Heritage Listing status.</p> <p>The opportunity to discover as much information about a long forgotten but important part of World War 2 and the roles played by the young ladies who so courageously volunteered to serve their Nation in a time of extreme need has arrived.</p> <p>This is an opportunity for Local, State and Federal Governments to stand together in this Centenary of Service and Commemoration period 2014 – 2018. Recognition of the women who played such important roles 1942 – 1945, needs to be a priority before the opportunity disappears forever.</p> <p>Local, State and National importance of this site could never be higher and the City of Cockburn RSL Sub-branch is proud to support it.</p>	Support for the proposed listing is noted.
3	<b>Sue T. Carter</b> Author, Archaeologist, Researcher, Bloggger Email:	<p>I would like to put forward a submission as to the Heritage Listing of the Regimental Headquarters of the AWAS Site, located in Bibra Lake.</p> <p>1. The Bibra Lake Residents Association asked me to look at the</p>	<p>1. Noted.</p> <p>2. Noted.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	<a href="mailto:info@fortifiedengland.com">info@fortifiedengland.com</a>	<p>site, as the local archaeologist. I have examined part of the area and have found it to include significant archaeological remains pertaining to the ablution blocks, and general camping area. A large number of artefacts are visible above ground and many more may lie just below the surface.</p> <ol style="list-style-type: none"> <li>The area of the site I examined was only a small portion and I believe it stretches further into the bush.</li> <li>It is recorded that the site included camping areas set up with tents, pre-fab huts, and amenities for the inhabitants.</li> <li>The AWAS was very active in Western Australia during WWII and with its Regimental Headquarters being moved from Naval Base to Bibra Lake shows the importance of the site.</li> <li>There are no other AWAS sites remaining in the whole of Australia – so this makes the Bibra Lake site not just of local and state importance – but Nationally. Very little is known of the role of the AWAS and their importance of guarding the Home Front whilst the men were away fighting on foreign shores.</li> <li>A full archaeological investigation of this site would benefit local and national interest and its preservation is of the upmost importance.</li> <li>If this site is lost, not only do we lose part of our history, but we are wiping out the living memory of the importance and significance of its role in guarding Western Australia during WWII.</li> <li>A word of warning goes with this site too. It is a military site and has seen the use of live ammunition. Not all ammunition is cleared away, some is buried, when sites go out of use. Anyone on the site may be in danger of exposure to UXB's and the potential for fatalities.</li> </ol> <p>With this is a recommendation that the site be listed, protected, and only investigated by military and archaeological personnel in order to cut down the risk of legal proceedings being taken against the council should any incidence take place.</p>	<ol style="list-style-type: none"> <li>Noted.</li> <li>It is understood that it was the Headquarters of the 116 LAA Regiment – this was no the AWAS headquarters.</li> <li>There are other AWAS sites in Australia – for example there is a AWAS signalling station in Lesmurdie.</li> <li>Noted.</li> <li>Noted.</li> <li>The Department of Defence Unexploded Ordnance (UXO) database identifies no reference to the use of ammunition that would present a potential UXO hazard.</li> </ol> <p>Discussions have been had with the Directorate of Environmental Remediation Programs, and they have indicated that generally small arms ammunition (SAA) (a calibre less than 20mm) are not classed as UXO, so it may be possible that training using small arms (rifles etc) may have left the odd live round lying around. It is also theoretically possible that small caches of SAA may have been left behind, but the likelihood is very low. Their advice is that unless there is other specific evidence to the contrary, the likelihood of UXO (or SAA in large quantities) is very low and should not cause concern.</p> <p>Discussions have also been had with Western Australia's specialised UXO</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>9. The site has already attracted some attention and people have been digging holes in it – for their own immoral and selfish gains – which needs to be stopped for the preservation of any buried remains as well as legal implications to the Council.</p>	<p>Liaison Officer in the Department of Fire and Emergency Services – he has advised that the site is not known to have any activities that would warrant concern regarding UXO. He has advised that if there was any physical or historical evidence of UXO the Department of Defence would investigate, however at this time there is not such evidence.</p> <p>9. This matter has been addressed by the City.</p>
4	<p><b>Noela Johns</b>  <b>PO Box 159</b>  <b>WAROONA WA 6215</b></p>	<p>I can remember clearly when the camp was in use, not far from our dairy farm on Hope Road. Dad used to supply fresh milk to them every day, and in return was given the kitchen scraps for the turkeys and geese. We had to go past the camp to go to school, and when we came home in the afternoon, the ladies always came out and gave us a drink or fruit. In the evenings we use to watch the operating of the search lights. No TV back then so it was good entertainment. There would be a small plane flying around and they had to find it, which they did successfully.</p>	Noted.
5.	<p><b>Mrs Kay Hyde</b>  <b>120 Leach Highway</b>  <b>MEVILLE WA 6156</b></p>	<p>I can remember the AWAS camp at Hope Road, Bibra Lake as we passed in each day on our way to and from School. My name then was Marchant and I lived on the Marchant Family Dairy (in Hope Road)</p> <p>My dad supplied the AWAS with milk and they gave him kitchen scraps to feed the farm poultry.</p> <p>They also had a search light there and I can remember watching at night the lights beam in the sky.</p>	Noted.
6.	<p><b>Ugo De Marchi</b>  <b>84 Waverly Road</b>  <b>COOLBELLUP WA</b></p>	<p>I was born in 1938 and my parents had a mixed farm in Doherty Road in those days.</p> <p>As a young boy in 1944-1945 I can still recall search lights lighting up in the sky in the direction of Hope Road when a plane appeared in the night sky.</p> <p>Because I commenced my primary school years at the Bibra Lake Primary</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>School located in Warwick Road (which has since been replaced by Cordelia Ave) I had no cause to venture past the AWAS camp.</p> <p>I was not aware the camp was there until I questioned a close friend Mr Maurice Fortini about the location of the search lights during the way and he told me they were directly opposite his property in Hope Road and that some remains of the camp still remained.</p>	
7.	<b>E Masadada (Fortini)</b> <b>25 Aleppo Drive</b> <b>Kardinya WA</b>	<p>During the second world war in Bibra Lake my parents were the official agents for Elder Smith and Co, operating from Warwick Road in Bibra Lake.</p> <p>We had a large piggery, cattle, and were also wood merchants.</p> <p>My parents also owned a large parcel of land in Hope Road, Bibra Lake, with many beef cattle on the property.</p> <p>I was born in 1930 and my elder brother and sister were required to regularly check on our cattle each week.</p> <p>Our property was directly opposite the AWAS camp. I can remember the searchlights and many girls at the camp. I was also aware the camp had a bore which was used to supply water for the camp and was stored in water tanks.</p> <p>Because we were young we did not venture into the camp so we were unaware of other facilities that were in the bush or how far the camp extended.</p>	Noted.
8.	<b>Christine Cooper,</b> <b>1B Style Court, Bibra Lake</b> <b>6163</b>	<p>Since the initial discovery of this site and the request to have City of Cockburn list it as a Heritage Site, there has been more information found and discoveries made that support the initial application. These are listed below.</p> <ol style="list-style-type: none"> <li>1. The verification of the size of the site is vital as this will confirm that the construction of Roe 8 will impact on the site. After studying the aerial photograph from 1950 of the area from City of Cockburn website, I explored the site further to the north of the original discovery. I was able to locate other items that verify that the site extended much further than was originally thought. One of the items had a trademark that was used between 1939 and 1944. I have shown archaeologist, Sue Carter, this section of the site, and am happy to disclose the exact location to official archaeologists or</li> </ol>	<ol style="list-style-type: none"> <li>1. Agree.</li> <li>2. The auction notices do set out the structures that were auctioned from the site.</li> <li>3. Noted, however the service records of Marjorie Young do not specifically indicate if she served there to confirm this information.</li> <li>4. Noted, however the service records of Pte MM Robertson do not specifically</li> </ol>

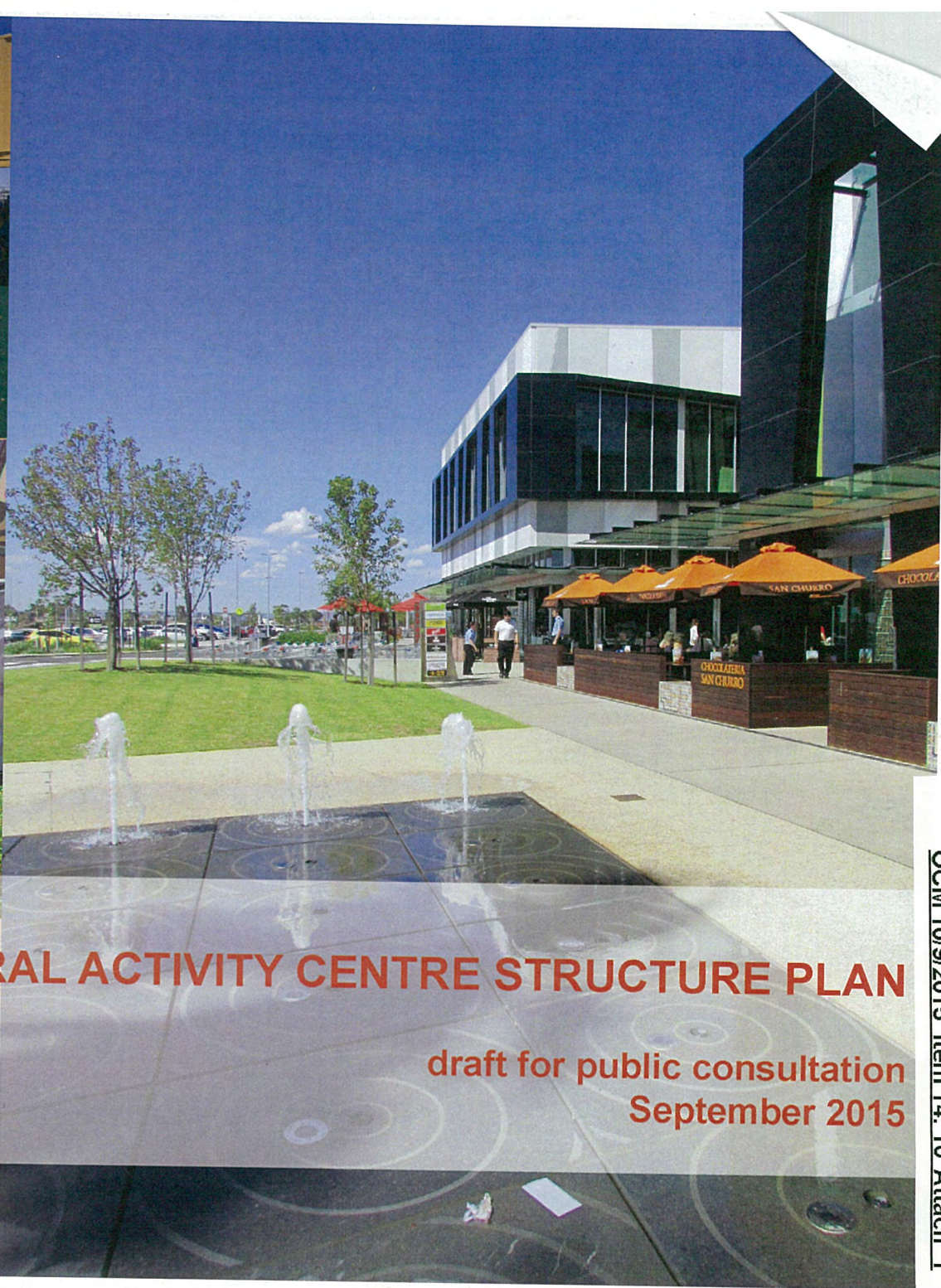


NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>historical consultants employed by council, so that their reports can confirm the site location and area covered.</p> <p>2. Leah Napier, Reader Services Librarian at Spearwood Public Library was able to locate an article in The Sunday Times, 16<sup>th</sup> September 1945 that specifically refers to "Searchlight Station 10, Bibra Lake, cor. Warwick (now Hope Rd) and Dixon Roads". This is important because it confirms that one of the functions of the site was for searchlights during WW2. This item lists the dismantled parts of the military camp that were auctioned off at the end of the war.</p> <p>3. The media coverage of the discovery of the site has led to several sons and daughters of women who served with the AWAS and were located at Bibra Lake to come forward with stories and photos. One of these daughters, Robyn Daniels, whose mother was Iris Marjory Young, confirmed that this was the location that her mother had shown her in 1966, and told her stories of her time of service at Bibra Lake. One of these stories was about the "bunker" where they kept records. Her role was as a "predictor" and "she was very capable with rifles".</p> <p>4. Robyn Daniels and another daughter of one of the women who served at Bibra Lake, Kaye McNally, whose mother was Pte M.M. Robertson, Royal Aust. Corps Signal, both have provided photographs of some of the women who served at Bibra Lake. Coincidentally, both daughters have provided a photograph of both mothers with two other women sitting at a bench outside a tent in the bush. These two daughters did not know each other previously.</p> <p>5. I have also been contacted by two more daughters whose mothers are still alive (now in their 90s) served at the site. I will be following up with the possibility of digitally recording their stories.</p> <p>6. I have also just been contacted by the son of a man who says that his "father's signal unit did some of their training at Bibra Lake before heading to Queensland and then on to Milne Bay. He was with 11 Div Sigs." I will be following up with this information as quickly as possible.</p>	<p>indicate if she served there to confirm this information. No photographs have been provided to the City.</p> <p>5. Noted, however no further accounts have been provided.</p> <p>6. Noted, however no further information has been provided.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
9.	E.F. ATKINSON 8b Denham Street Spearwood 6163	<p>Support</p> <p>Some time ago it came to my attention that an Army Camp was situated in Bibra Lake during World War 2.</p> <p>At the time I did not attach a great significance to it but since then I have visited the Somme and Flanders and now realise the importance of keeping these sites as an acknowledgement to the extent that WW2 affected Australia. Several residents, who have lived in the area all their lives remember the search lights during the War but the majority of others do not realise how much effort our armed forces put into keeping this country safe.</p> <p>It is extremely important that the site in Bibra Lake is acknowledged and preserved by this Government and in doing so acknowledging the Australian Service Personnel, the majority of whom were women, who participated in the defence of this country during World War 2. Many of the children of these personnel are alive today and official acknowledgement of the part their mothers played is an important part of our heritage as a country and is little known by the vast majority of local residents.</p> <p>On the Somme the part played by our Australian Forces is prominently displayed and openly praised and admired. The personnel who defended our shores should be likewise recognised for the part they played and by acknowledging and preserving all sites the Government will be seen to be doing this. Personnel stationed at Bibra Lake were billeted in tents, in the bush, during all weather conditions. This alone makes it different to the more established camps and for this reason should be acknowledged.</p> <p>I ask that serious consideration be given to preserving the remains of the site at Bibra Lake.</p>	Noted.
10.	Historical Society of Cockburn, Azelia Ley Museum Manning Park PO Box 433 Hamilton Hill 6963	<p>Support</p> <p>Recently it came to our attention that a Womens Army Camp was situated at Bibra Lake during World War 2. This appears to be the remains of a fairly unique site, with little recognition of its importance, at the time. The importance of preserving these sites is now widely acknowledged, particularly in this War Centennial period, as an acknowledgement and realisation of the extent that WW2 affected Western Australia. Several residents, who have lived in the area all their lives remember the search</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>lights during the War but the majority of others do not realise how much effort our armed forces put into keeping this country safe.</p> <p>It is extremely important that the site in Bibra Lake is acknowledged and preserved by this Government and in doing so acknowledging the Australian Service Personnel, the majority of whom were women, who participated in the defence of this country during World War 2. Many of the children of these personnel are alive today and official acknowledgement of the part their mothers played is an important part of our heritage as a country and is little known by the vast majority of local residents. In the rest of the world, the part played by our Australian Forces is prominently displayed and openly praised and admired. The personnel who defended our shores should be likewise recognised for the part they played and by acknowledging and preserving all sites the Government will be seen to be doing this. Personnel stationed at Bibra Lake were billeted in tents, in the bush, during all weather conditions. This alone makes it different to the more established camps and for this reason should be acknowledged.</p> <p>I ask that serious consideration be given to preserving the remains of the AWAS site at Bibra Lake.</p>	

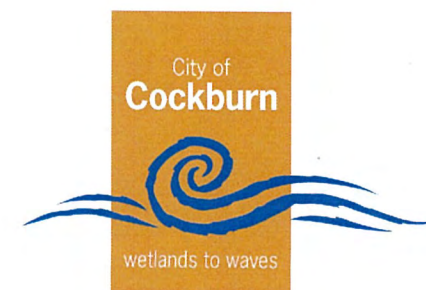




# COCKBURN CENTRAL ACTIVITY CENTRE STRUCTURE PLAN

draft for public consultation  
September 2015





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# 1. INTRODUCTION

## DRIVERS OF CHANGE

Cockburn Central is a Secondary Centre experiencing significant growth and undergoing considerable change. This is reflective of the wider City context which has experienced significant and sustained growth over the past several decades, quadrupling in size since 1971 to now over 106,000 residents.

Population growth has had a direct impact on Cockburn Central and further change is expected as the City's population is forecast to grow to over 170,000 residents by 2031 (forecast.id, July 2015) requiring the planning and coordination for a further 65,000 residents.

Over the last decade, centres of activity and influence have shifted with the concentration of populations creating a new core of population surrounding Cockburn Central, straddling the Kwinana Freeway and Perth – Mandurah Railway. This trend is expected to continue with the opening up of development land in the locality of Banjup.

Large expanses of employment lands surround Cockburn Central and as these areas, in addition to the activity centre, continue to grow it is becoming vitally important to coordinate large transport infrastructure items so as to ensure the centre can function sustainably into the future. To this end, one of the key aspects relates to considering further road design options for Cockburn Central. The City posits two potential options for the State Government in this regard, and it is an expectation of both the local government and the community that the State Government engages in this process to ensure that whatever option they select is optimal and delivered in the short term. The continued failure to deliver road infrastructure through Cockburn Central by the State Government is the biggest weakness, and the most significant future threat facing the Activity Centre.

Cockburn Central is unlike many established activity centres that are physically constrained by existing development, and therefore requiring a focus on regeneration, land use mix and employment opportunities. Cockburn Central given its young, emerging nature has considerable "room to move", however such room can only respond if infrastructure delivery is coordinated. The failed delivery of an acceptable movement network has effectively stalled the centre, and is a basis for this document to drive a course to reach an outcome with the State Government regarding infrastructure delivery.

Large expanses of land are already coordinated under adopted Local Structure Plans (LSPs), which were based upon the very first Activity Centre Structure Plan for the area known as Thomsons Lake. Explicit to this first plan was a regional road infrastructure solution that would provide the coordinated infrastructure delivery to support the Centre – this element has gone undelivered as Cockburn Central has grown.

While a weakness and threat, the land required for such infrastructure delivery still sits largely undeveloped and underutilised within the Eastern portion of the core area. This is only by good luck. This new version of the Activity Centre Structure Plan provides two options for the State Government in respect of addressing the activity centre movement issues – these options have to be regarded as urgent, noting the opportunity to achieve the right movement network is quickly disappearing.

The City is therefore now stepping into the realm of what State Government agencies general do, being to propose options that the State can consider in respect of how to deliver a final movement network which provides for additional freeway connectivity, reorientation of regional traffic passing through the activity centre while also improving accessibility by all modes within the activity centre core.

The challenge for Cockburn Central and this Structure Plan relates to the need to:

1. Coordinate the delivery of key infrastructure items required to support the maturity of the activity centre;
2. Identify urban design related strategies appropriate for a Strategic Metropolitan Centre;
3. Ensure the emerging urban precincts continue to emerge in their own right but also contribute to a coordinated whole;
4. Given the high level nature of this structure plan, provide an action plan to coordinate key tasks and ensure it is clear on mechanisms to ensure measurable targets are implemented over time – identifying what needs to be done and when.

This last point and the wider view adopted within the preparation of this Structure Plan, adopts the need to identify what has to be undertaken straight away, acknowledgement of what will come later, in addition to recognising the significant amount of work already undertaken.



## INTRODUCTION

The purpose of the Structure Plan is to confirm the vision for Cockburn Central Activity Centre and detail the actions required to support the maturity of the centre towards this objective. A key aim sought within this Structure Plan is to demonstrate the reasons why Cockburn Central should be elevated in the activity centres hierarchy (SPP4.2, 2010) from a Secondary Centre to a Strategic Metropolitan Centre and what actions are required to guide the centre towards this aspiration.

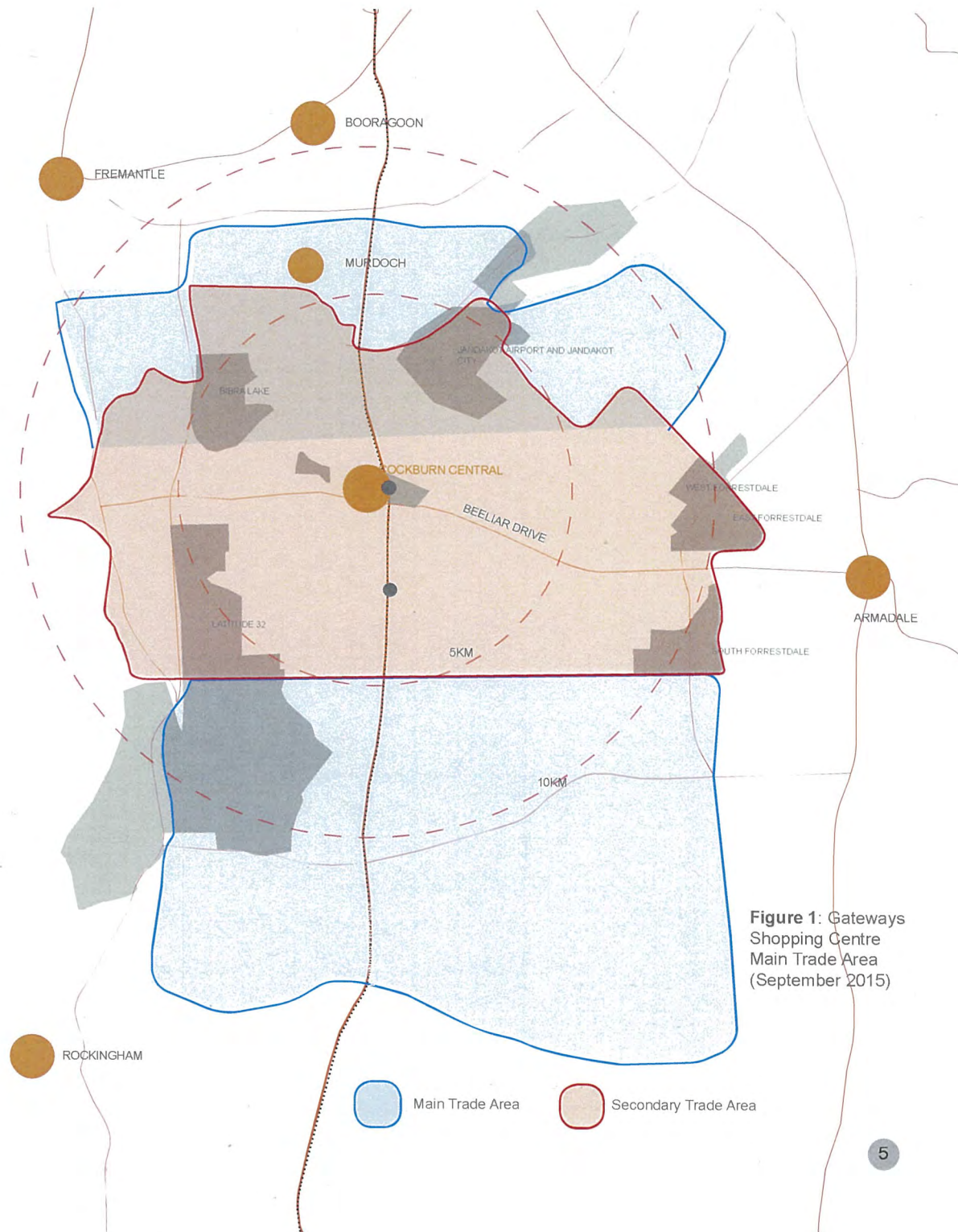
Recent analysis of the Gateways Shopping Centre Main Trade Area suggests the catchment will easily exceed 160,000 persons by this time, demonstrating why planning should start now to elevate the activity centre towards a Strategic Metropolitan Status (Figure 1).

No matter the activity centre classification, Cockburn Central needs to cater for both the local community and the broader sub region. The structure plan provides a framework to guide future growth in a logical and sustainable way. It will be used to guide investment in and around the activity centre and to guide the centre towards a Strategic Metropolitan status.

The structure plan is underpinned by a shared vision, identified within the Cockburn Central Activity Centre Structure Plan (CCACP) developed by the City and consulted with key stakeholders in late 2014. This was the precursor to this structure plan, establishing the vision and highest level objectives to shape key actions arising.

This structure plan importantly builds on the large precincts that are already guided by adopted Local Structure Plans (LSPs) including Gateways Shopping Centre, Cockburn Central West, Cockburn Town Centre and Muriel Court. It has also been developed in the context of a number of other related studies and reports referenced in **Appendix 2**.

The number of residents located within the Main Trade Area of Gateways shopping centre in **2015** is **101,504**. This number is expected to expand to at least **144,876** in **2026** and **163,213** in **2036**.





## ACTIVITY CENTRE BOUNDARY

The structure plan boundary shown in **Figure 2** is the Core and Frame Area defined within the CCACP, reflecting the area of future strategies that will apply to the activity centre and the surrounds.

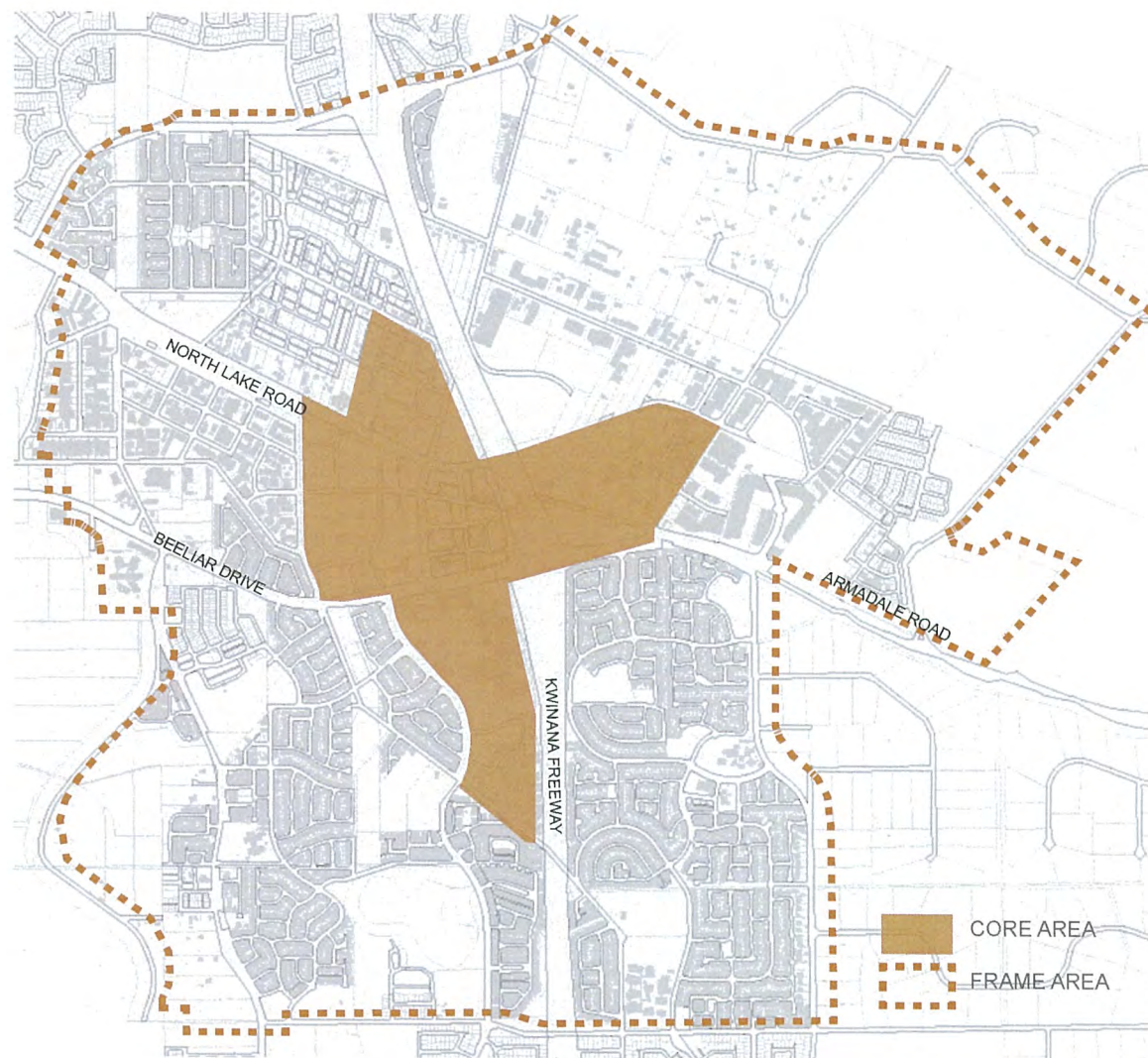
Given the large structure planned areas already planned for and their ability to provide a diverse range of land uses into the future, the boundary provides sufficient land to accommodate growth over the long term. The Core Area incorporates the retail core of the activity centre, the Transport Oriented Development (TOD) and mixed use built form within the Town Centre, the emerging recreation and mixed business precinct of Cockburn Central West, and a large expanse of medium to high density development in the northern precinct, Muriel Court.

Importantly, the Core Area encompasses land located within the 800m catchment of the Cockburn Central train station, east of the Kwinana Freeway, highlighting the urgent need to provide planning certainty for this currently underutilised area of land. Clearly associated with this is the decision imperative the State Government need to make relating to design options addressing the movement and accessibility network – whether that be a clear commitment to deliver the current design option that has been instilled within the Metropolitan Region Scheme (MRS), or whether to consider the City's design alternative detailed within this Activity Centre Structure Plan, of which was developed to address the concerns that the State Government have voiced regarding the current option.

The Frame Area mostly contains residential uses in addition to industrial land located between the Core Area and the Beeliar Wetlands in the east.

Not all areas within the Structure Plan boundary will be analysed and treated the same. This is recognising the need to focus on key areas that require greater coordination to match the work already undertaken in other areas. This point is detailed further within Section 6 – Precincts, where objectives are identified to guide individual precincts.

**Figure 2:** Cockburn Central Activity Centre Frame and Core Area



**Figure 2:** Activity Centre Structure Plan boundary - Core and Frame Area



## 2. CONTEXT

### PLANNING CONTEXT

#### *Directions 2031 and Beyond – metropolitan planning beyond the horizon (August, 2010)*

"Directions 2031 and Beyond" establishes a vision for future growth of the Perth Metropolitan and Peel regions, providing a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate growth.

The Strategy identifies Cockburn Central as one of 19 Secondary Centres. The Strategy states that Secondary Centres play an important role in the City's economy, and are mixed-use centres that provide a mix of retail, office, community, entertainment, residential and employment activities and are well serviced by public transport. The purpose of Secondary Centres is to support the communities within their catchments, thereby reducing the requirement to travel outside the locality.

An identified focus sees diversity as a key component in developing the liveability of centres like Cockburn. It is a key objective to demonstrate that Cockburn Central is tracking to clearly establish itself as a Strategic Regional Centre. For its relatively young age, the activity centre enjoys excellent levels of public transport accessibility, land use diversity and a strong employment base reflective of a strong and maturing centre. All these elements stand to grow provided infrastructure coordination supports centre maturity under the umbrella of a comprehensive activity centre structure plan.

#### *State Planning Policy 4.2 – Activity Centres for Perth and Peel*

SPP 4.2 is a state planning policy prepared to assist with the strategic planning of activity centres in meeting the aims of Directions 2031. The policy is focused around 6 themes; Centre Context, Activity, Movement, Urban Form, Resource Conservation and Implementation. These themes are discussed in **Section 3** of this Structure Plan.

#### *Draft South Metropolitan Peel Sub-regional Planning Framework. Towards Perth and Peel@3.5million*

The draft planning framework seeks to provide direction for sub regions towards the overarching strategies contained in the overarching draft Perth and Peel @3.5million report (2015). The high level strategic document identifies Cockburn Central as having the potential to be a key commercial and retail service provider in the sub-region while also leveraging potential synergies with health, sport/recreation and education facilities to become a sports/recreation and health precinct. A key objective into the future is to build on these assumptions and demonstrate how Cockburn Central can also provide strategic employment. Attracting strategic employment is discussed in **Section 3**.

The draft framework proposes transit priority routes between Cockburn Central and both Armadale and Fremantle. These priority routes will enhance accessibility for areas to the east and west. Explicit with this is the extension of North Lake Road over the Kwinana Freeway, representing a substantial focus of the Activity Centre Structure Plan. The City recognises the key opportunity of separating traffic which has a mobility based objective of getting on to and off of the freeway, from traffic which seeks an accessibility objective into and through the activity centre. The Plan further identifies that given its location and existing train station, anchor businesses in the healthcare and social assistance industries will play an important role in providing a cross-section of services and job choice for local residents.

#### *City of Cockburn Local and Commercial Activity Centres Strategy (LCACS)*

The City of Cockburn Local and Commercial Activity Centres Strategy (LCACS) identifies it is more than realistic for the South-west sub-region, including the City of Cockburn to achieve the employment outcomes set for it under Directions 2031. However, even though the City achieves its employment self-sufficiency target, achieving growth of strategic employment, of which is knowledge intensive and export orientated, should still remain a key objective for the City.

In 2012 Cockburn's activity centres underwent comprehensive performance assessments. This involved assessing each centres performance in the areas of; Intensity, Diversity, Employment, Accessibility, Urban form and Economic activation. The results identified Cockburn Central performed poorly in 5 of the 6 categories as illustrated in **Figure 3**.

	Intensity	Diversity	Employment	Accessibility	Urban Form	Economic Activation
Cockburn Central						
				Above Average	Average	Below average

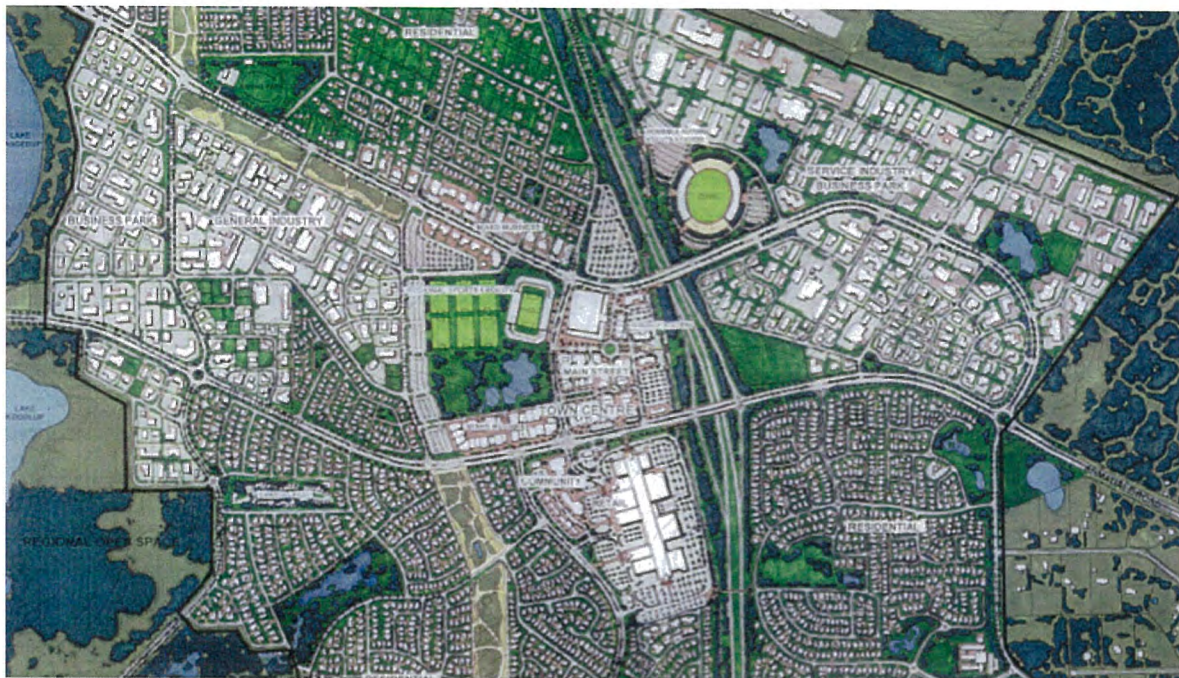
**Figure 3:** Cockburn Central performance assessment (LCACS (2011).

#### *Cockburn Central Activity Centre Plan (CCACP, February, 2015)*

The CCACP is the informing background document for this structure plan. Prepared by the City, the plan identifies key background information, the identification of key planning issues to be addressed and an implementation plan. Importantly it establishes the comprehensive vision and high level objectives, established with the community and stakeholders in 2014. This structure plan is informed by, and draws upon, this body of work. A copy of the CCACP is provided at **Appendix 3**.



## Metropolitan setting



**Figure 4:** 1997 Activity Centre Structure Plan, illustrating the North Lake Road extension connecting through to Armadale Road

Cockburn Central is located approximately 11km south of Perth Central Area and is centrally positioned within the southwest sub-region. The Secondary Centre is unique given its location within a growing population catchment, connections to large expanses of growing employment lands, and the presence of regional facilities including the Cockburn Integrated Health Facility and the emerging Regional Aquatic Recreation Centre within Cockburn Central West.

Cockburn Central is recognised as a regional transport node. The Cockburn train station provides links north to Perth and south to Mandurah. Bus services connect areas located to the east and west, however the road network in and out of the Core Area for regional traffic is inadequate, suffering from the lack of demarcation between traffic that seeks a mobility based objective of getting on to and off of the Kwinana traffic, versus traffic which is focussed upon accessing the four quadrants of the activity centre. **Figure 5** demonstrates that through the omission of the North Lake Road extension and bridge and associated Armadale Road deviation, regional traffic is pulled into the Core Area to access the Kwinana Freeway. This fragments the activity centre.

This issue was understood early in the planning of the Thomsons Lake Regional Centre, as the locality was then known. To address this, the associated Activity Centre Structure Plan of the time (prepared in 1997) demonstrated the creation of an Armadale Road / North Lake Road deviation to attempt to revert through traffic around the periphery of the activity centre (**Figure 4**).

As part of the first recommendations of the 1997 Activity Centre Structure Plan, the Metropolitan Region Scheme was amended such that it delivered upon the new regional road environment in order to affect the desired deviation of Armadale Road and North Lake Road around the periphery of the activity centre (**Figure 6**).

Whereas the original Activity Centre Structure Plan inferred a primary east west movement from Armadale Road to North Lake Road, the reality is such that significant traffic is utilising Armadale Road to access the Kwinana Freeway. This has a severing effect on the overall activity centre, such that it has become very difficult in sustaining meaningful relationships between the four quadrants of the activity centre other than via private motor vehicle. So with the original assumptions underpinning the Thomsons Lake Activity Centre Structure Plan having evolved, it is important that not only the current option, but all options be considered as part of a response to how the movement network can be viably configured to achieve the desired connections between the quadrants of the activity centre.

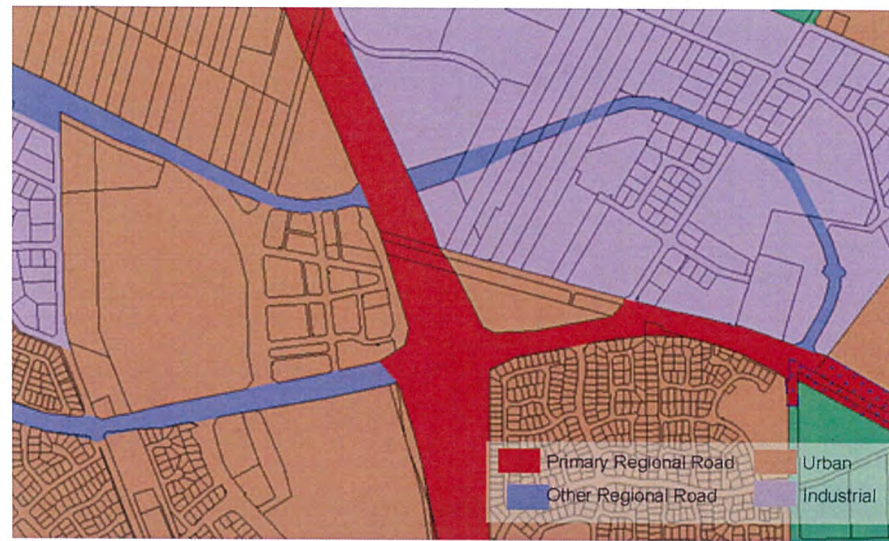
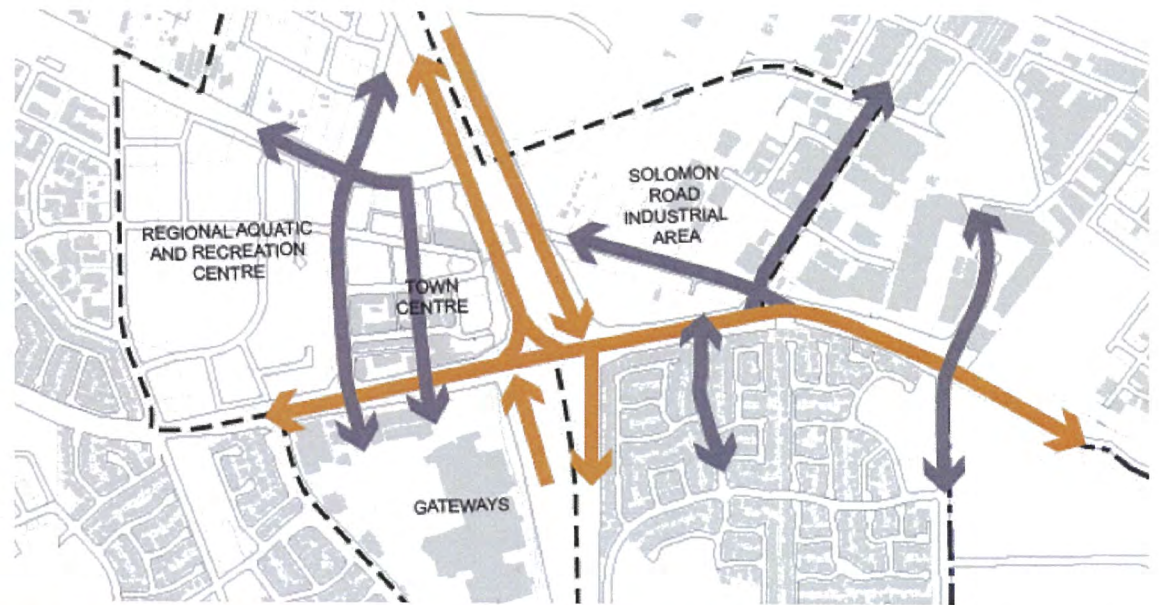


In looking at the current option, a critical problem has been that despite it being the basis of a State Government Regional Planning Reservation, it has not achieved appropriate levels of support from the agency that needs to deliver it - being Main Roads Western Australia. The City is aware of general concerns held by Main Roads Western Australia regarding the current planning for the road connection, which provides the impetus to consider what other options may exist to address the movement issue, and the concerns of Main Roads Western Australia. This has been the space that the City has been most interested in, to consider what other design solution may exist that better address the traffic issue and thereby create a more solid platform in which to obtain Main Roads Western Australia support for delivery.

It is clear that whatever option is chosen, such option will need to include a new freeway interchange and collector roads which enable desired freeway connectivity to take place. This will stand to benefit the activity centre, providing the supporting regional road network that feeds traffic with a mobility objective to 'by-pass' the heart of the activity centre. This has been a hallmark to the second design option within this Activity Centre Structure Plan of which is discussed further within **Section 5**.

In addition to dwellings already delivered within the Core Area, it is expected that through the delivery of housing planned for within structure planned areas the residential density targets set by State Planning Policy 4.2 will easily be met. Forecasts suggest targets will be achieved for that of a Strategic Metropolitan Centre well before 2031.

Recent analysis of the Gateways Shopping Centre Main Trade Area suggests the catchment will easily exceed 160,000 persons by this time, demonstrating why planning should start now to elevate the activity centre towards a Strategic Metropolitan Status (**Figure 1**).



**Figure 5 (Top):** Through the omission of North Lake Road extension and bridge and Armadale Road deviation, regional traffic is pulled into the Core Area to access Kwinana Freeway.

**Figure 6: (Left)** Metropolitan Region Scheme designating the North Lake Road extension as an other regional roads reservation with the surrounding land identified for Industrial uses



## LOCAL SETTING



New developments in Success (Top, Middle) and Gateways eat street (Bottom)

Cockburn Central is a relatively young and evolving activity centre accommodating new medium - high density mixed use developments. The activity centre is located approximately 2km east of the regionally significant Beeliar Wetlands. The chain of wetlands is the most significant inland natural feature in the southern suburbs and has opportunities for further connections into the core area.

Beeliar Drive dissects the activity centre Core Area, separating the precincts of the Town Centre and Cockburn Central West with the Gateways Retail Precinct located to the south. Opportunities exist to improve the amenity of Beeliar Drive and provide for better pedestrian and visual connections across this road (Figure 7).

The Gateways Retail Precinct provides the focus for retail uses and has a significant impact on the public realm. Future objectives for the centre recognise the benefits in building greater relationship to Beeliar Drive, as evidenced by the recently completed main street and night time (food and beverage) orientated activity node. The Gateways Retail Precinct, given its location adjacent to the Kwinana Freeway, is an important gateway site both for access into the activity centre and for visual connections for passing trade.

In terms of Beeliar Drive, the current condition demonstrates the lack of connectivity for pedestrians and reduced interface of buildings engaging with this stretch of road. This road is designed for private motor vehicles only, and is not reflective of a street environment that is expected down the main street of an important activity centre. For example, compare the images of Beeliar Drive (Figure 7) with that of Grand Boulevard (Figure 8) through the Joondalup activity centre. This is a similar context with a major shopping centre, freeway proximity and major passenger rail.

Retail forecasts look strong for Gateways and this growth and the continual expansion of the retail offer is a key strength for the activity centre; however a key focus is how the shopping centre better connects with its surroundings and contributes to a vibrant activity centre core. Explicit to this is a committed option to address traffic movement through the activity centre. This would enable traffic that has no objective associated with accessing the activity centre to effectively bypass the centre.

This would conceivably create one of the first unique opportunities within Perth to reinterpret a car oriented regional focused road into a boulevard type road that responds to its local context by designating entry into the activity centre and provides connections for all transport modes into the surrounding precincts. This is a unique opportunity that can be harnessed if the right decision is made regarding movement through the centre.

The Transport Oriented Development precinct of the Town Centre plays an important role in getting people from the train station and to adjacent precincts and beyond. While the precinct itself has excellent permeability for pedestrians,



Figure 7: Beeliar Drive, Cockburn Central



Figure 8: Grand Boulevard, Joondalup

there remain opportunities to ensure this mixed use precinct connects better with adjacent areas including the emerging high density residential area of Muriel Court to the north, Cockburn Central West and the Gateways retail precinct to the south.

Land located to the east of the Kwinana Freeway and within the 800m catchment of the train station is currently underutilised industrial zoned land. In addition to land being under several different land ownerships, large landholdings exist under Western Australian Planning Commission ownership. It is by good luck that this land remains relatively undeveloped, and provides the opportunity to explore the critical options of movement and land use cognisant of the vision and highest level objectives which underpin this Activity Centre Structure Plan.

Public transport will continue to play an important role in getting people into and out of the activity centre and the bus interchange located adjacent to the train station should continue to be promoted to key residential and employment land locations beyond the activity centre.

Several schools are located adjacent to the frame area however no schools are located within the Core or Frame Areas. As residential development continues to



emerge within the northern portion of the Core and Frame Areas, connectivity with a school in the local catchment becomes an important objective to pursue. The associated district structure planning taking place for the Banjup Precinct recognises this as a key issue to explore.

A transmission line is visually prominent along the western edge of the Core Area (**Figure 10**). The high voltage power lines located on a 90m wide easement create a prominent visual detractor running north-south through the area. Part of the easement to the north west has been successfully landscaped with children's bike paths, cycle routes, and water features.

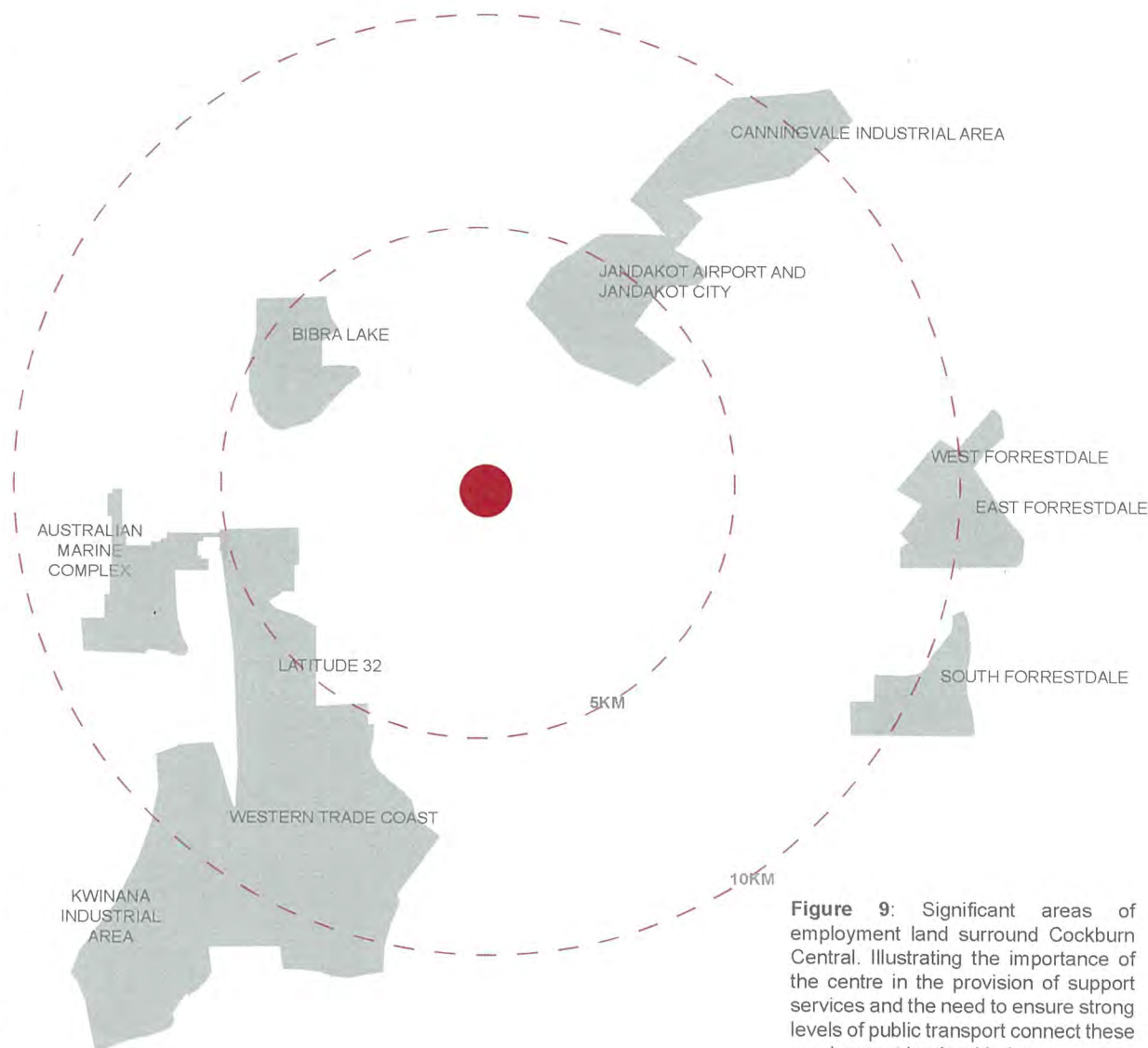
The portion of the easement in the Cockburn Central West precinct will utilise this area for car parking and landscaping. As design guidelines evolve it would be encouraging to see the height of built form used to screen the lines from key public spaces and streets where possible.

The remaining easement areas present a key opportunity to revitalise this underutilised asset through the provision of a regional recreation track that promotes cycling and walking between the recreation assets. Such a project, beyond pedestrian and cycle paths, could incorporate landscaping and in effect result in a green backdrop for the Core Area and a direct link with the Beeliar Wetlands. **Section 5** discusses this key regional attraction recommendation further, including how this recommendation can link in with the South West Group's emerging Baldivis Railway Tram revitalisation project.

Cockburn Central is very much a young, emerging and continually growing activity centre which has a distinct advantage of being able to easily meet residential density and land use diversity targets required by State Planning Policy 4.2. Unlike other established Secondary Centres, Cockburn Central has considerable landholdings in single government ownership, clear established opportunities to guide future growth within adopted local structure plans, and a strong and growing population and employment catchment.

Most development within the Core Area has emerged in the last 10 to 15 years with a significant amount of development yet to be delivered. As a result Cockburn Central does not yet give the impression of having a strong defining characteristic in terms of built form and public spaces that contribute to a local identity. The high quality built form delivered within the eat street on the northern façade Gateways Shopping Centre, and within the Cockburn Town Centre / town square are notable exceptions (**Figure 10**). The successes achieved there should serve as a benchmark for future development across the entire activity centre.

Further to this point, how the activity centre presents itself to tens of thousands of potential visitors on the Kwinana Freeway each day needs considerable enhancement. This can only be enhanced through measures which address the primary issues first.

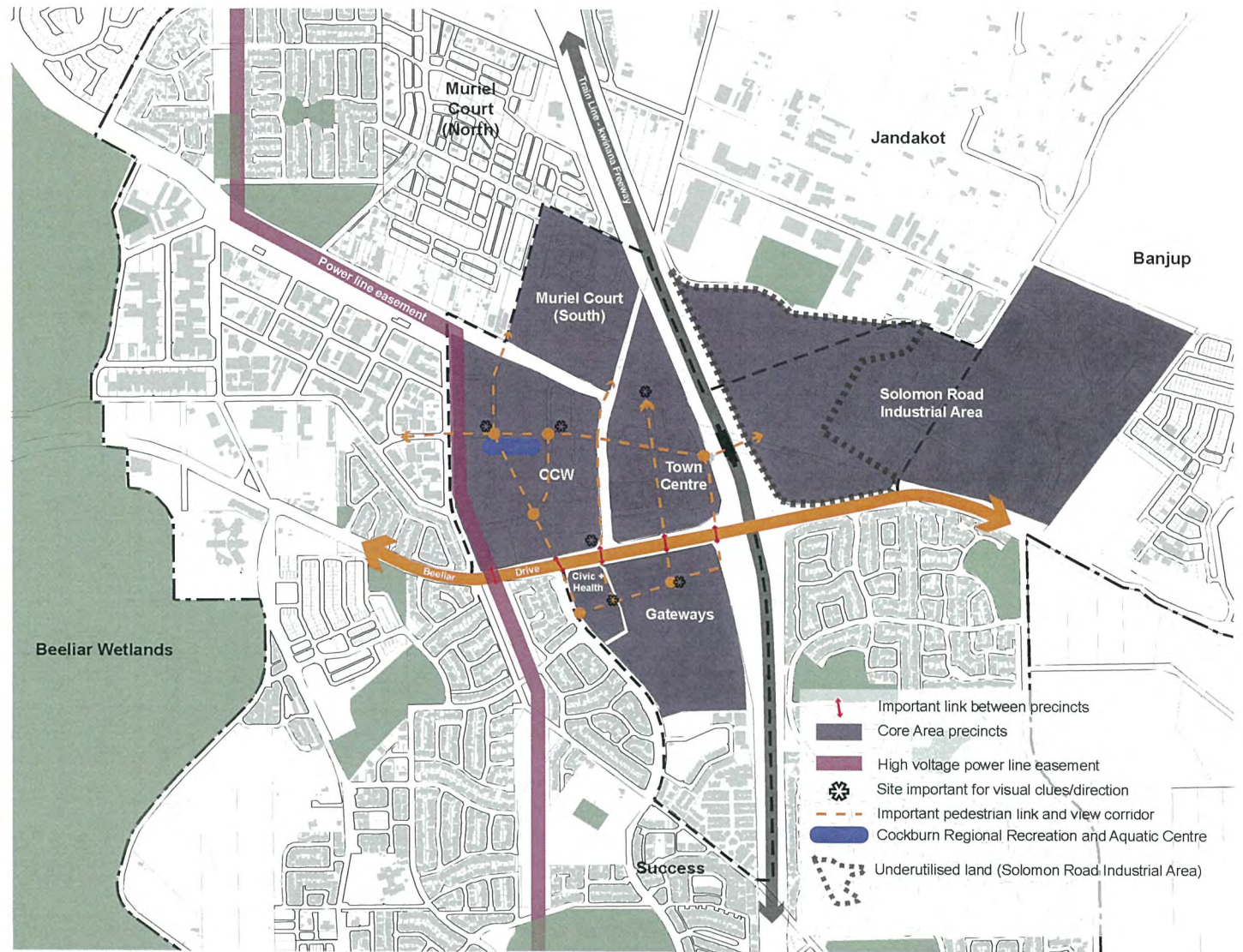


**Figure 9:** Significant areas of employment land surround Cockburn Central. Illustrating the importance of the centre in the provision of support services and the need to ensure strong levels of public transport connect these employment lands with the centre.



**Figure 10:** Local Context Plan illustrating:

- Core Area precincts;
- Important pedestrian links and view corridors;
- Location of the new Regional Recreation Facility;
- Anning Park Recreation Reserve and historic Jandakot Hall;
- Land currently underutilised within the Solomon Road Industrial area.





## ABORIGINAL HISTORY

The activity centre and surrounding landscape contains a number of freshwater wetland areas of which hold mythological and ritual associations for Aboriginal people. Freshwater springs in the area appear to have been used as water sources and food gathering sites as well as having mythological value, as the water supply is believed to be associated with a Waugal, or water spirit.

Being part of the eastern chain of lakes, Bibra Lake was an important trading post for Aboriginal groups of the Swan and Murray River regions. It holds significant value to Indigenous people as a place where knowledge was transferred through generations, corroborees and a place where respect for animals and the environment were shared.

There are three aboriginal heritage sites of which are discussed within **section 6** under the relevant precinct discussion, setting out future objectives. They relate to the presence of stone artefacts, and a wetland and camp site of which hold mythological significance.

Importantly these sites should be recognised within any future development plans and inform strategies to enhance the activity centre's connection with place.

## EUROPEAN HISTORY



Historic Baldvis Tram Trail in Rockingham will be extended through Cockburn adjacent to the Beeliar Wetlands.

The first purpose built school in the Jandakot district, the (former) Jandakot School is located just outside the Core Area, to the west. The school was first built in 1904 on another site on Forrest Road, and was relocated to the current site in 1926 as the original site was prone to flooding.

Remnants of the Baldvis Tramway Reserve are located within the Frame Area. The Reserve Trail is a historic linear trail approximately 32km in length running in a north south direction traversing the Cities of Cockburn, Kwinana and Rockingham. The trail also runs past a number of natural features including the Beeliar Regional Park with potential lookouts towards a linear chain of lakes including Yangebup, Kogalup and Thomsons Lakes. The trail was formerly a tram network for transporting harvested timber from Karnup to Jandakot. The network was running for a period of about five years in the 1920s until the timber stocks were exhausted; since then the rail lines have been pulled up.

The City as part of the South West Group are currently finalising a development plan for this trail.

A significant opportunity exists to integrate the Tramways Trail Project and the Eastern Recreation Track discussed further on page 31.



Cockburn wetlands



Cockburn Lake



### 3. ABOUT THE ACTIVITY CENTRE

#### ACTIVITY CENTRE BEGINNINGS

Recognising the unique positioning of the activity centre along highly accessible traffic routes, in addition to evolving plans for the Perth-Mandurah Rail Line, the Thompsons Lake Study was commissioned by a consortium of State and Local Government and private sector landholders in the mid 1990s. This masterplan guided the evolution of the activity centre in the beginnings, establishing key precincts within a strong urban structure by way of producing two master plan options.

Since this time, plans have been revised and refined through the development of further local structure plans. These plans are discussed and referenced throughout this Structure Plan document.

#### COMMUNITY PROFILE

At the 2011 census some 11,300 persons resided within the Core and Frame Areas. This equates to approximately 10% of the City's current population.

Analysis undertaken suggests the Frame Area population is generally consistent with the characteristics of residents in the wider metropolitan area. The housing types, number of persons per dwelling, and number of vehicles per dwelling are consistent with suburbs of similar location and age within Perth.

Residential land within the Core Area has emerged within the last 12 years and therefore local structure plans guide development of which are generally medium to high density. Outside the Core Area, within the Frame Area, residential land is generally low density R20-R30 with some pockets of R40. Residential development within the Frame Area has evolved in stages mostly since the 1980's however large areas of land were not developed until the late 1990's. As a result most residential development is on average 20 years old in the Frame Area.

Overall average weekly household income is above the Perth metropolitan region average, though some areas of South Lake are well below this average and therefore illustrate the importance to improve such things as connectivity to the services located in the Core Area, and employment and transport between the Lakes suburbs and Cockburn Central.

In contrast the newer residential areas of Success Central and Cockburn Central Town Centre present different characteristics, residents have less vehicles per dwelling, and smaller dwellings with less bedrooms. Residents in these areas utilise public transport more frequently as their method of travel to work, and are more likely to rent than the Perth and City of Cockburn averages.

Development recently approved in Lakeside Success and the Banjup Quarry are likely to be demographically similar to the existing suburbs of the Frame Area, though moderate increases in site density are expected in line with recent planning policy changes. The eastern Frame Area too will require consideration of improved connectivity with the Core Area as these developments emerge. The future of the bus rapid transit system and the proposed cycle link (**Figure 11**) are key contributors to this objective.

Given the already structure planned areas and the age of development there is no immediate need to review residential densities within the Frame Area. Rather, a staging program should be developed to identify when neighbourhoods require review and this should be in line with the age of dwellings and the need to revitalise certain areas progressively over time. The City has undertaken revitalisation strategies previously for the suburbs of Spearwood, Hamilton Hill and Coolbellup and this successful approach should roll out in the Frame Area over time.

Neighbourhoods within the Core and Frame Area are well connected by the local bus network, providing links to the Cockburn Train Station and beyond. However opportunities exist to improve regional connections and this is discussed further within **Section 5**.

Existing streets or adopted local structure plans mostly provide for a permeable street network within the Core Area. The exception is the six lane road of Beeliar Drive which has limited ways in which to cross for pedestrians. Generally the amenity of streets across the entire Core Area can be improved. **Section 5** discussed this further in the context of streetscapes.

RESIDENTIAL DENSITY AND FUTURE DWELLING GROWTH

The medium to high density developments recently delivered in Success (North) and the Town Centre are expected to continue as medium to high density residential development emerges in the structure planned areas of Cockburn Central West and Muriel Court.

Table 1 identifies existing dwellings and forecasted yields within the Core Area. The minimum target of 30 dwellings per/ha will easily be met. The shortfall of 638 dwellings to meet the desirable target will more than easily be achieved given the considerable amount of remaining vacant and underutilised land within the Core Area.

Table 1: Core Area dwelling yields

Gross Area	140ha	SPP4.2 Targets	
Existing dwellings (2015)	1,582	Min 30 dwell/ha	Desirable 40 dwell/ha
Est yield from structure planned areas*	4,080	4,200	6,300
Total	5662	Exceeds	638 dwelling (shortfall)

\*Includes 75% uptake in muriel Court (south) and an estimated yield of 1,000 dwellings in CCW as per adopted LSP

ACTIVITY

The Core Area has 10 distinct precincts based on existing and planned land use directions. These precincts are all at different stages of the development lifecycle. Some are completely developed, some emerging, others with adopted structure plans and one requiring a full review of land use possibilities, only once the structural movement network has been decided and committed to.

The precincts provide a strong structure to accommodate clusters of complimentary uses. Taking into consideration the following analysis of land use mix and diversity, Section 6 confirms the vision for these precincts and provides discussion on future planning and monitoring.

Figure 11 (Right): Illustrates the precincts alongside existing and emerging activities and land use clusters within the Core and Frame area.

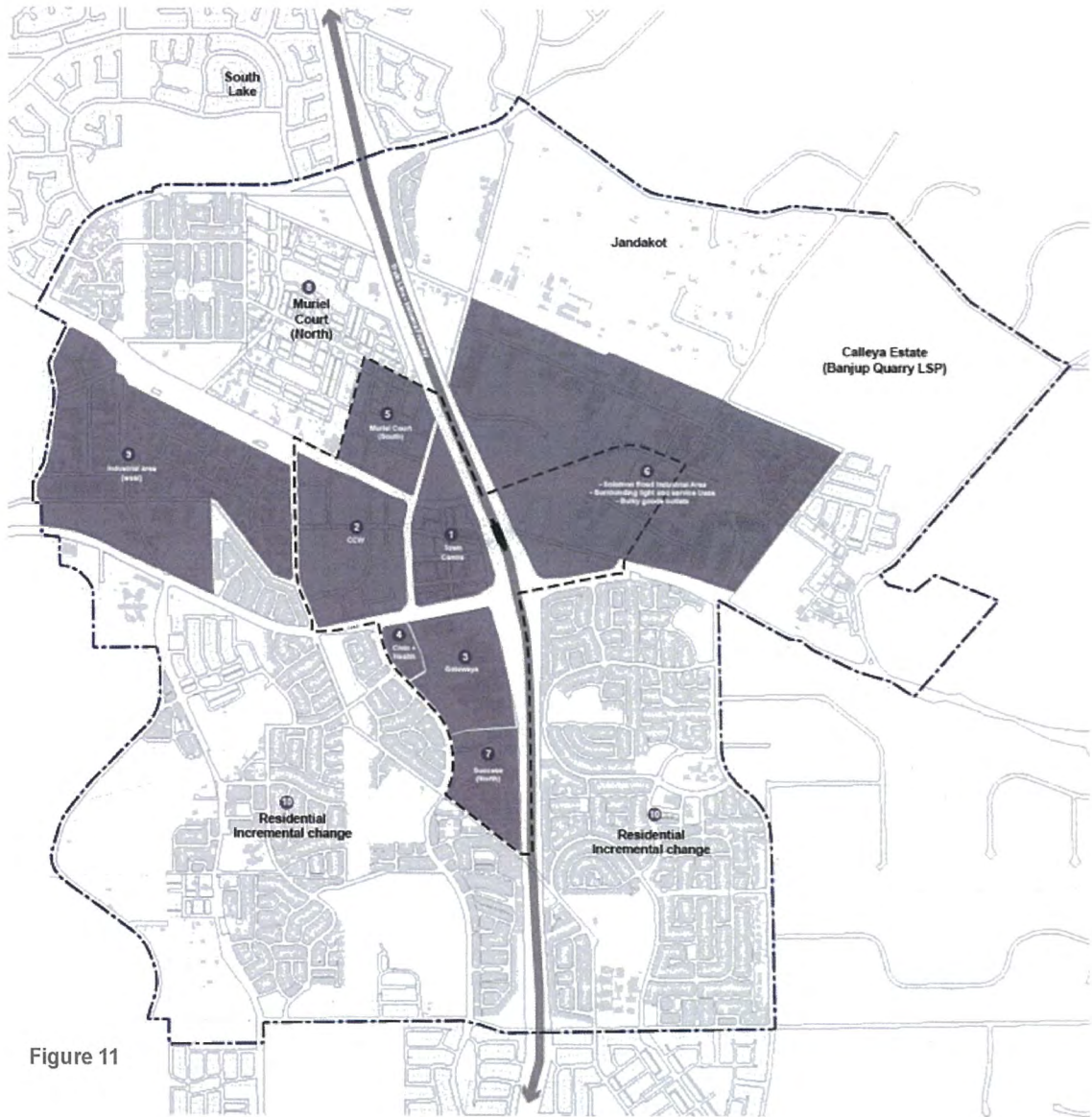


Figure 11



## LAND USE MIX - DIVERSITY TARGETS

Concentrations of highly diverse activities within centres contribute to positive economic benefits. Recognising this, State Planning Policy 4.2 sets diversity performance targets for larger activity centres with a key focus of ensuring centres are not dominated by retail uses. Taking into account the current land use mix, approved development applications, and those planned for within adopted local structure plans, **Table 2** demonstrates that the thresholds set by State Planning Policy 4.2 is tracking well and is likely be met in the short to medium term.

Regular monitoring of land use diversity should be undertaken to ensure this land use balance continues and is maintained. Future local structure plans, local structure plan modifications, and proposed major developments will be required to demonstrate their contribution to a diverse land use mix across the activity centre. A review program is a key recommendation within the Action Plan (**Action 5**).

## INTENSITY OF ACTIVITY

Co-locating activity within a vibrant, intense space promotes walkability, social interaction and economic activities. Intense clusters of activity have been shown to increase business productivity and support a diverse population catchment. An important objective of SPP4.2 is to ensure activity centres provide sufficient development intensity and land use mix to support high frequency public transport.

In terms of achieving the activity centre vision, SPP4.2 does not provide a distinction between intensity levels between Strategic Metropolitan Centres and Secondary Centres however the City's LCACS does (**Below**). A clear distinction relates to attracting and accommodating strategic employment.

Strategic Metropolitan Centre	Secondary Centre
Highly intense with significant integration of a range of residential, population-driven and strategic uses in medium/high density multiple storey sites both within the centre, and areas of influence.	Intense, with residential, subregional education/healthcare, retail and household services integrated with strong relationships both internally and within the defined areas of influence.

	Gateways	Civic and Health	Town Centre	CCW	North Lake Road (Muriela Court)	Total
Shop	8,432	382	3,549			
Retail	50,00			3,000-4,000	800sqm (DA approved)	
Health/Community Services	1077	5,360	3,238 (Police Station 2,600gla)			
Office/business	744	2,136	10,368 (Incl 8,000 DFES)	16,000-17,000	900sqm (medical)	
Entertainment	3,794	146	16,027 (Incl 146 room hotel - 12,128)	23,500		
Bulky goods retail/show-room					3,132sqm (self-storage)	
<b>Total of all floorspace</b>	<b>64,047</b>	<b>8,024</b>	<b>33,182</b>	<b>43,500</b>	<b>4,832</b>	<b>154,131</b>
Total shop/retail	58,432	382	3549	7,000	800	70,163
% of non-shop and retail land use*	9%	95%	89%	84%	84%	55%

Table 2: Land use diversity – Core Area.

Given established precincts are in place to provide a strong urban framework and the activity centre is tracking well in terms of a mix of uses, it is recognised that improvements are needed in regard to the intensity of built form and the provision of significant landscape elements to frame public spaces and streets. The figure ground plan (Figure 12) clearly demonstrates this point.

Given the emerging nature of the precincts, the need to “rethink” Beeliar Drive, and the likely expansion of Gateways in the short term this important element will only be improved upon. It is a key objective as these developments emerge, to reduce the area of “white space” and to start to enclose streets and create people friendly public spaces so that they are more pedestrian scale. Significant levels of landscaping will be required to contribute towards this objective particularly when treating Beeliar Drive, and key interconnecting streets.

Section 5 discusses this further, identifying a concept greening plan. Section 6 confirms each precinct objective and future contribution requirements.

Figure 12 (Right); The excessive white space between buildings demonstrates the poor levels of built form intensity for an urban centre. It is recognised the delivery of Cockburn Central West and remaining Town Centre development yet to be constructed will change this picture dramatically however it does provide a focus to improve built form and streetscapes.





## EMPLOYMENT TARGETS TOWARDS 2031

In 2011 LCACS identified commercial employment targets for Cockburn Central based on calculations undertaken in 2010. These relate to:

- Commercial (not including industrial employment land) employment targets based on forecasted population growth. **Table 3** identifies the number of jobs required based on 2 growth scenarios;
- The amount of land required to support this number of jobs.

Cockburn Central	Estimated employment 2006	Estimated employment 2015	Target employment 2031	Gap	Est net employment land required (Ha)
Scenario 1 (Low population growth)	481	Unknown	1,996	1,515	8.79
Scenario 2 (High population growth)	481	Unknown	3,239	2,758	14.32

Land zoned suitable for employment uses between 2010 and 2015:

CCW LSP (2013) Mixed use zones:	12.2 ha (Gross)*
---------------------------------	------------------

\*An assumption has been made that the 2010 assessment did not include Cockburn Central West land although this has not been explicitly stated or recorded within LCACS

**Table 3:** Employment land requirements to 2031

While 'up to date' employment figures are unavailable at this point in time it can be demonstrated how Cockburn Central has tracked relatively well in terms of meeting the high growth scenario requirements identified within LCACS.

Importantly a key recommendation into the future will be for the monitoring process to track suitably zoned employment land (**Action 5**). New local structure plans or modifications to existing local structure plans will be required to demonstrate how their proposal contributes to these targets.

## POPULATION DRIVEN FLOOR SPACE DEMAND TOWARDS 2031

Illustrating floorspace projections from the Cockburn Population Driven Demand Analysis (Pracsys, 2011), **Table 4** demonstrates population driven floorspace demand up to 2026. Importantly to note is that these calculations only consider population-driven demand, and do not include demand resulting from potential economic strategies or strategic employment. (LCACS, 2011).

Cockburn Central is forecast to experience particularly strong demand for commercial floorspace to 2031. This demand reflects the projected high population growth for the area, the centre's existing infrastructure, and the types of uses

emerging in the Core Area. It also supports prevailing theory that an attractive retail environment (as espoused by the main street grid of Cockburn Town Centre and the main street within Gateways) creates impetus to attract higher value commercial uses wishing to capitalise on the attractive street environment and amenity.

Significant growth is therefore projected in both commercial/office uses, as well as associated retail and entertainment related activities. This is due to the greater spread of workers, residents and visitors accessing Cockburn Central seeking a diverse range of uses.

In regards to future expansion of the Gateways Shopping Centre, the availability of the floorspace demand analysis removes the requirement to prepare a Retail Sustainability Assessment as per Clause 6.5.2 of SPP4.2. These calculations, coupled with the wider activity centre tracking along nicely to meet land use mix targets, provides sound planning grounds for Gateways Shopping Centre to expand into the future. It is noted however that this does not remove the requirement to demonstrate how a future proposal will contribute to the activity centre's future diversity objectives.

	Cockburn Central Secondary Centre			
	2011	2016	2021	2026
SHP	24,328-40,547	43,169-71,948	72,398-120,663	76,312-127,186
RET	1,471-2,452	1,830-3,050	2,101-3,502	2,202-3,670
OFF	623-1,038	11,054-18,424	17,052-28,420	18,001-30,002
ENT	166-276	857-1,429	2,001-3,335	2,106-3,511
Total	26,588-44,313	56,911-94,851	93,552-155,921	98,621-164,368

**Table 4:** Demonstrates population driven floorspace demand up to 2026

## ATTRACTING STRATEGIC EMPLOYMENT

Quality employment opportunities are often referred to as knowledge-intensive jobs given the need for higher levels of knowledge in roles beyond service based employment. Traditionally these jobs are clustered around highly concentrated areas in central business areas and in this context most knowledge intensive jobs are located in Perth central area.

Research identifies that there are almost eight jobs for every ten residents of the suburbs within 10km from the City centre. The suburbs 10 to 20km from City centres have less than half that employment density. The mismatch of quality employment in the central area versus extensive housing in the outer sub regions has significant implications for the liveability of residents and the economic potential of activity centres like Cockburn Central.

As a result, Cockburn Central's location has an important role to play in ensuring the 70% employment self-sufficiency target set within Directions 2031 is achieved.

Despite the Employment Allocation Modelling (LCACS 2012) suggesting it is more than realistic for the south-west subregion to achieve the 70% target, a key objective towards Cockburn Central becoming an important Strategic Metropolitan Centre is to understand what it will take to attract businesses that employ knowledge intensive jobs in addition to identifying the roles of various stakeholders in meeting this objective. Cockburn Central has the potential to offer knowledge intensive consumer services such as education, healthcare, and strategic services to a regional, state, national or international economy.

A key step is clearly in providing an urban environment that is attractive to employers and employees. This means that in addition to ensuring the right land use opportunities are in place, it also relates to being located in areas that are attractive, high quality urban environments and are interesting places to be in. Stating it simply, a key need for knowledge intensive workers is to be around like minded people and to be able to share ideas in an interesting environment. It needs to be an urban environment which is representative of the activity centre's values and attributes, how people and entities experience the activity centre, make sense of it, evaluate it and importantly communicate it to other businesses, employees and the like. The urban design focus on connectivity, streetscapes, connections to landscape focused on in this Structure Plan, all seek to contribute towards this objective.

## SUPPORTING THE CITY'S 6 KEY STRATEGIC INDUSTRIES

A key difference between a Secondary Centre and a Strategic Metropolitan Centre is that the latter provides for high quality strategic employment. In contrast, a Secondary Centre is more likely to be a sub-regional employment node for higher-order population driven employment. Currently, Cockburn Central's employment is driven by the local population and is generally service based, therefore strategies need to be developed to attract strategic employment.

There are six key strategic industries integral to the continued development of strategic employment within the City of Cockburn. The largest of these is Other Transport Equipment Manufacturing due to the agglomerations of marine manufacturing enterprises located at Henderson (including the Australian Marine Complex). Other major industry segments directly involved in the creation and exportation of goods and services to external markets that include significant numbers of strategic jobs includes:

- Basic Ferrous Metal Product Manufacturing;
- Basic Ferrous Metal Manufacturing;
- Cement, Lime, Plaster and Concrete Manufacturing.

Key export support industries employing significant numbers of strategic workers include:

- Architectural, Engineering and Technical Services;
- Management and Related Consulting Services.

The City needs to investigate what opportunities there are to attract knowledge intensive jobs, importantly knowledge intensive jobs that support our six key strategic industries, thereby providing a direct link between the sub-region's largest activity centre, the surrounding employment areas, and as a result support quality employment opportunities.

A clear opportunity exists for office and commercial space within the activity centre to meet this objective given the quality urban environment planned for the precinct. The City can play an important role in facilitating relationships that could see clusters of employment offices from the six strategic industries enter this space.

A further area for investigation in this regard is the opportunity the Core Area East of the Kwinana Freeway and the potential it can offer given its close proximity to light industrial areas and other employment locations including Jandakot City. **Item 9** in the Action Plan identifies the need to collaborate with key stakeholders to investigate these opportunities.



## MAJOR PROJECTS AND INFRASTRUCTURE

There are a number of major projects that currently have, or upon completion will have, a key impact on the role and function of the activity centre. Future planning will need to consider the integration of these projects to capitalise on investment and future opportunities. Projects that have been completed, are underway, or are currently requiring support include:

- The Cockburn Integrated Health Facility (Complete);
- Cockburn Youth centre (Complete);
- Gateways Retail precinct expansion (complete with more on the way);
- The Regional Aquatic and Recreation Facility at Cockburn Central West (under construction 2015);
- North Lake Road Freeway Connectivity, Bridge and Armadale Road deviation (key project requires support), and;
- The Beeliar Drive corridor enhancement project (requires support).

Strengths	Aspiration	Challenges
<ul style="list-style-type: none"> <li>• An established vision for the future.</li> <li>• Significant population growth.</li> <li>• Surrounded by large expanses of employment.</li> <li>• A strong base of diverse activities with land use opportunities to further support this trend.</li> <li>• Structured precincts.</li> <li>• Good supply of vacant land in the 800m walkable catchment of the train station presents opportunities for further growth.</li> <li>• Regionally significant environmental assets in close proximity (Beeliar Wetlands).</li> <li>• A high performing shopping centre.</li> <li>• High levels of residential density.</li> <li>• Planning in place to encourage diversity.</li> <li>• Public transport availability.</li> </ul>	<ul style="list-style-type: none"> <li>• Strategic Metropolitan Centre status.</li> <li>• Improve the perception of amenity for residents and businesses.</li> <li>• Improved intensity.</li> <li>• Attract strategic businesses and employment opportunities that support Cockburn's 6 strategic industries.</li> <li>• Better pedestrian connectivity especially between the 4 key precincts.</li> <li>• Unlock land within the core area for redevelopment.</li> <li>• Future development to improve impression of centre to drive-by-trade.</li> <li>• Create a more flexible approach to accessing the primary regional road network (from each of the 4 geographical quadrants entering into the centre, with emphasis on the southeast and southwest quadrants).</li> <li>• Provide for increased mobility of regional traffic, and increased accessibility of local traffic (through enabling regional traffic to flow between the regional road network while at the same time enabling a local distributor network that enables accessibility of businesses, freight, customers and residents).</li> </ul>	<ul style="list-style-type: none"> <li>• Activity centre divided by Armadale Road which impact Beeliar Drive due to the inappropriate mixing of traffic seeking mobility to freeway versus traffic seeking accessibility to the centre.</li> <li>• Reduce pedestrian/car conflict.</li> <li>• Intensifying streetscapes and built form.</li> <li>• Integrating Gateways Shopping Centre with the surrounding activity centre.</li> <li>• The coordination of multiple stakeholders required to realise long term aspirations.</li> </ul>

## 4. COCKBURN CENTRAL ACTIVITY CENTRE VISION AND OBJECTIVES

The shared vision provides a statement of the preferred future for Cockburn Central as we approach 2031. It was developed through stakeholder engagement undertaken as part of the Activity Centre Plan CCACP in late 2014 and draws on the objectives of the State Government's Directions 2031 goals. The initiatives and projects identified in this Structure Plan aim to achieve this shared vision.

***“Cockburn Central positioned as a Strategic Metropolitan Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031.”***

### ACHIEVING THE VISION

The following demonstrate eight key strategic objectives needed to achieve the overarching vision and as a result guide this Structure Plan. These include a change in how Cockburn Central is perceived and its functional requirements into the future. The activity centre requires a move:

1. From a car and road dominated environment; To encouraging people and footfall.
2. From individual development areas; To an activity centre with a diverse range of defined, interconnected, complimentary precincts.
3. From a suburban centre; To a vibrant diverse urban centre.
4. From compact cores of activity; To extended, connected spines of public activity.
5. From constrained, fragmented landownership; To opportunities for redevelopment.
6. From a perceived low amenity urban core; To positive consumer and business perceptions.
7. From roads that disconnect precincts, promoting district traffic over core area needs; To a multi modal movement network that supports the functions of the activity centre.
8. From individual pockets of suburban parks; To a connected network of green and public spaces supporting diverse activities.

### HOW WILL THE VISION BE ACHIEVED?

This Structure Plan seeks to meet the vision and strategic objectives by implementing the Action Plan (Part 2). This plan is informed by the analysis in the preceding chapters in addition to the Functional Analysis in **Section 5**.

Section 6 importantly details the objectives and key opportunities for each precinct to contribute to the activity centre vision. It is not the intention of this section to override an adopted local structure plan, rather this section seeks to confirm the role of each individual precinct and identify in one document how each contributes to the success of the activity centre.

### HOW WILL WE KNOW WHEN AND IF THE ACTIVITY CENTRE STRATEGY HAS BEEN SUCCESSFUL?

- A key recommendation in the action plan is to undertake periodic monitoring every two years to identify how targets are being met. Based on work undertaken in LCACS in 2011 Strategic Planning has prepared an assessment framework. This framework simplifies the way in which the City can undertake regular assessments, inclusive of adopting the dials to demonstrate improvements over time. The framework considers objectives relating to:
  - Land use mix diversity targets;
  - Residential density targets;
  - Built form and streetscape intensity;
  - Attracting strategic employment;
  - Floor space demand requirements;
  - The need for and delivery of major infrastructure and land use requirements to meet these objectives.



## 5. GUIDING FUNCTIONAL ELEMENTS

The following plans identify the functional elements required to achieve the activity centre vision.

### MOVEMENT AND ACCESS

Cockburn Central is accessed by both road and rail given the Core Area straddles the Kwinana Freeway, Cockburn Train Station and Beeliar Drive. However as established in **Section 2 and 3** the regional transport routes that give Cockburn Central its accessibility also divides it, making the vision towards a vibrant well-connected Strategic Metropolitan Centre essentially impossible without an infrastructure solution. As a result a better balance between regional movement and local access is required by separating regional from destination traffic into and out of the activity centre.

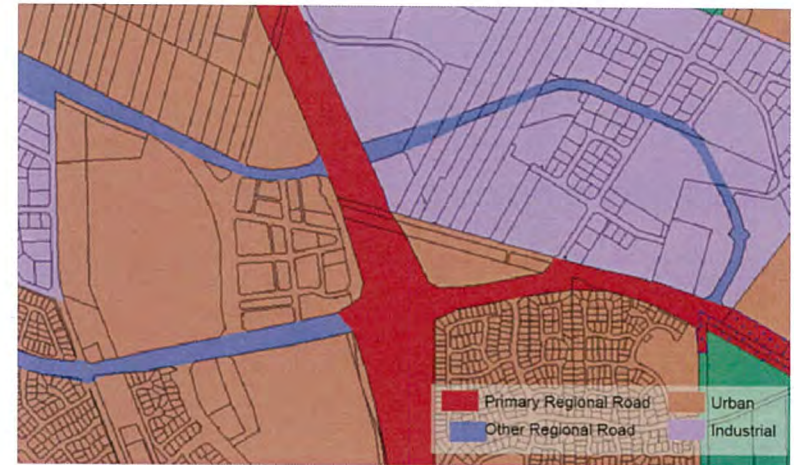
Aside from congestion levels, a key strength of the activity centre is its immediate proximity to the Kwinana Freeway.

*North Lake Road Extension, bridge and Armadale road deviation.*

Main Roads modelling has long indicated that traffic and congestion currently experienced along Beeliar Drive / Armadale Road to the freeway can be alleviated through the delivery of the North Lake Road extension to act as a preferred freeway access route. This is not surprising given this issue was understood early on in the planning for the Thomsons Lake Regional Centre, as the locality was then known. To address this, the associated activity centre structure plan of the time demonstrated the creation of an Armadale Road / North Lake Road deviation to attempt to revert through traffic around the periphery of the activity centre.

Demonstrating the vital contribution this piece of infrastructure can provide, the project can:

- Reduce and divert traffic off Beeliar Drive, this will allow for concept plans to be prepared to improve this important connecting corridor's amenity and function in the Core Area;
- Connect the Core Area East of the Kwinana Freeway and present new opportunities for land landholdings currently underutilised;
- Improve walking and cycling access into the Core Area for the emerging neighbourhoods to the east;
- Address congestion where local roads intersect with Beeliar Drive, Armadale Road and North Lake Road.



**Figure 13:** MRS designating the North Lake Road extension as “other regional road” with the surrounding land identified for Industrial uses

The critical problem with this option is that, despite it being the basis of a State Government Regional Planning Reservation protection, it has not achieved appropriate levels of support from the agency that needs to deliver it Main Roads Western Australia. The City is aware of general concerns held by Main Roads Western Australia regarding the current planning for the road connection, which provides the impetus to consider what other options may exist to address the movement issue, and the concerns of Main Roads Western Australia. This has been the space that the City has been most interested in, to consider what other design solutions may exist that better address the traffic issue and thereby create a more solid platform in which to obtain Main Roads Western Australia support for delivery.

The City through this Activity Centre Structure Plan formulation process has reflected on asking whether the current option, based on planning undertaken some 20 years ago and which has yet to be delivered, is the right option. The City in this process has engaged Main Roads Western Australia direct, as well as the State's Department of Planning, in providing another option that is considered a more contemporary response to a traffic issue that has evolved beyond the original assumptions that underpinned the 1997 design. This design option is shown following:

The key elements underpinning this design response include:

- Improving the current level of service of the primary regional road network (through splitting traffic between the two bridges of Armadale Rd/Beeliar Drive and North Lake Rd, which ensuring that traffic requiring regional mobility (access to the freeway) is not mixed with traffic requiring local accessibility to the activity centre;
- Creating a more flexible approach to accessing the primary regional road network (from each of the geographical quadrants entering into the interchange, with emphasis on the southeast and southwest quadrants;
- Creates a safe and consistent design response (through moving the current proposed deviation from North Lake Road / Verde Drive) to become a proper deviation of Armadale Road that is carrying the majority of regional traffic flow;
- Removes the risks to businesses located within the Cockburn South Central precinct, who would be faced with losing the majority of access points in to and out of their premises if the current design response was followed. **Figure 15** illustrates how all the business in Cockburn South Central rely of high degrees of accessibility from the current North Lake Road / Verde Drive;
- Enables a more natural deviation of Armadale Road, which will create the desired shifting of traffic from the current Armadale Road / Beeliar Drive routes to move away and enable to reinterpretation of the current Beeliar Drive to become a proper boulevard road / entrance gateway which the activity centre deserves;
- Addresses the concerns expressed by Main Roads Western Australia in respect of addressing needs of the primary regional roads network;
- Demonstrate a business case which sees a part of the project able to be funded through the value adding and development of State Government owned land, which is shown in the 'purple' of the concept map.



**Figure 14:** City of Cockburn Concept - Armadale Road deviation / North Lake Road bridge and extension



This is an important element of the activity centre structure plan and is a key recommendation within the action plan (**Action 1**).

For it to proceed there needs to be a whole of government commitment to its delivery, as well as adequate protection given to preserve the ability for the link to be provided. The City will need to seek the Western Australian Planning Commission to resolve to declare a Planning Control Area over the affected land (and the Minister to approve this) so as to secure some short term control of the land in question. This will enable adequate time in which the State Government can begin the detailed process of design, in conjunction with the City and other stakeholders, and ultimately proceed to changes under the Metropolitan Region Scheme and land acquisition if this design proves feasible. Land which is impacted by the Planning Control Area is subject to the determination by the Western Australian Planning Commission for all development, rather than the local government in a sense that if the Planning Control Area did not exist. The general approach being to protect the Planning Control Area from private development while the detailed design process takes place.

Landowners are still protected while a Planning Control Area is in existence, by virtue of the right to seek a review by the State Administrative Tribunal of a decision made by the Western Australian Planning Commission. If a Planning Control Area materialises into a reservation under the Metropolitan Region Scheme, this opens up the normal provisions under the Planning and Development Act 2005 for landowners to pursue injurious affection proceedings for this land. This results normally in land being purchased by the State Government to enable a road to ultimately be provided.



**Figure 15:** business in Cockburn South Central rely of high degrees of accessibility from the current North Lake Road / Verde Drive

## TRANSPORT PROJECTS UNDER INVESTIGATION AND REQUIRING SUPPORT

### *The Thornlie Train Line Extension*

Three projects are currently under investigation by the Department of Transport and Public Transport Authority:

The proposed Thornlie Train Line extension via Canningvale to Cockburn Central (Perth and Peel @3.5m, 2015), with 2025 being an indicative delivery, has the potential to greatly increase Cockburn Central's connectivity to Cannington, Victoria Park and Burswood Activity Centres.

The train line extension presents a further opportunity to reduce car parking levels in the Core Area of Cockburn Central by including a train station at Jandakot Airport where the Public Transport Authority has significant landholdings. This site could include a park and ride area, further assisting in the reduction of congestion within Cockburn Central where at present commuter car parks are at capacity (**Action 4**). **Figure 16** illustrates one concept identified by Main Roads Western Australia demonstrating the opportunity of integrating the northern train line extension with the North Lake Road overpass and Cockburn Central Train station.

*The extension of heavy rail services from Perth to Ravenswood—West Pinjarra with a possible further extension to Bunbury.*

The City is aware that insufficient space is available to accommodate this rail extension beyond Cockburn Central. **Figure 16** demonstrates a southern platform extension to facilitate this proposed south bound route.

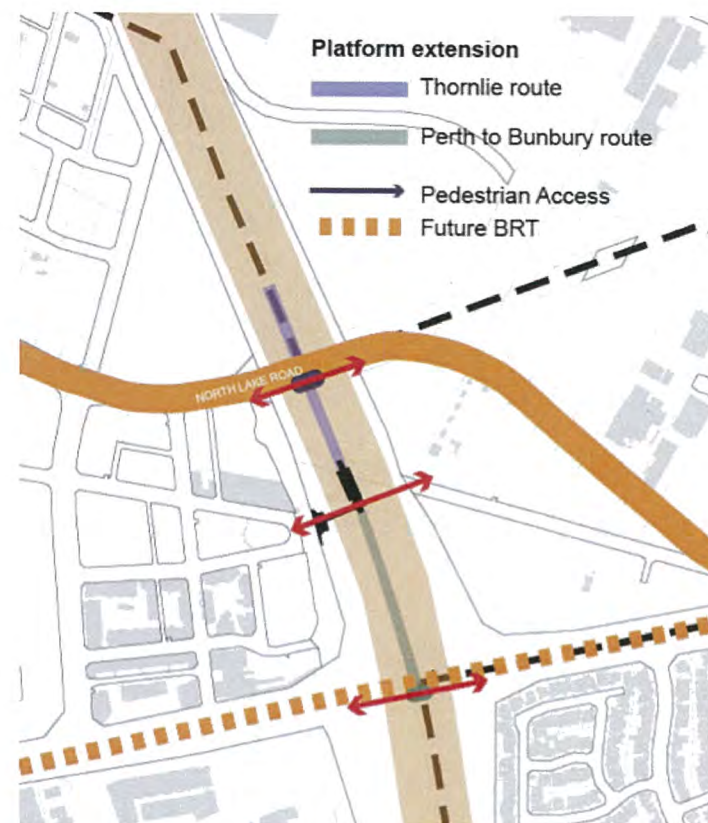
Both proposed new rail routes have the potential to provide increased connections for pedestrians within the Core and Frame Areas.

*Bus Rapid Transit (BRT) or light rail along Armadale Road and Beeliar Drive.*

While the Core and Frame Areas have good bus service provision, as the activity centre evolves it will become vital for the regional network to be connected by way of a Bus Rapid Transit or light rail along Armadale Road and Beeliar Drive. This is consistent with the Department of Transport's draft Public Transport Plan for Perth and the State Government's Perth and Peel @3.5m strategic guiding document (2015). These identify this important east-west route a priority public transport route by 2031.

Correspondence from Main Roads Western Australia suggests a Bus Rapid Transit or light rail route along Beeliar Drive and Armadale Road is not likely to be feasible with the existing road capacity available, highlighting constraints exist to the east and west of the frame area. The City does not support this statement and seeks to work with Main Roads to further investigate road reservation capacity. The action plan recommends a working group be established (**Action 6**). This project is also dependent on the delivery of the North Lake Road extension, bridge and Armadale Road deviation, that will most certainly create excess space within the current Beeliar Drive alignment.

The City strongly advocates for these three large infrastructure projects, recognising the benefits associated with connectivity and permeability particularly for the Core Area east of Kwinana Freeway as illustrated in **Figure 16**.



**Figure 16:** Concept Plan - Cockburn Central interchange options



## LOCAL PERSPECTIVE

### GATEWAYS SHOPPING CENTRE

The largest traffic generator within the Core Area is Gateways Shopping Centre. The 2012 extension of the centre resulted in a number of changes to the local road network of which delivered improvements to the local bus network but also generated more car trips into the Core Area.

Notwithstanding the transport oriented aspirations for Cockburn Central such as promoting use of the train station and transport oriented developments, it has to be recognised that it is an objective for both Gateways and the City to continue to provide for high degrees of accessibility by car together with appropriate levels of car parking. The success of Gateways and the business it attracts into the Core Area is a key strength of the Activity Centre. What is required into the future is a strategy to ensure easy access into the shopping centre with minimal impact on the local road network. When Gateways undertakes its next expansion (expected late 2015/2016) it will be an appropriate time to consider such a strategy.

**Figure 17** illustrates important links across the site in addition to highlighting two car park access points requiring further investigation with key stakeholders including Gateways Shopping Centre, Main Roads Western Australia and the Department of Planning.

The existing and emerging major recreational, health and retail assets are all located within a walkable catchment, however there are opportunities to better define the walking network in the Core Area so that it is legible, comfortable, provides an enjoyable experience for pedestrians and connects to the regional movement and green network. **Section 5** - Public domain and streetscapes discusses this further.

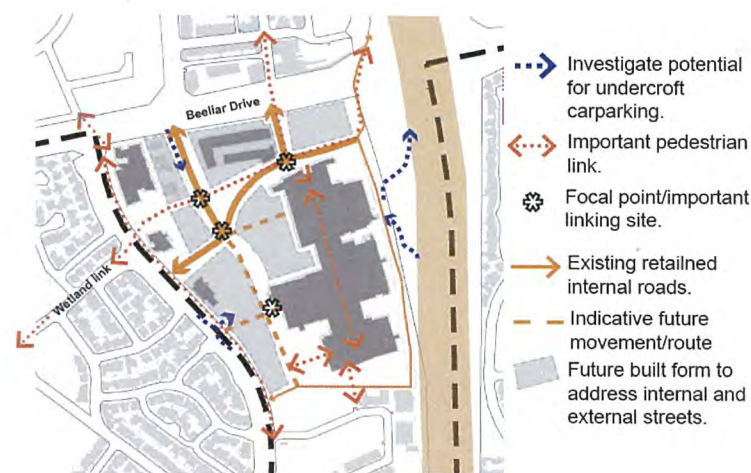
It is recognised the activity centre plan recommends the preparation of the following documents to inform this stage in the planning process:

- Pedestrian and Cyclist Access Strategy;
- Vehicle and Parking Management Strategy;
- Public Transport Movement and Access Strategy.

However in the context of the North Lake Road extension, bridge and Armadale Road deviation and the desire to modify Beeliar Drive it is recommended a strategy focusing on pedestrians and cyclists be prepared alongside these projects. Such a strategy should be informed by the functional diagrams and concepts detailed within this Activity Centre Structure Plan.

A similar view is taken regarding a Public Transport Movement and Access Strategy. This Strategy should be developed with Main Roads Western Australia and the Public Transport Authority alongside the planning for the North Lake Road extension, bridge and Armadale Road deviation.

### WALKING AND CYCLING



**Figure 17:** Connecting Gateways with the surrounding precinct and internal movement functions

## CAR PARKING

The areas that require coordination of car parking are the Town Centre and Cockburn Central West given the local structure plan process will address Gateways Shopping Centre requirements. The Town Centre currently has a car parking strategy however given the identified need to review the transition of the two short term commuter car parking sites located within the Town Centre, this document requires a review. As a result it seems logical to undertake this review, including widening the scope of the strategy and include the Cockburn Central West precinct.

To reduce vehicle congestion, re-balance demand for car parking and activate the streets as places for pedestrians by:

- Delivery of the North Lake Road bridge, freeway interchange and Armadale Road deviation;
- Rethinking Beeliar Drive as an important iconic connecting corridor;
- Encouraging a shift to more sustainable and active modes of transport;
- To provide a clear and logical vehicle network in the Core Area;
- Encouraging traffic onto designated routes and minimising vehicle movement in locations where other modes of transport should be prioritised;
- To provide car parking that is easy to locate and access, with minimal disruption to pedestrians, cyclists and public transport;
- Providing safe and convenient pedestrian access to car parks.

## MOVEMENT OBJECTIVES



**Figure 18 and 19:** (Left) Pedestrian view from Linkage Avenue towards Gateways. (Right) Pedestrian view from Gateways car park across to linkage Avenue and the town centre. Both views demonstrate the urban environment design for cars, not pedestrians.



**Figure 20:** 6 lanes of regional traffic currently sever the town centre from the retail precinct of Gateways.



## PUBLIC DOMAIN AND STREETSCAPES



**Figure 21:** View of Gateways Shopping Centre entrance from the southern side of the Town Centre.

A critical factor in Cockburn Central evolving into a vibrant interesting place to live and work is for the streets and public spaces to be places that people want to be within. This will be achieved by encouraging future development at street level that will promote interaction and engagement with the public, encouraging buildings to be visually interesting and enhancing the attractiveness of streets and public spaces.

Given the large amount of land already structure planned and controlled through precinct specific design guidelines (the Town Centre and Cockburn Central West), the focus needs to be on how the Gateways Precinct, Beeliar Drive, North Lake Road and the Core Area east of the Kwinana Freeway can achieve this objective into the future. The objectives and design considerations for these precincts are identified in **Section 6**.

The provision of public open space and public spaces will be greatly diversified through the delivery of Cockburn Central West. The precinct promises to deliver high quality urban public spaces including a large recreation/parkland area, grass playing fields and the regeneration of a wetland area with boardwalk.

The Town Centre precinct is the location of the Town Square of which provides an accessible area for meeting people close to the train station and is for community gatherings. In addition, commercial premises fronting the Town Square, and sleeving Gateways Shopping Centre provide opportunities for outdoor seating and outdoor dining. These areas provide opportunities for expansion into the future along the extended north-south axis between these sites (see **Figure 21**).

Lacking in the core area are attractive streets that connect these key areas and provide visual interest. The upgrade of streetscapes is not only important for residents within the centre but also for providing an impression for passing trade.

The Greening Concept Plan (**Figure 22**) provides a strong network to frame key streets and entry points. Importantly it connects the four central precincts for pedestrians by way of enhancing the pedestrian loop, and connects the core area to the wetlands and recreation facilities. This plan is designed to inform the development of detailed concept plans that will ensure (where required) consistent and cohesive design elements that present as a whole (**Action 3**).

Such items to be addressed may include cohesive paving, planting and street furniture along key streets, creating a green network and importantly provides key pedestrian routes with protection against extensive Western Australian summer months.

Given the expansive nature of existing roads, a key urban design opportunity relates to the creation of the internal pedestrian loop that is distinctly different in scale to the dissecting roads and thereby making the pedestrians paths more interesting and inviting.

### Objectives

To create attractive streets characteristic of an important urban centre by:

- Providing attractive entrances to create a strong sense of arrival;
- Create a high level of amenity for pedestrians;
- Promote a defined internal pedestrian network;
- Provide a defined edge to the core area;
- To connect to the wider green network;
- To connect key urban spaces;
- Promote the activity centre to passing trade.

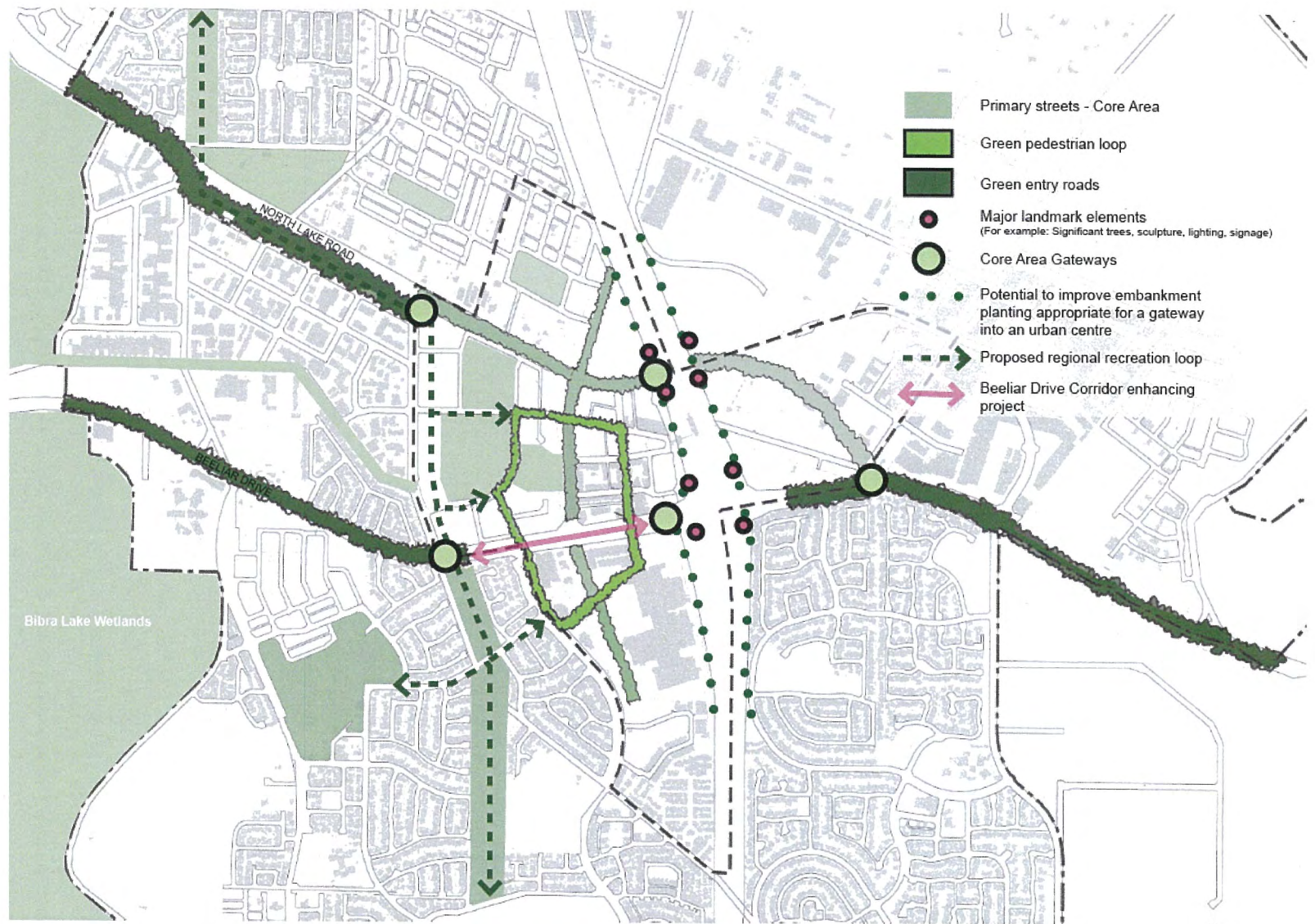


Figure 22: Greening Concept Plan



## OPEN SPACES AND RECREATION

As land uses intensify and the population within the Core and Frame area increase, Cockburn's open space areas will play a greater role in providing a diverse range of recreational activities for residents, workers and visitors. There are opportunities to enhance the open space network with improved function, amenity and connections. This will become increasingly important with the delivery of the Cockburn Regional Aquatic and Recreation Facility in 2016.

The wetlands located on the western edge of the frame area are the most important inland natural asset in the sub-regional catchment, providing a range of recreational facilities of which mostly occur on the western side of the Lake. An opportunity exists to leverage off this asset and provide better connection with the Core Area. This will be an important step in contributing to the activity centre's local identity and point of difference.

Aligning with this objective is the power line easement cutting through residential land in a North - South direction and along the western edge of the core area. The easement stretches for approximately 7km from Russell Road in the south and up to the southern boundary of the suburb of Bibra Lake. **Figure 24** illustrates how this 7km stretch of land has the potential to connect several residential neighbourhoods and recreation facilities with the Frame Area. Importantly the benefits of this project correlate with the objectives of the Lakes Revitalisation Strategy which seek to provide better connections between the Lakes suburbs (north of Cockburn Central) and the Core Area.

The enhancement of this easement should include planting, where opportunities exist, in an attempt to provide a green backdrop for the activity centre and in effect reduce the negative visual impact of the transmission lines. This project will require consultation with Western Power however the successful regeneration of areas in South Lake also under transition lines should serve as an example of what can be achieved (**Figure 25**). Should natural screening be unable to hide the transmission lines, built form will need to be of an appropriate scale to try to salvage an acceptable back drop when looking towards the western edge of the activity centre.

Further to this point, the City's Environmental Services Team are finalising The Tramways Reserve Trail, a historic linear trail approximately 32km in length running in a north south direction traversing the Cities of Cockburn, Kwinana and Rockingham. The trail also runs past a number of natural features including the Beeliar Regional Park with potential lookouts towards a linear chain of lakes including Yangebup, Kogalup and Thomsons Lakes. The trail was formerly a tram network for transporting harvested timber from Karnup to Jandakot. The network was running for a period of about five years in the 1920s until the timber stocks were exhausted; since then the rail lines have been pulled up.

These three initiatives collectively present clear integration opportunities and significant reasons to attract weekend patronage to the activity centre while accessing these projects, particularly for cyclists from Cockburn Central Train Station.

### Objectives

To enhance and better connect the activity centre with parks, wetlands and recreational facilities by:

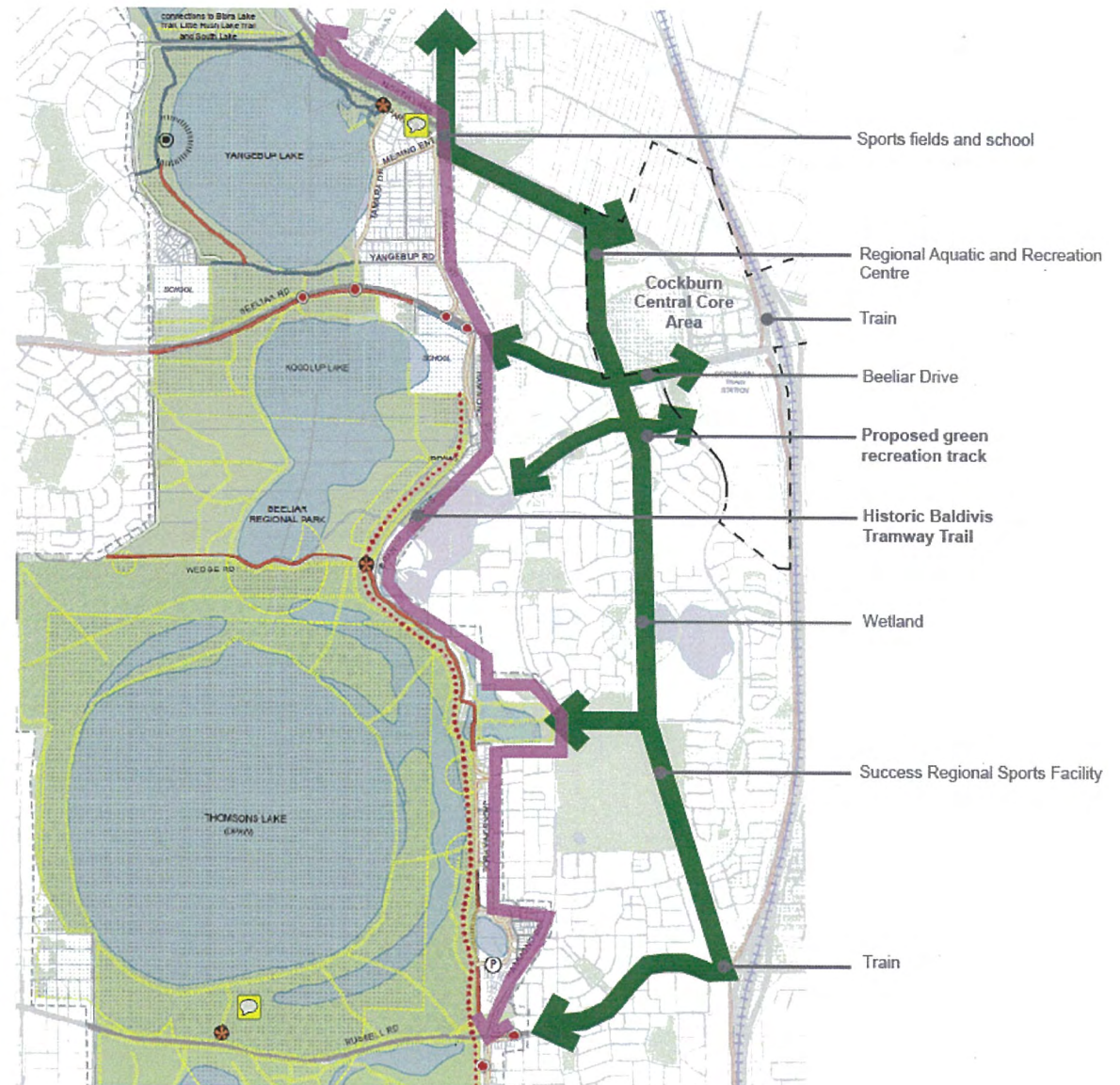
- Strengthening physical connections between existing urban areas by connecting as many residential areas with the surrounding recreational assets;
- Promoting alternative travel modes beyond the car;
- Creating a stronger connection between the activity centre and the wetlands;
- Enhancing and promoting the environmental qualities of the locality.



**Figure 23:** View looking south from Beeliar Drive - Power line easement located immediately adjacent to the Core Area boundary.

**Figure 24** (Right): Proposed recreation track (shown in green), linking with the emerging regionally significant Tramways Trail Concept Plan and Cockburn Central.

**Figure 25** (below): An example of turning a constraint into an asset.





## 6. PRECINCT OBJECTIVES

Cockburn Central activity centre has ten distinct precincts based on existing and future land use directions. These precincts are all at different stages of their development lifecycle. Some are completely developed, some emerging, others with adopted structure plans and one requiring a full review of land use possibilities. They include:

### Core area:

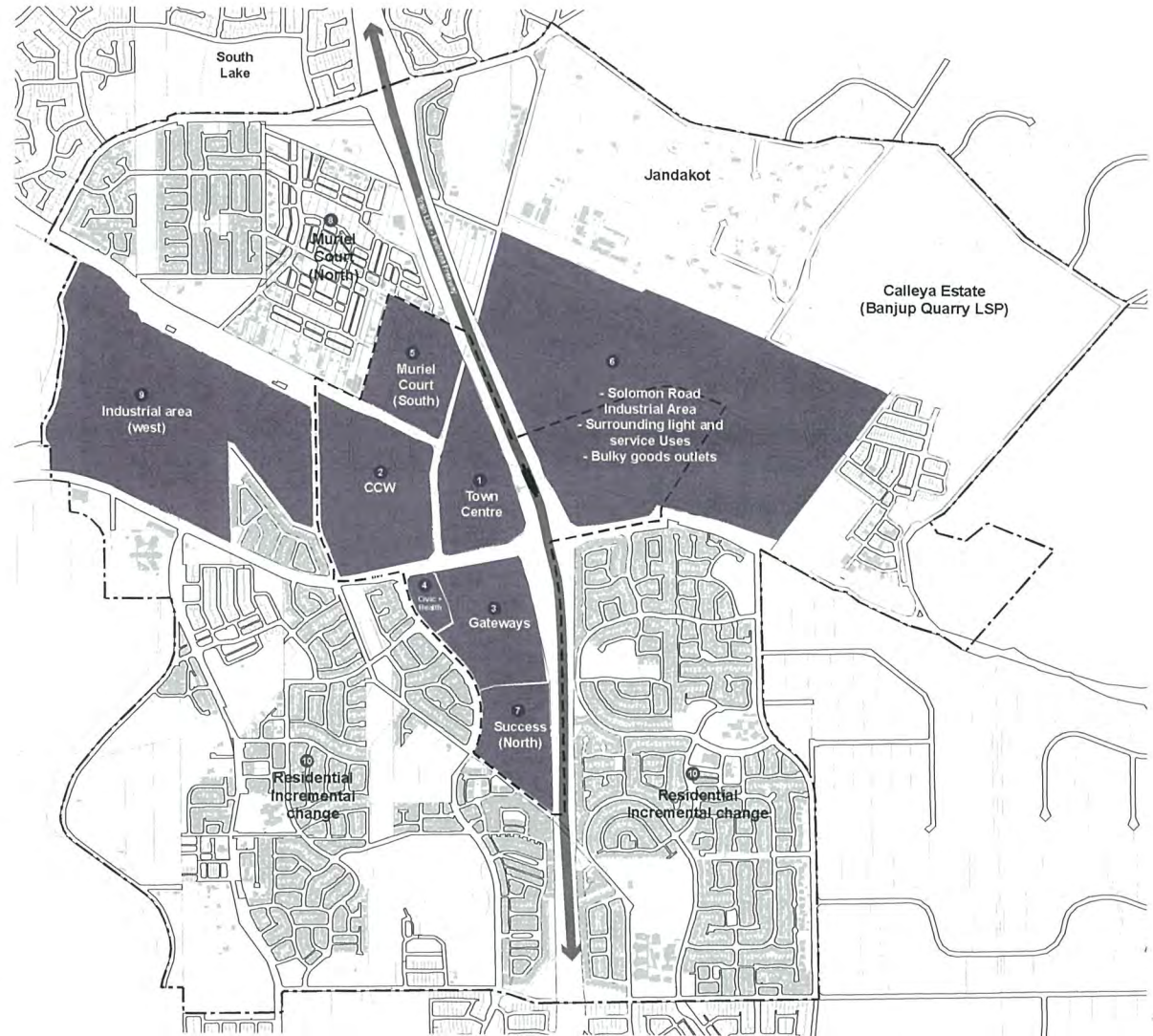
1. The Town Centre
2. Cockburn Central West
3. The Gateways Retail Precinct
4. Civic and health
5. Muriel Court (South)
6. Cockburn Central Industrial Area (Core area East) – opportunity for review

### Frame area

7. Success (North)
8. Muriel Court (North)
9. Cockburn Central Industrial Area (Frame area West).
10. Residential incremental medium to long term change.

This section of the Structure Plan sets out land use objectives and other outcomes sought for each precinct. It is not the intention of this section to override an adopted local structure plan, rather:

- Confirm the role of each individual precinct and identify in one document how each contributes to the success of the activity centre;
- For precincts that do not have a local structure plan, this section, in addition to the preceding chapters provides strategic context to guide future planning decisions;
- For precincts with an adopted local structure plan, this section provides guidance for any proposed amendments into the future.





## PRECINCT 1

### TOWN CENTRE



**Figure 27 and 28:** North facing aspect along Signal Terrace (Above) and south facing view towards Gateways (Below).



Given the presence of the train station, the Town centre is an important Gateway into the activity centre and is the transport hub that brings people into the centre. It will be a vibrant place for business, living, dining and entertainment. The upper levels of the precinct, beyond ground level, will continue to provide further concentrations of housing which will contribute to more activity within the centre at all times of the day and night. The precinct provides opportunities for direct links to Cockburn Central West and Gateways Shopping Centre.

Importantly the Town Centre will have to continue to provide high quality streets and ensure the town square commercial and food and beverage offer delivers a point of difference to the Gateways site. This objective can be supported through further enhancement of streets with quality streets trees (as developments are completed) and ensuring local business are supported to operate on footpaths, therefore taking advantage of the town square and passing trade location.

As Cockburn Central West and Muriel Court emerges, the town centre will experience significant increased pedestrian levels and the town centre is well placed to take advantage of this opportunity.

#### Objectives

- To continue to provide major housing opportunities within mixed use developments - guided by the Cockburn Town Centre Guidelines;
- Continue to provide outdoor dining opportunities that provide a point of difference to the Gateways Shopping Centre precinct;
- Contribute to the wider Core Area objectives for land use mix and diversity;
- Provide a high quality public realm;
- Continue to provide linkages with surrounding precincts;
- Support the continuation of hospitality and entertainment activities;
- Provide for the highest level of pedestrian priority throughout the precinct.

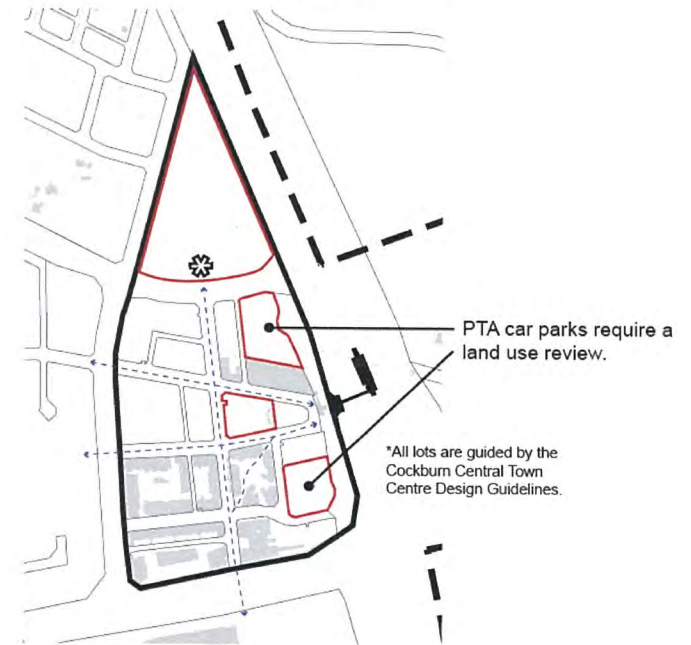
#### Key opportunity sites

Mixed-use developments within the precinct continue to emerge however four sites are of particular interest and have the ability to have a significant impact on the success and function of the town centre. 20 Linkage Avenue is the most central site within the precinct and fronts the central public space and this site has the potential to impact greatly on the town centre given its prominent, central position in the precinct.

The commuter car parks present two further sites for further investigation. It is intended that these transfer over to the eastern side of the freeway, and that

the resulting sites be utilised for development supporting the Town Centre. This needs to be done at the earliest possible juncture, so that the town centre can be completed to its planned potential. The provision of commuter car parking does not provide any activity in to the town centre, given their locations abutting the rail station. Should there still be thought to providing a commuter car park location on the western side of the freeway, this should be focussed on a peripheral area like Cockburn Central West so as to pull commuters through the Town Centre and help to add passing trade to businesses that have developed throughout the Town Centre grid.

The fourth site is the triangular shaped lot to the north of the precinct. This site presents a clear opportunity for a major commercial use, noting its proximity to the freeway and future North Lake Road extension. The branding opportunities that come with such a strategic site are significant, and it is expected that development on this site take full advantage. This may be the opportunity to secure an office type building, which is capable of promoting its brand to a captive audience of tens of thousands of people daily.



## PRECINCT 2

### COCKBURN CENTRAL WEST

The Cockburn Central West Structure Plan identifies the precincts vision for the future:

*"An innovative mixed use development integrating regional recreational aspirations into the existing landform and surrounds whilst extending the urban fabric of the highly successful town centre."*

The precinct will have a central open space focus with regional aquatic and recreation facilities of which will attract visitors from a regional catchment. The site will be a high profile site and therefore the open and public spaces will give the perception of high amenity to visitors.

The open space areas will be defined by diverse and high quality built form accommodating retail, commercial and office uses on its edges.

The precinct is extremely important in its contribution to the land use diversity targets for the Core Area in that it will provide a significant amount of commercial and office space. Any amendment to the adopted local structure plan will need to demonstrate if it will have a detrimental impact in this regard.

Future built form, particularly along the southern boundary, will importantly contribute to the streetscape initiatives of Beeliar Drive.

#### Objectives

- To encourage complementary uses including high density residential development, offices, education and government offices;
- To strengthen the role of Cockburn Central as a key attractor and to show case what the activity centre has to offer;
- Strong cycle and pedestrian links connecting the regional facility with the surrounding footpath and bike network, adjacent precincts and the surrounding green network;
- Provide quality office space and environment to encourage strategic and knowledge intensive businesses.

#### Opportunity sites

While development within the precinct is yet to emerge, there are two significant opportunity sites given their location and visual prominence. One is the corner site located to the north of the aquatic centre and west of the rugby pitches (Figure X). This land has a direct line of site when entering the precinct from the Town Centre and Midgegooroo Avenue and is an important location for a future building to make a high quality architectural statement.

The same opportunity exists within the south-east corner of the precinct, on the

corner of Beeliar Drive and Midgegooroo Avenue. The latter site is a particularly high profile site given it is the most central site within the Core Area. This site is an excellent opportunity for a civic/community type use that is complementary to a residential use. The advantages of this site include:

- The site is located between two other Council owned, civic focused facilities – the aquatic centre and the library;
- A high profile site that will ensure a presence in the sub regions most important activity centre;
- It will assist in reinforcing the precinct as a cultural, recreation and government services precinct;
- Such a development would secure the site for quality architectural built form outcomes and this is important, as this site will have a significant impact on Beeliar Drive;
- The access to this site is likely to be a constraint for commercial uses given no access will be permitted from Beeliar Drive and Midgegooroo Avenue. Uses like offices will not be so reliant on attracting passing trade;
- It is unlikely this site is suitable for 100% residential uses given the interface with Beeliar Drive and the challenges it presents in regards to noise and amenity for residents;
- The change in levels on this site could facilitate undercroft car parking.



Visually important sites - opportunity for a civic/commercial use to make a strong architectural statement.

\*All lots guided by the CCW Design Guidelines.



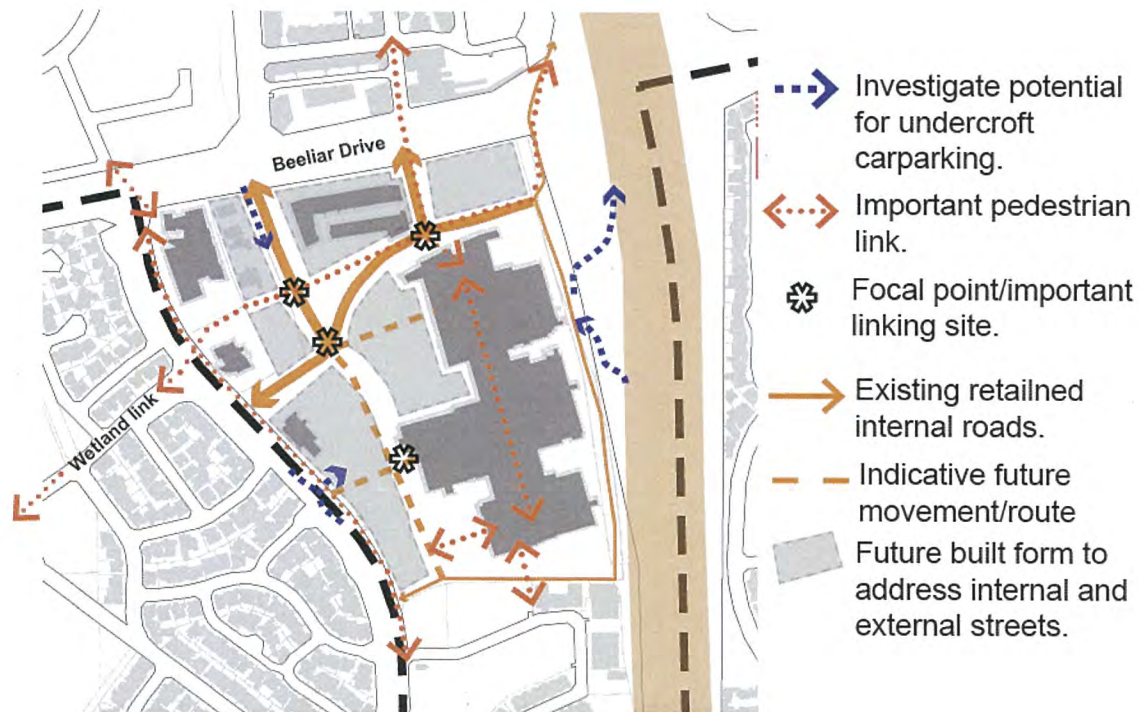
### PRECINCT 3

#### GATEWAYS SHOPPING PRECINCT

The Gateways Shopping Centre precinct is highly successful and will continue to provide a retail focus for the Core Area. The precinct will be highly accessible for a range of transport modes and will have strong connections with surrounding streets and land uses.

Gateways Shopping Centre will be easily seen and recognised by passing trade in all directions and will demonstrate quality built form outcomes that are appropriate for an urban Strategic Metropolitan Centre, thereby impacting positively on business and shopper perceptions.

When expansions of the centre occur, access arrangements and car parking will require review including the consideration of the principles demonstrated within the functional plan (below).



#### Objectives

- To protect and enhance visual links with surrounding key streets, precincts and residential areas and improve the relationship with surrounding built form;
- Provide a strong street address to Beeliar Drive;
- To minimise the impact of vehicle movement in the Core Area;
- Consolidate car parking by finding alternatives to at grade car parking particularly when it is seen from surrounding streets and public places;
- Connect the high quality eat street that sleeves the shopping centre, with the surrounding street network, specifically the north-south axis that connects the Town Centre;
- Provide strong pedestrian links with adjacent residential areas.

#### Opportunity sites

Generally all at grade car parking areas surrounding Gateways present as opportunity sites given their location within the Core Area and access to services and the surrounding road network however the most prominent site relates to the car parking area between Beeliar Drive and the shopping centre. This site has a direct line of site for passing trade on the Kwinana Freeway and Beeliar Drive and therefore presents an opportunity to provide an appropriate frontage. It also will contribute greatly to the desire to improve the amenity of Beeliar Drive through the provision of a strong frontage that can contribute to enclosing this wide stretch of road.

Figure (Left) illustrates the key functions and outcome sought for Gateways and the Health and Civic Precinct.

## PRECINCT 4

### CIVIC AND HEALTH PRECINCT

Taking on the role as the precinct focused on community and health related activities, this precinct is the location of the Cockburn Youth Centre and the Integrated Health Facility. This precinct over time will be strengthened through improvements to the public realm, including the provision of a public space and improved pedestrian connections. The public space should seek to connect with surrounding spaces.

Over time it will be appropriate to find alternative locations for the petrol station and it is likely that the future configuration of North Lake Road is best positioned to accommodate this business given the increased levels of passing trade this road can offer. This however recognises that such a use can remain, but should be encouraged to consider relocation if the opportunity arises.

The vehicle focused food and beverage businesses in this location will need to respond to the precinct objectives by way of contributing to a more public focused space rather than a business that meets the needs of drive-through traffic.

#### Objectives

- To strengthen the precinct by reinforcing it as a community hub. In addition to community type uses, this will be achieved through promoting the precinct as one of the Gateways and meeting spots to connect onto the regional recreation route. This can include end of trip facilities for cyclists;
- To encourage development along Beeliar Drive that is responsive to its role as a gateway to the Core Area;
- To support the ongoing use of land within the precinct for community related uses;
- For built form to address and frame the surrounding public realm.

## PRECINCT 5 & 8

### MURIEL COURT (NORTH AND SOUTH)

Muriel Court (north and south) are guided by the Muriel Court Local Structure Plan. Both precincts have an important contribution to play in meeting the activity centre's residential density thresholds for the activity centre. Therefore any amendment to the Muriel Local Structure Plan will need to demonstrate the precinct's contribution to this objective.

This precinct will be easily accessed for pedestrian and cyclists across North Lake Road, into Cockburn Central West and the Town Centre.

Built form and landscape will play an important role in framing North Lake Road and should respond to the built form on the opposite side of the road in Cockburn Central West.

The Muriel Court Local Structure Plan and the North Lake Road Vehicle Access Policy Plan guide built form and access requirements for lots with a frontage to North Lake Road. Given the proposal to change the typology of North Lake Road it is likely the local structure plan and the vehicle access plan will need to be reviewed.

#### Objectives

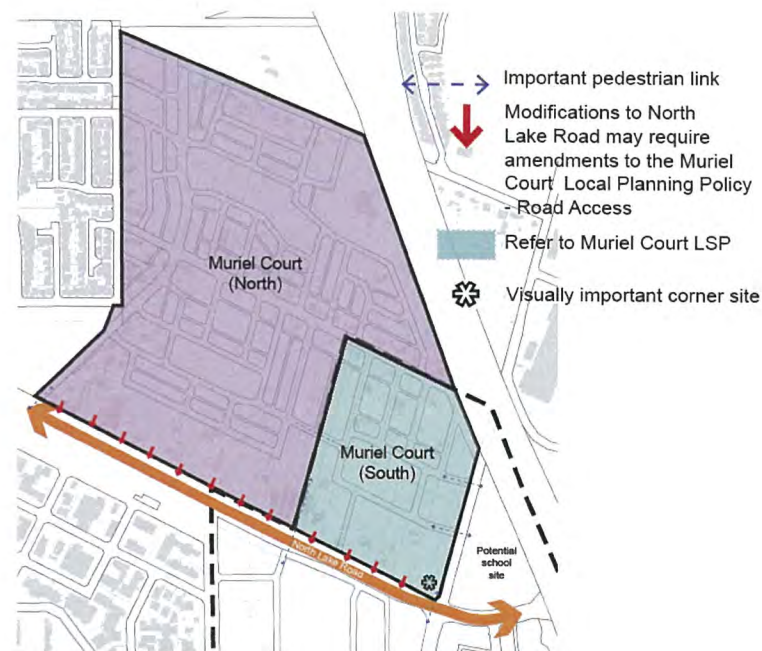
Development in these precincts will continue to be guided by the principles and objectives outlined in the Muriel Court Local Structure Plan and will:

- Provide high density, diverse housing types;
- Ensure built form fronting North Lake Road provides a strong built form edge;
- Will ensure good permeability for pedestrians and cyclists to and from Cockburn Central West and the town centre;
- Diversify the public open space in the Core Area by providing alternative typologies to those already provided;
- Likely be suitable to accommodate business/showroom space for businesses requiring a highway frontage.

#### Objectives

Development in these precincts will continue to be guided by the principles and objectives outlined in the Muriel Court Local Structure Plan, and will;

- Provide high density, diverse housing types;
- Ensure built form fronting North Lake Road provides a strong built form edge;
- Will ensure good permeability for pedestrians and cyclists to and from Cockburn Central West and the town centre;
- Diversify the Public Open Space in the Core Area by providing alternative typologies to those already provided, and;
- Likely be suitable to accommodate business/showroom space for businesses requiring a highway frontage.





## PRECINCT 6

### COCKBURN CENTRAL EAST - OPPORTUNITY FOR REVIEW

The Core Area east of the Kwinana Freeway and the surrounding Frame Area will be accessible via multiple entry points for vehicles, pedestrian and cyclists. Roads into and out of this area will be connected with the surrounding road network and will open up new opportunities for a range of land uses to be determined through the development of a local structure plan.

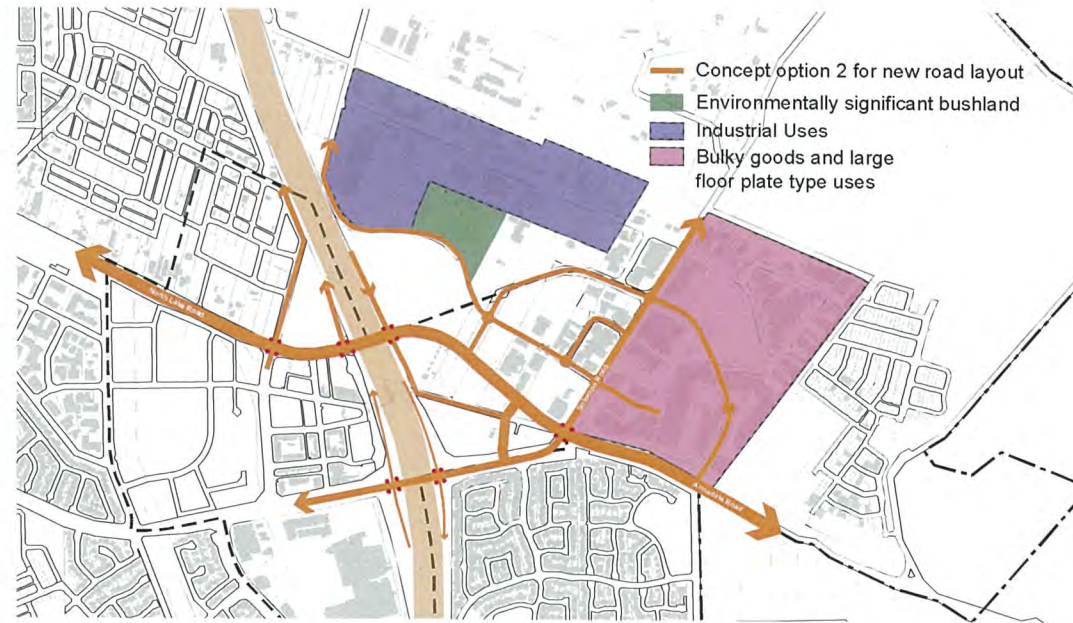
It is likely that any reconsideration of suitable land uses within this area will exclude residential development. Despite being within the 400-800m catchment of the train station, the land is located immediately adjacent industrial and light industrial uses and the Kwinana Freeway. An analysis of buffers required for existing operations in this area supports this view.

What does require further investigation is business/office space that is complimentary to nearby businesses and can benefit from excellent levels of transport via the train station. This will assist with meeting the commercial floor space thresholds discussed previously

This precinct requires intergovernmental and stakeholder collaboration to deliver the North Lake extension, bridge and Armadale Road deviation. This explains the need for the City to seek the Western Australian Planning Commission to resolve to declare a Planning Control Area over the affected land (and the Minister to approve this) so as to secure some short term control of the land in question. This will enable adequate time in which the State Government can begin the detailed process of design, in conjunction with the City and other stakeholders, and ultimately proceed to changes under the Metropolitan Region Scheme and land acquisition if this design proves feasible. Land which is impacted by the Planning Control Area is subject to the determination by the Western Australian Planning Commission for all development, rather than the local government in a sense that if the Planning Control Area did not exist. The general approach being to protect the Planning Control Area from private development which the detailed design process takes place.

The City will also need to continue working with Main Roads Western Australia to finalise a preferred option, to be delivered by the State Government. The City will meet with all landholders and stakeholders affected by this proposal.

The key priority is to solve the movement network, through either adopting the current option or pursuing the City's alternative design as illustrated (**above right**)



While not within the scope of this precinct, adjoining lands to the east of the precinct are importantly providing a supporting role for the precinct through its provision of bulky goods type uses. Given the location of these uses are ideally located on the edge of the activity centre, this location should continue to support these uses of which are not suitable for the Core Area given their large building footprints and vehicle servicing requirements.

#### Objectives

- To ensure a movement network creates a viable solution that separates traffic with a mobility objective from traffic with an accessibility objective throughout the activity centre;
- Facilitate a flexible approach to accessing the primary regional road network (from each of the geographical quadrants entering into the interchange, with emphasis on the southeast and southwest quadrants);
- To provide for increased mobility of regional traffic, and increased accessibility of local traffic (through enabling regional traffic to flow between the regional road network while at the same time enabling a local distributor network that enables accessibility of businesses, freight, customers and residents);
- To protect the quality vegetation within the centre of the precinct;
- To support the continued location of appropriate light manufacturing and light industry while encouraging a range of complimentary business and office type services;
- To encourage the continued location of the bulky goods uses emerging along Verde Drive.

## PRECINCT 7

### SUCCESS (NORTH)

This northern portion of Success provides diverse, high-density dwellings that are contributing to the activity centre's residential development thresholds. The precinct is approximately 50% complete with further development likely to respond in a consistent manner.

New development on the northern edge of the precinct will need to address the Gateways precinct, and not "turn its back" on this area. Pedestrian routes should be promoted through this area as well.

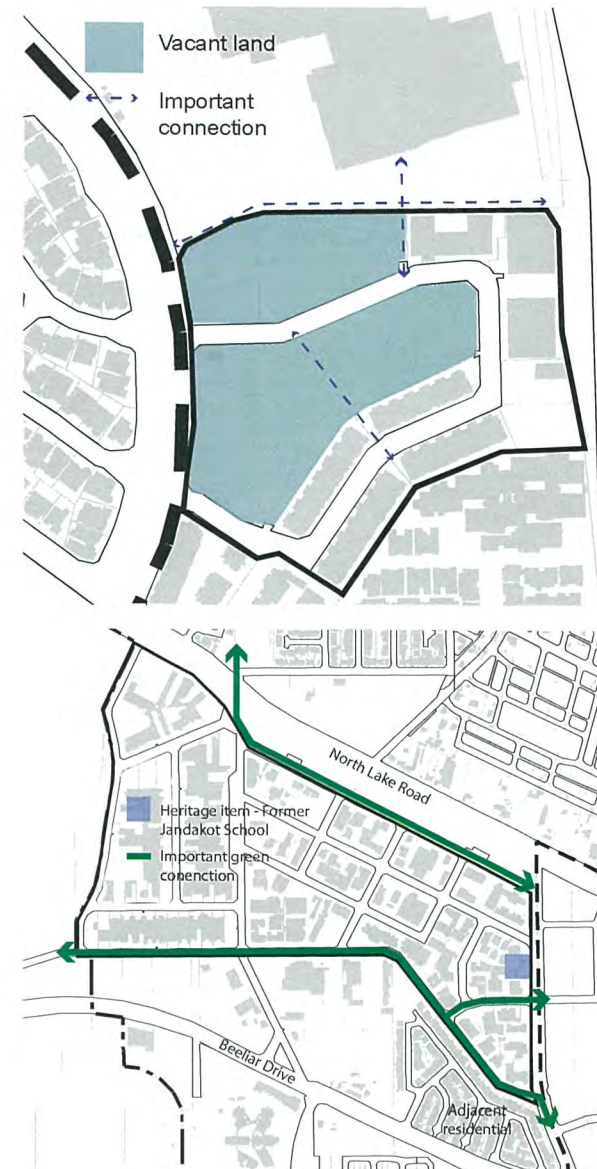
#### Objectives:

- Continue to provide high density, diverse housing types;
- Ensure built form fronting Gateways provides a strong built form edge;
- Ensure good permeability for pedestrians and cyclists to and from Gateways.

## PRECINCT 9 COCKBURN CENTRAL INDUSTRIAL AREA (FRAME AREA WEST)

This precinct will continue to be a location for industrial uses in the short to medium term. In the long term it may be appropriate to review land uses given this precinct's immediate proximity to the Core Area and the Beeliar Wetlands. This will depend on the needs of the activity centre as it evolves and matures. As a result the two yearly reviews (**Action 5**) should reveal this need.

Cooper Road provides a strong east west link through this precinct, connecting with Yangebup Road and the Beeliar Wetlands to the west. This road has a wide reservation given its used to be the old Yangebup Road (an important east-west road prior to Beeliar drive) and therefore presents an opportunity to provide a green link from the wetland and across to Cockburn Central West. Importantly this recommendation will ensure the residential precinct located immediately to the south (before Beeliar Drive) will be provided with a buffer between dwellings and the industrial uses.





## PRECINCT 10 RESIDENTIAL INCREMENTAL MEDIUM TO LONG TERM CHANGE

The first purpose built school in the Jandakot district, the (former) Jandakot School is located in this precinct (relocated to a site on Poletti Road. Any proposals relating to this site will need to address the City's existing heritage policy framework.

Given the already structure planned areas and the age of development there is no immediate need to review residential densities within the Frame Area. Rather, a staging program should be developed to identify when neighbourhoods require review and this should be in line with the age of dwellings and the need to revitalise certain areas progressively over time. The City has undertaken revitalisation strategies previously for the suburbs of Spearwood, Hamilton Hill and Coolbellup and this successful approach should roll out in the Frame Area over time.

### Objectives

- Into the future, improve the diversity of dwelling types beyond single detached 3+ bedroom dwellings;
- To allow for intensification of housing where appropriate;
- To enhance connections to open space assets;
- To ensure development does not adversely impact on the use of adjacent public spaces or natural areas.

## 7. IMPLEMENTATION

### REFERRAL TO RELEVANT GOVERNMENT AGENCIES

The implementation and delivery of the Structure Plan requires an approach led by Council in cooperation with State Government, agencies, the private sector and the community. The following section outlines the next steps in the process of implementing the Structure Plan and associated action plan.

Following adoption the next steps if for the City to refer the Activity Centre Structure Plan to relevant authorities and agencies to confirm agreement and commitment to relevant actions. The Activity centre Structure Plan is required to be advertised for 28 days. Following advertising the Structure Plan should consider the submissions received during the 28 day period, report back to Council seeking support to send to the Western Australian Planning Commission for final endorsement.

### ACTION PLAN

Part 2 of the Structure Plan contains a table of actions for the City to progressively undertake. For each action, the table indicates the lead organisation and City department responsible, the source of funding, and the current status or priority level. The table includes a total of 9 actions. Each action can be broadly categorised under one of the following types:

- Undertake future strategic work;
- Investing in capital works including public realm and streetscape;
- Taking the lead on catalyst projects;
- Consulting and partnering with lead agencies;
- Advocating to other levels of government.

## APPENDIX 1 - ACTION PLAN

#	Action	Action type	Lead organisation	Responsible Council department	Funding Source	Status
1	Facilitate the delivery of the North Lake Road extension, new bridge and Armadale Road deviation by: <ul style="list-style-type: none"> <li>Secure a Planning Control Area to enable design work to then precipitate changes to the Metropolitan Region Scheme;</li> <li>Acquire land using Metropolitan Region Improvement Tax funding;</li> <li>Delivery of the infrastructure by Main Roads Western Australia.</li> </ul>	Consult and partner with lead agency	WAPC and MRWA	Engineering	-	High
2	Undertake one on one consultation with landowners affected by the North Lake Road extension, bridge and Armadale Road deviation project. This important part of the process will seek to identify future land use aspirations and existing land constraints.	Community consultation	CoC	Strategic Planning	Municipal Budget	High
3	Implement the objectives of the Greening Concept Plan and the Regional Recreation Track by: <ul style="list-style-type: none"> <li>Undertake detailed design investigations;</li> <li>Report to Council on the associated costs, and an action plan for implementation.</li> </ul>	Design	CoC	Parks and Environment	Municipal Budget	High
4	Review the Cockburn Central Town Centre Car Parking Strategy to inform the transition of the two commuter car parking sites located within the Town centre to the east of the Kwinana Freeway.  The review should widen the scope of the strategy and consider the Cockburn Central West precinct.  Parking requirements for Gateways will be addressed within the next local structure plan.	Strategic planning work	CoC	Strategic Planning	Municipal Budget	High
5	Monitor the performance of the activity centre by undertaking a review every two years, addressing the elements discussed within this Structure Plan. Relating to: <ul style="list-style-type: none"> <li>Land use mix diversity targets;</li> <li>Residential density targets;</li> <li>Built form and streetscape intensity;</li> <li>Attracting strategic employment;</li> <li>Floor space demand requirements;</li> <li>The need for and delivery of major infrastructure and land use requirements to meet these objectives.</li> </ul>	Monitoring	CoC	Strategic Planning	In house	Ongoing
6	Continue lobbying with State agencies for: <ul style="list-style-type: none"> <li>Thornlie Train Line extension via Canningvale to Cockburn Central;</li> <li>A train station at Jandakot airport with commuter car parking;</li> <li>The extension of heavy rail from Bunbury with a station at Cockburn Central.</li> <li>A bus rapid transit/light rail transit along Beeliar Drive and Armadale Road.</li> </ul>	Lobbying and advocacy	CoC	Strategic Planning and Engineering	In house	Ongoing
7	Work with Gateways Shopping Centre to investigate suitable movement and car parking strategies including the feasibility of the 2 car park access points (page 35).		Gateways Shopping Centre, Main Roads and DoP			High

#	Action	Action type	Lead organisation	Responsible Council department	Funding Source	Status
8	Implement the objectives of the Beeliar Drive Corridor Enhancement Project, by: <ul style="list-style-type: none"> <li>Undertake detailed design investigations;</li> <li>Report to Council on the associated costs, and an action plan for implementation.</li> </ul>	Design	CoC	Engineering and Parks and Environment	Municipal Budget	High
9	Investigate strategies to attract strategic employment to Cockburn Central	Economic Development	CoC	-	In house	High

## APPENDIX 2 - REFERENCE DOCUMENTS

- City of Cockburn 2014. Cockburn Central Activity Centre Plan
- PRACSYS 2011. City of Cockburn Local Commercial and Activity Centre Strategy (LCACS)
- Department of Planning WA, 2015. draft South Metropolitan Peel Sub-Regional Planning Framework
- Hames Sharley, 1997. Thompsons Lake Regional Centre Master Plan Report
- City of Cockburn, 2011. Local Government Heritage Inventory
- Department of Planning, 2010. State Planning Policy 4.2 - Activity Centres for Perth and Peel
- Directions 2031 and Beyond – Metropolitan Planning Beyond the Horizon (August, 2010)
  
- City of Cockburn Population and economic statistics - [profile.id.com.au](http://profile.id.com.au)

### APPENDIX 3 - COCKBURN CENTRAL ACTIVITY CENTRE PLAN

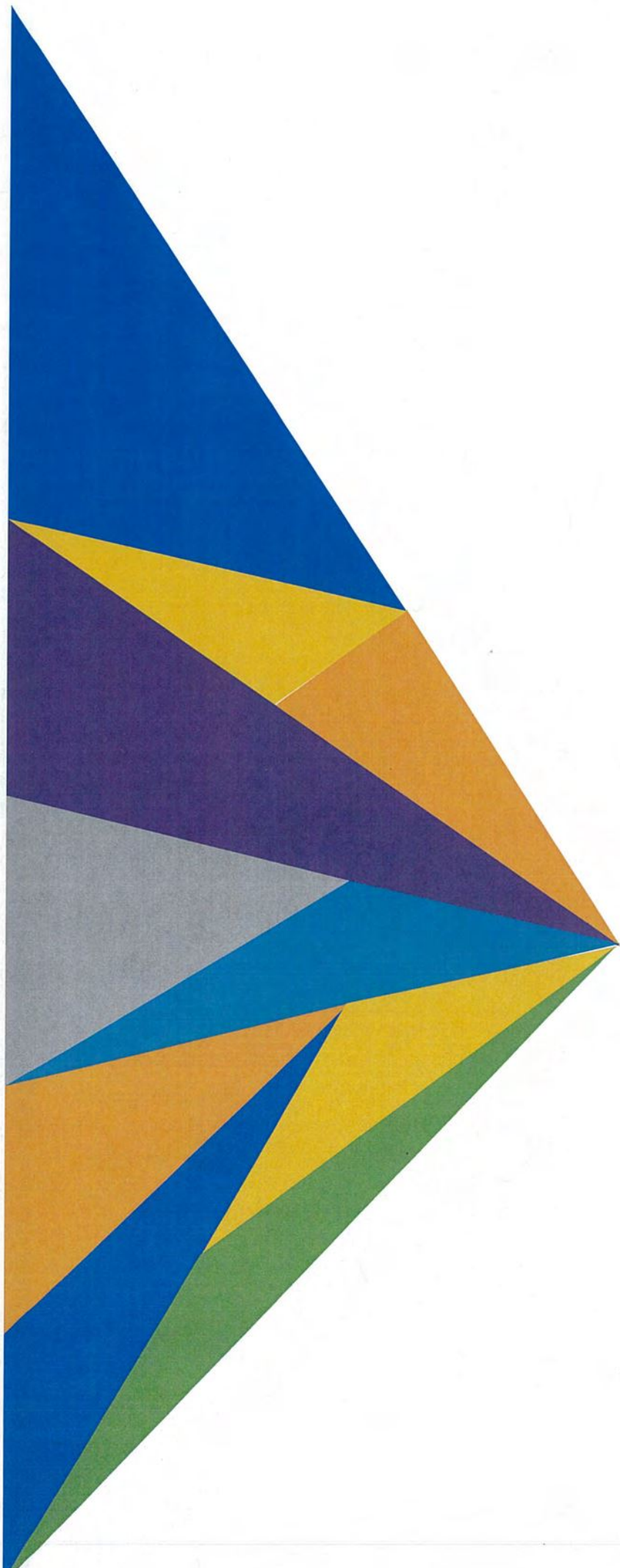




# Cockburn Central Activity Centre Plan



FEBRUARY 2015







## Mayor's Forward

The City of Cockburn has set a goal for Cockburn Central to be the most influential Activity Centre in the region by 2031. This Activity Centre Plan provides the foundations for the long term sustainable development of Cockburn Central and will act as a guide in evolving this area into one of Perth's most diverse and vibrant centres.

The activity centre is on the cusp of becoming a unique service, knowledge and entertainment precinct by capitalising on significant public and private investment, both current and future. Careful planning is required to ensure that Cockburn Central continues to be an inviting place to live, work, visit and invest now and into the future.

The activity centre plan will guide the City's decision making to 2031 and provide a platform for lobbying of state and federal governments for provision of funds for additional infrastructure. The plan will also assist the City in advocating and encouraging for further private sector investment in the area to further the City's economic goals for the district.

With the continued growth of the south west corridor of Perth and an increasing need to focus on in-fill development to meet Perth's housing needs, locations such as Cockburn Central will become increasingly important into the future.

It is by clearly articulating the City's long term strategic goals and putting in place a sound and achievable implementation plan that Cockburn Central will become the most important and influential activity centre in the southern metropolitan corridor.

A handwritten signature in black ink that reads "Logan Howlett".

**Mayor Logan K Howlett, JP**

## Summary

The Cockburn Central Activity Centre currently exists as a collection of divided precincts punctuated by a burgeoning mixed use Town Centre and Gateways Shopping City. With the addition of other areas earmarked for high density mixed use development and significant public infrastructure, the activity centre is in a strong position to become a diverse, vibrant and successful activity centre as described in State Planning Policy 4.2.

There are significant opportunities for the centre based on its natural attributes, including proximity to critical industries and population, which enable the real opportunity for the activity centre to become the most important centre south of Perth.

Significant parcels of undeveloped land zoned for high density residential and mixed use development, high levels of amenity, proximity to natural settings and high levels of public infrastructure, presents an activity centre that is well positioned to produce high density walkable living environments. In turn the activity centre is well placed to assist in adding new medium to high density housing option for the Perth region, which importantly provide significant diversity of choice in the southern region.

The core area of the centre is clearly defined by zoning and land uses that are reflective of the long term desires and aspirations of the City. The surrounding frame area, typified by lower density residential, commercial and industrial development, provides for the ability to have greater influence on land deemed to have direct influence on and reliance on the activity centre.

## Introduction

The City of Cockburn has experienced significant and sustained growth over the past several decades, quadrupling in size since 1971 to now over 100,000 residents. The City's population is expected to continue to grow with the Western Australian Planning Commission's WA Tomorrow Forecasting additional growth of between 30,000 and 40,000 by 2026.

As the City has grown, centres of activity and influence have shifted with the concentration of populations. A new core population exists within the southern corridor of Cockburn; straddling the Kwinana Freeway and Perth – Mandurah Railway. This trend is expected to continue with the opening up of development land in the locality of Banjup.

The Western Australian Planning Commission through their high level Spatial Framework and Strategic Planning, have identified Cockburn Central as the highest order activity centre within the City; identifying it as a Secondary Centre, the third highest classification.

The City has long understood the strategic role Cockburn Central does and will play within the wider Southern Corridor of Perth. Moreover, the continued growth and development of Cockburn Central is vital to the positioning of the City of Cockburn within the metropolitan region. The expected level of development, its urban form and intensity instigates the need for long term strategic planning to be undertaken at the local government level. Through this document it is hoped that the Activity Centre will grow in a holistic and organised manner, allowing the maximum return on investment and increased quality of living for residents.



It is clear that how we plan for a Cockburn Central Activity Centre to be Liveable, Prosperous, Accessible, Sustainable and Responsible Centre will face significant challenges, as well as opportunities. The Activity Centre Plan will provide the framework that will alleviate and manage these challenges going forward.

### **What is the Activity Centre Plan?**

The Cockburn Central Activity Centre Plan ('The Plan') is a City level strategic document designed to provide broad direction for the development of Cockburn Central Activity Centre through to 2031.

The Plan will assist in the creation of a connected, vibrant and responsive Activity Centre as desired in Directions 2031 and Beyond and State Planning Policy 4.2. The Activity Centre Plan does not form the basis of an Activity Centre Structure Plan as outlined in State Planning Policy 4.2. However, the Plan Implementation Framework recommends the need for the City to undertake a comprehensive Activity Centre Structure Plan over the Core Area of the Plan. The endorsement of such a document is seen as important to guiding this as a next logical step for the City to take over the short term.

The Strategy will draw on extensive and detailed background research and analysis of issues facing the Activity Centre. Both context and site analysis will be undertaken to ensure a comprehensive understanding of the Plan study area and surrounding catchment.

The Plan builds on the work of the City's Local Commercial and Activity Centre Strategy ('LCACS') and is designed to

operate in conjunction with the City's Housing Affordability and Diversity Strategy and Economic Development Directions Strategy, which are currently under formulation. The integration of these documents and fulfillment of the aims of LCACS is important to achieving the identified goals of the Activity Centre and the Vision of the Plan.

The Plan has three parts:

1. Discussion Paper;
2. Background and Issues Paper; and
3. The Plan (Implementation Framework).

The Discussion Paper formed the initial part of the Plan and was used to create interest and attempt to draw out visionary ideas from the community, business leaders and interested parties. The Plan provided four broad topics of discussion based around the themes of the Plan. The Discussion Paper unlike the other two parts of the Plan, is a standalone document.

The Discussion Paper goals were as follows:

- Identify opportunities for the Cockburn Central Activity Centre to grow;
- To stimulate discussion and encourage ideas; and
- Identify new issues that are important to the future of the area.

Community feedback was received during the formal advertising of the Discussion Paper; this is discussed later in this report. This information was utilised to further refine the Plan and also in the formulation of the Implementation Framework. The Background and Issues Paper (the second section of the



document) forms the investigative segment of the Plan, and looks into the following:

- Documents findings of background studies;
- Site analysis;
- Contextual analysis;
- Assessment of existing structure planning; and
- Discussion of issues affecting the Activity Centre.

Finally, the Implementation Plan utilises the information gathered in the previous two stages to formulate an implementation framework going forward. The Plan will provide the basis and direction for statutory decisions and advocacy going forward.

### **What kind of Activity Centre will Cockburn Central become?**

Cockburn Central has evolved quickly from being a small district level activity centre focused on a small shopping centre in the early 2000's to a vibrant mixed use activity centre that it is today. The continued evolution of the Cockburn Gateways Shopping City, Success Central and the Cockburn Central Town Centre has led to a Centre like no other in Perth. This coupled with the current planning over Muriel Court Structure Plan area and the Cockburn Central West Structure Plan precinct, sees a strong and prosperous future for the Centre.

With the recent and planned investments in civic, educational and commercial infrastructure, Cockburn Central is in a unique setting to be an Activity Centre, well positioned to help achieve the State Government's Directions 2031 goals and objectives.

#### **The Vision of the Plan:**

***Cockburn Central positioned as a Strategic Metropolitan Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031.***

#### **Drivers and Opportunities**

***Cockburn Central has all the key requirements to become the most influential Activity Centre in the South West Metropolitan Region:***

- ***A diverse mixed use centre***
- ***Good transport infrastructure and public transport links***
- ***A growing population catchment***
- ***Compact Centre with extensive future development sites***
- ***Strong links to the surrounding natural environment***
- ***High quality Civic Infrastructure***

***The vision is supported by five overarching themes:***



The vision is supported by five overarching themes:



### **A Prosperous Centre**

The success of the Activity Centre will depend on the ability to build on the current prosperity

### **A Responsible Centre**

Guide the Activity Centre in a responsible manner to manage urban growth and make the most efficient use of land and infrastructure

### **A Liveable Centre**

Living in or visiting Cockburn Central should be a safe, comfortable and enjoyable experience

### **An Accessible Centre**

Most people should be able to meet their education, employment, recreation, service and consumer needs within Cockburn Central

### **A Sustainable Centre**

Cockburn Central should grow within the constraints placed on it by the environment



The five key themes are drawn from Directions 2031 and all future statutory planning instruments and initiatives of the City would be expected to justify how they are consistent with the five key themes.

Each theme is supported by an overarching objective drawn from the City's Strategic Plan, Commercial and Activity Centre Strategy and Directions 2031 and will be used, in conjunction with the overarching themes, to guide the formulation of the Activity Centre Plan and future decisions of the City within the Plan's area.

### **The Challenge: Raising the Dials**

The City's Local Commercial and Activity Centre Strategy (LCACS) sets the strategic vision and broad framework to guide the planning and development of the City's activity centres and to help guide planning for the City's strategic employment centres over the next 15 years. LCACS identifies Cockburn Central as the highest level activity centre in the City.

LCACS looked at the City's existing activity centres and the existing strategic employment centres and assessed them based on their performance against six criteria, being: intensity, diversity, employment, accessibility, economic activation and urban form. The City's activity centres largely perform at Perth metropolitan average levels or below. LCACS clearly showed that there is a need for improvement of activity centre performance in the future.

Cockburn Central overall performed below the average expected for a Secondary Centre. Only one indicator, urban form, registered an average result largely attributed to a high score for development potential. It is clear that there is significant scope for improvement in the performance metrics of Cockburn Central. Increased performance is expected as the Centre grows.

### **Study Area**

The Study Area accounts for approximately 1,428 ha, equivalent to 27% of the total area of the City.

The Study Area is broadly bound by Berrigan Drive and Jandakot Road in the north, the future Banjup Urban Precincts and Lyon Road in the east, Bartram Road to the South and the boundary of Lake Yangebup and Thompsons Lake to the West.

The size and form of the Study Area was selected to allow the appropriate framing of the Central Core Precinct of the Activity Centre, which includes the immediate surrounds of the Cockburn Central Station.

### **Core Area**

The Core Area of the Study Area covers approximately 169 ha and is centred on the immediate environs of the Cockburn Central Town Centre, Cockburn Central West and Cockburn Gateways Shopping Centre. The boundary of the Core Area is broadly consistent with the Activity Centre boundary as outlined in the City's Local Commercial and Activity Centre Strategy.

Land within the Core Area can be expected to feature higher more intense level of development out to 2031; with a concentration of jobs and more substantial built form.

The City has previously set a target of 35 dwellings per gross hectare as the desirable density target for the combined Cockburn Central Town Centre and Cockburn Gateways precincts. This equates to a total of 1,435 dwellings. Analysis of recent population figures indicates that this target is likely to be met. This target remains appropriate. The wider Core Area has also previously been expected to achieve a desirable population density of

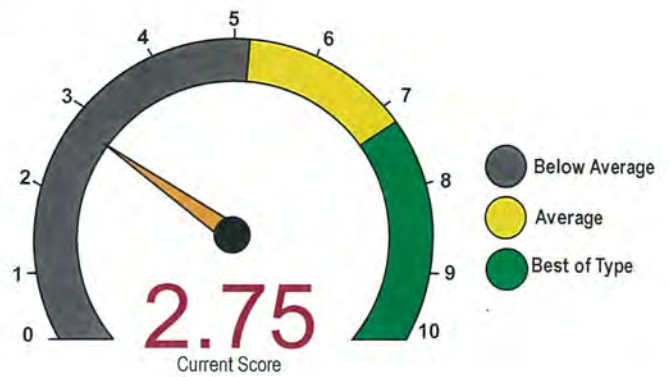


## LCACS DIALS - HOW COCKBURN STACKS UP

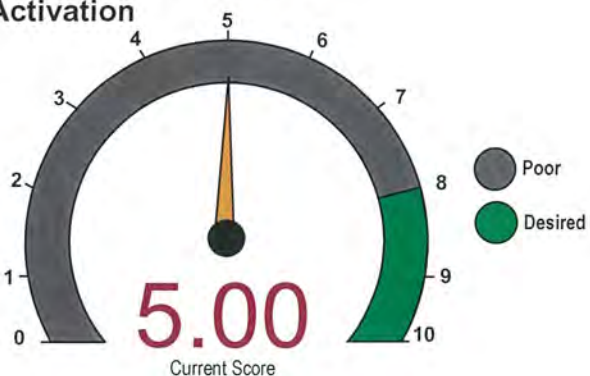
Cockburn Accessibility



Cockburn Diversity



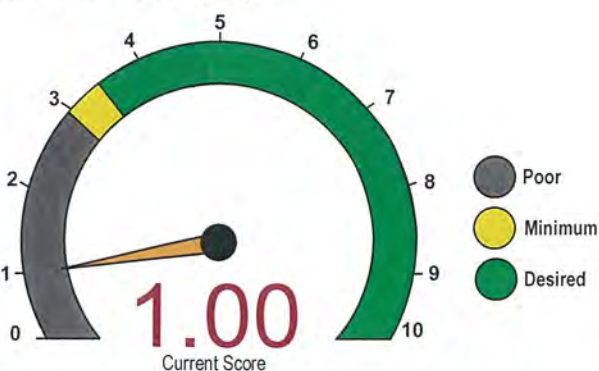
Cockburn Economic Activation



Cockburn Employment



Cockburn Intensity



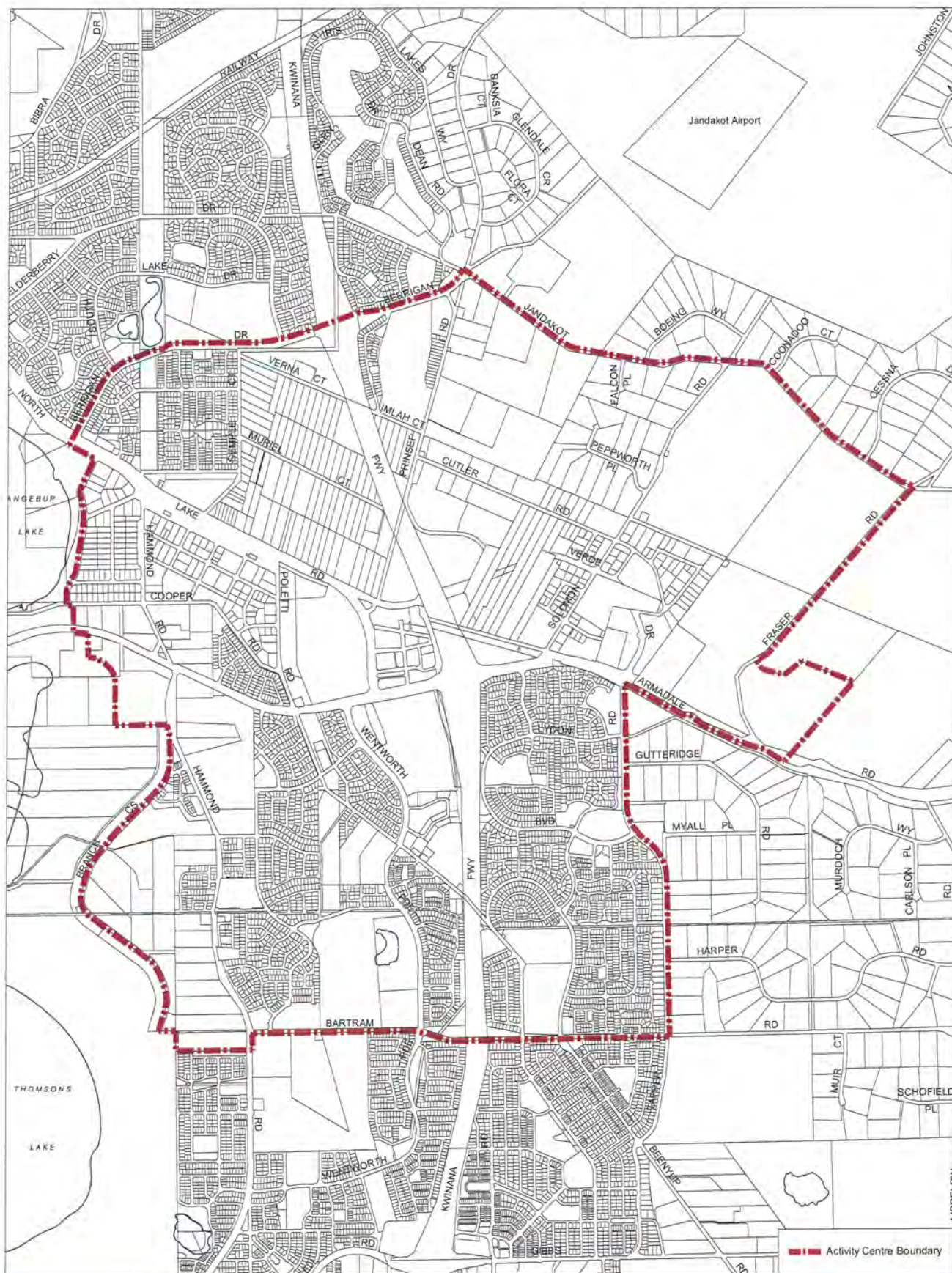
Cockburn Urban Form



### Cockburn Central – Secondary Centre

Intensity	Diversity	Employment	Accessibility	Urban Form	Economic Activation
Below Average	Below Average	Below Average	Below Average	Average	Below Average









500m

SCALE

## STRATEGY AREA

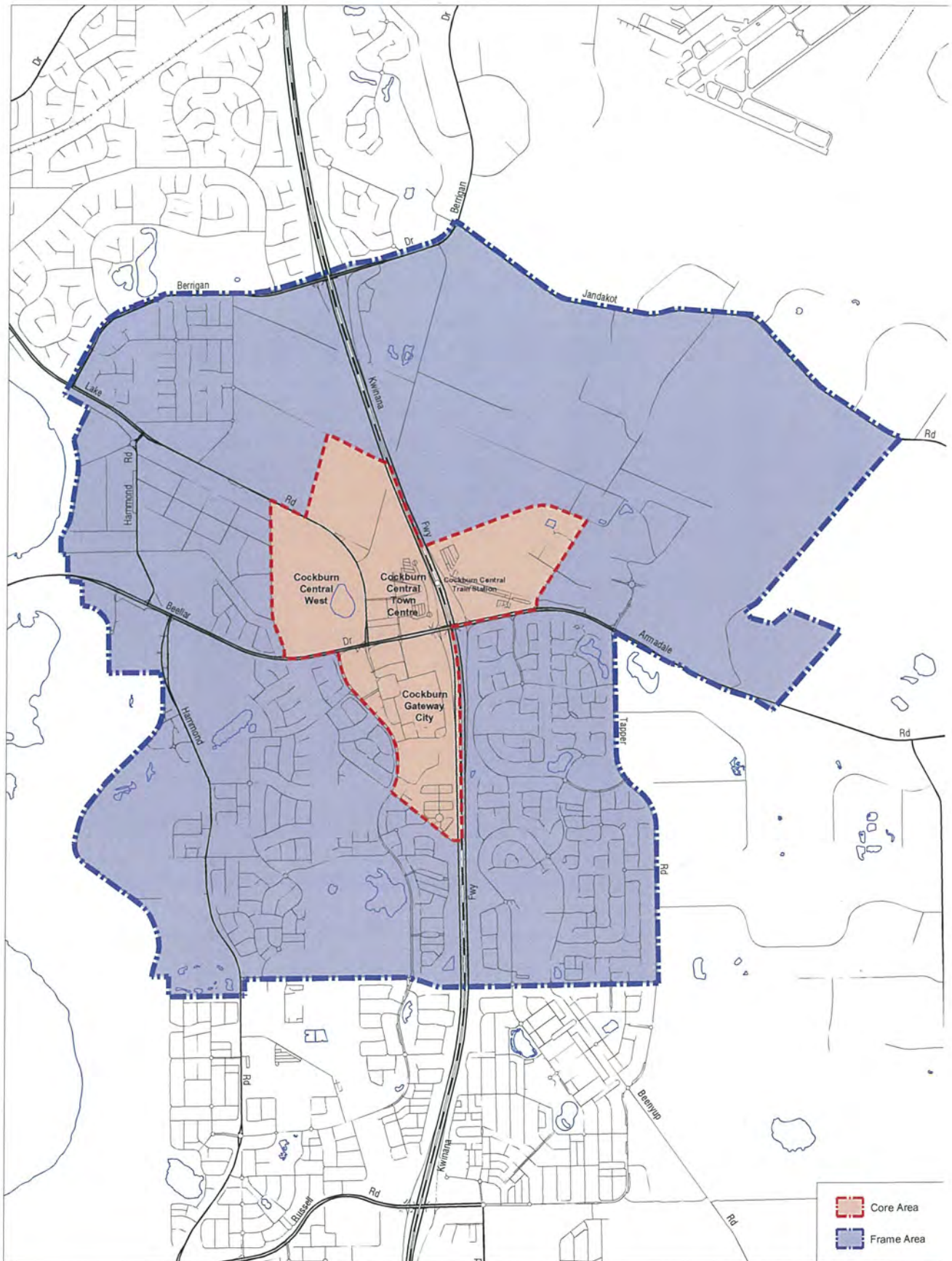
### COCKBURN CENTRAL ACTIVITY CENTRE PLAN



City of  
Cockburn

Centuries to Inspire





0 500m

SCALE

## CORE & FRAME AREAS

### COCKBURN CENTRAL ACTIVITY CENTRE PLAN

City of Cockburn

wellbeing to waves





35 dwellings a hectare. This target remains achievable and appropriate and would likely to yield 3,168 dwellings.

Within the Core Area a total of 946 employment opportunities existed at time of the Local Commercial and Activity Centre Plan. The long term aspirations for the Centre would see this rise to a level that allows the Centre to perform above what is expected of a Secondary Centre.

### Suburban Frame Area

The remainder of the Study Area is divided into the suburban frame area. The Frame area is deemed to have direct influence on and reliance on the Cockburn Central Activity Centre for daily and weekly needs, as well as transport, entertainment and commerce.

Areas outside the Frame area also display these traits; however, it is land within the Study Area and how that land develops that is deemed to have significant impact upon the Activity Centre for the purposes of enacting an implementation strategy.

The Frame area also dictates the extent that tangible Implementation Plan items will be found and enacted as part of this Plan.

The Suburban Frame Area presents tangible opportunities for increased densities and improvements in local commercial activities. The areas within the suburban frame experience high level of service from the existing and proposed transit systems.

### Implementation Framework

The overarching vision of the Plan is to lift the importance of Cockburn Central Activity Centre to one of metropolitan level importance, being a Strategic Metropolitan Centre. The Implementation Framework will provide broad guidance (Implementation items) towards this vision; through the identification of a range of





initiatives and actions. These items are linked to the key themes of the Plan and also allocated an expected timeframe to indicate importance.

Due to the Strategic nature of the Plan, a number of implementation actions are identified as advocacy items. The City would have limited ability to facilitate the outcome, but see the outcome as vital for the fulfilment of the vision of the plan.

### Observations

Each Implementation Item is supported by a set of overarching observations; these have been drawn from the background and issues paper and previous community consultation. Observations have been included to provide insight into the Item for decision makers going forward. It is vital that future decision makers can ascertain the basis for the establishment of each Implementation Item.

### Issues

Each Implementation Item is supported by a broad summary of the identified issues, raised through the background and issues paper, that influenced the inclusion of the Items in the Framework. These are not intended to be an exhaustive list of issues but a summary of those raised and identified.

Removing the disconnect between issues and actions is important considering the length of time between this Paper and the actioning of some Implementation items.

### Actions

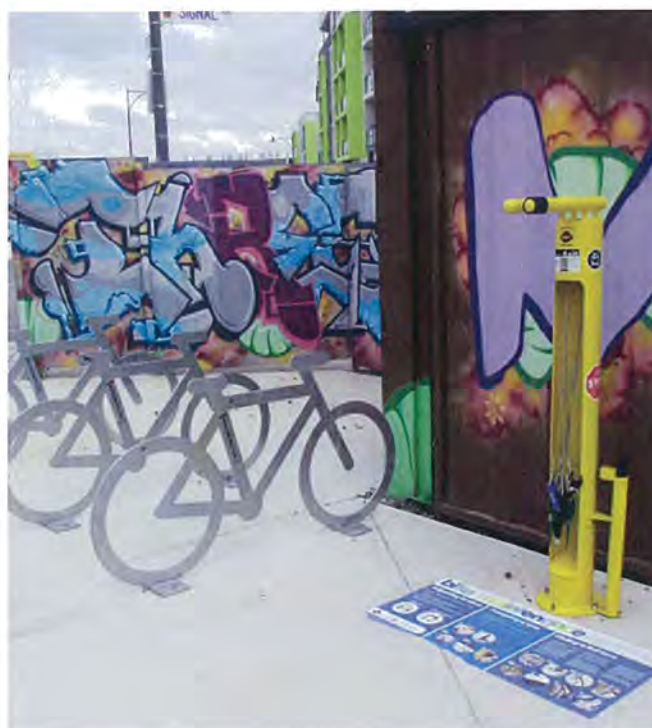
Each implementation item is broad in nature, therefore under each item sits one or more actions to be acted upon by the City. These actions are more specific in nature and achievable, while the items are more strategic and aspirational in nature. The

below timeframes relate to actions not the implementation items.

### Timeframes

The following timeframes relate to the various actions that sit beneath the Plan's implementation items. The timeframes utilised in the Plan are below.

Short Term	Actioned 0 - 5 Years
Medium Term	Actioned 5 - 10 years
Long Term	Actions prior to 2031
Ongoing	Actioned immediately and is continuous
Advocacy	Council limited in ability to facilitate item independently. Advocacy for item at appropriate level of Government to be continuous





### *Key Stakeholders*

Implementation items are related back to relevant stakeholders key in the successful completion and achievement of the item. It would be expected that key stakeholders be directly engaged with early in the actioning of each implementation item.

## Context

For the Cockburn Central Activity Centre to realise its goal by 2031 to be a Strategic Metropolitan Centre it is vital that the current local, regional and demographic context is understood. What the Centre currently is and how it got there are vital components to understand the journey the Centre will take into the future.

The following compartmentalises the Activity Centre into its many parts (precincts) and further provides insights into the various matters that influence the Activity Centre, being: predominant land uses, social infrastructure, key functional components, connections and influences.

### *Cockburn Central Town Centre*

This precinct forms the core mixed use precincts of the Cockburn Central Activity Centre. The area has developed under Transit Oriented Development principles due to the proximity of the Cockburn Central Train and Bus Interchange. Medium density residential development of the precinct coincided with the opening of the Perth to Mandurah railway line with continued densification of the precinct with each preceding development. In recent years mixed use development has become feasible, with ground floor commercial space and residential above. The Town Centre Precinct is

also home to significant public and private office development

A centrally located town square is located adjacent to the Train Station; this provides the central meeting point for the precinct.

A number of significant development sites remain in the Town Centre and development is expected to be finalised over the short term. The expected long term population of the Town Centre is predicted to be approximately 2,100 people.

### *Cockburn Central West*

Cockburn Central West (CCW) forms the next expansion of the Cockburn Central Activity Centre. Located directly west of the current town centre, CCW is poised to accommodate approximately 1,100 dwellings, the City's Integrated Recreation Centre and the Fremantle Football Club. CCW is expected to continue the existing urban form of the Town Centre; medium and high density mixed use developments are expected to sit alongside the retained wetland area and community facilities.

It is expected that CCW will yield approximately 1,100 dwellings, for a population of more than 2,000 people with some 20,000 square metres of commercial floor space.

CCW is expected to mature over the coming years and reach completion some time next decade.

### *Cockburn Gateways Shopping City*

Cockburn Gateways Shopping City (Gateways) forms the retail and commercial heart of the Activity Centre. The precinct is currently typified by a large scale, 'big box', retail shopping centre and associated food and beverage and highway commercial uses.

Gateways is currently undergoing an expansion



to approximately 50,000 square metre of retail floor space and 10,000 commercial in accordance with an approved Structure Plan over the land. The expansion will include significant increases in retail trading space, the establishment of a main street environment and also additional commercial space. It is expected that any future significant expansions of Gateways will be done under a comprehensive Activity Centre Structure Plan. The current expansion also includes a significant public realm associated with the main street, which will seed the environmental to foster broader levels of activity especially in to the evening hours.

Located within the Gateways Precinct is significant community facilities; the City of Cockburn's Youth Centre, Success Library and Cockburn GP Super Clinic are all co-located on the western boundary of the precinct.

### *Success Central*

Success Central is a high density residential precinct of the Activity Centre located directly to the south of Gateways. Success Central falls under a Council adopted Masterplan that regulates its development height and building design.

To date the medium density elements in the south of the precinct have been completed with two, three and four story apartments and townhouses being the predominant built form. Recent developments in the north of the precinct are of a higher density, with six and seven story apartments completed and under construction. It is understood that building height will generally increase as development progresses.

At this stage some 440 dwellings are either completed or under construction. Once all current projects are completed the projected population of the precinct is expected to be approximately 800. Within the Precinct some







3.1ha of land remain undeveloped, with high density residential likely on all remaining land.

It is not expected that the Success Central precinct will feature significant commercial floor space, though limited 'daily needs' retail may be present as the area develops.

The precinct has good connectivity to local open space, the Cockburn Central Town Centre and excellent pedestrian connectivity to the Cockburn Gateways Precinct.

#### *Muriel Court*

The Muriel Court Structure Plan was initially prepared by officers of the City in conjunction with a private planning consultant. The City's leadership initially was seen as vital given the multiplicity of land ownership and the relatively small lot sizes. The involvement of the City was considered the only practical way of progressing planning of the subject area and facilitating its development potential.

The initial Structure Plan was prepared to be consistent with the WAPC's Liveable Neighbourhoods and Network City Strategic Planning Document (now superseded by Directions 2031). At the heart of the planning for the area was providing a diverse and compact urban outcome that in turn supports alternative transport choices and further supports the Cockburn Central Activity Centre and train station.

In total the Structure Plan is expected to yield between 2,170 and 2,894 dwellings. All subdivision and development in the subject area is expected to achieve at least 75% of the nominated density. At time of writing a major amendment to the Structure Plan was being formulated to provide for some residential density increases across the Muriel Court precinct. This modification is expected to yield an approximately 500 additional dwellings.



It is expected that the Muriel Court precinct will feature significant commercial floor space, particularly along North Lake Road, other uses within the centre of the precinct would likely be limited to 'daily needs'.

Due to the site constraints and multiplicity of land ownership it is expected that Muriel Court will develop over the next decade.

### *Industrial Precincts*

Bordering the eastern and western portions of the Core Area of the Activity Centre Plan are two established industrial estates; to the West is the Jandakot Industrial Area and to the east is the Solomon Road Industrial Area. A breakdown of approved uses for both Industrial Areas can be found in the appendix.

Industrial land uses in the Jandakot Industrial Area date back to the mid-20th century when the area began to utilise its proximity to the Fremantle to Armadale Freight Line via the establishment of wool scouring industries. Significant general industrial development began to occur during the 1970's as the Jandakot Townsite expanded. The land use patterns have remained generally the same through to modern times. The former wool scouring site was developed over the mid 2000's for 'mixed business' and 'light and service industry' uses.

The Jandakot Industrial Area features predominately ageing building stock, with a review of historical aerial photography indicating that significant building stock dating back to the 1970's. The area is typified by a permeable grid street network that supports the current land use patterns.

To the east of the Core Area is the Solomon Road Industrial Area. This area has been predominantly developed for 'Light and Service Industry' and 'Mixed Business' land

uses. Showroom and highway commercial development also front Armadale Road. Significant undeveloped land is present in the west of the precinct directly adjoining the Cockburn Central Train Station. The Solomon Road Structure Plan current exists over this portion of the Plan, providing land use and urban form guidance to landowners seeking to develop.

The future extension of North Lake Road transects the area, but the timeframe for the construction of this piece of infrastructure remains unknown. Although the road itself remains a responsibility of the City and Development Contributions arrangements are in place, the interchange and bridge structures are a State responsibility and not in the gambit of the City to fund and implement.

### *Suburban Frame*

The outer Frame Area of the Activity Centre Plan is dominated by traditional suburban neighbourhoods of varying ages.

Development of these areas largely occurred from the mid 1990's and continues today in the far east of the subject area. The area is a personification of the typical Perth suburban environment of its time; large lots, single free standing homes and limited street connectivity.

Densities of these areas are low, for the most sitting at approximately 10 dwellings per gross hectare.

Newer residential estates, developed under the Liveable Neighbourhoods framework, within the suburban frame have slight increases in density and more permeable street networks.

Within the suburban frame a number of residential zoned areas remain undeveloped. Several of these are strategically placed in close proximity to the core area particularly in the suburb of Success.



### *Local Commercial Centres*

The Local Context Map identifies all established and planned (zoned) local commercial centres within the Activity Centre Plan area. These centres form local and neighbourhood level functions in the locality. These predominantly cater for daily and weekly retail and service needs of residents. As can be seen in the Local Context Map the Centres are well dispersed allowing for the significant number of residents in the Study Area to be within 400m walk of such a site.

### *Public Open Space*

The Activity Centre area is well serviced by Public Open Space, featuring significant local, neighbourhood and regional spaces as well as significant retained areas of ecological significance.

The Plan area is bound on the entirety of its western edge by portions of the Beeliar Regional Park, which provides for regional level environmental significance and important ecological corridors. This 'green' corridor is protected being part of the network of parks and reserves which form the Beeliar Regional Park (and within the Conservation Estate of WA). It is unusual in the Perth context to have such significant environmental assets in such close proximity to a key activity centre.

The Plan area also features multiple active playing fields and associated community facilities. These are outline on the Local Context Map.

The Local Context Map highlights the major active playing fields and significant areas of ecological value in the Plan area.

### *Education Facilities*

The Local Context Map indicates all existing and planned places of education, both public and private within the Plan area.

According to the Department of Education, adequate public schools are provided for within the Activity Centre. However, with the expected development potential of the Core area, particularly the level of high density development, doubts have been raised regarding the suitability of planning for primary education.

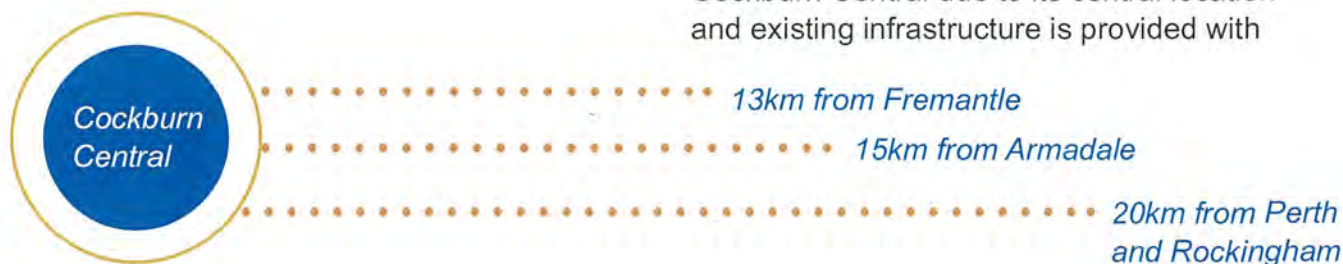
A number of private schools are present within the Plan area. These provide alternate educational choices to residents within the Plan area and further afield. These educational establishments are predominantly found in the western portion of the suburban frame.

### *Regional Context*

Cockburn Central Activity Centre is strategically located in the southern suburbs of Perth; being highly accessible to both public and private transportation and within proximity to other Strategic Activity Centres. The Regional Context Map provides a macro overview of Cockburn Central location within the Perth Metropolitan Region.

### *Regional Connectivity*

Cockburn Central due to its central location and existing infrastructure is provided with





high quality connectivity to surrounding activity centres and nodes of employment. Regional road, passenger rail, freight rail, air and cycle infrastructure are all present within the local context providing high level regional, intrastate and interstate connectivity

Dissecting the Activity Centre is Kwinana Freeway and Armadale Road/Beeliar Drive. Both these routes provide high level private vehicle and road freight connectivity through Cockburn Central. Additional regional road infrastructure is proposed for North Lake Road in the form of an interchange with the Kwinana Freeway and connection to Armadale Road.

The Perth – Mandurah Rail Line provides high speed passenger rail connections to several higher level Activity Centres within the Perth Metropolitan Region. Perth Central Business District, Stirling, Rockingham, Mandurah, Murdoch and Joondalup Activity Centres can all be reached via direct journeys on passenger rail. Centres to the west and east of Cockburn Central features less conducive public transport connections and are often not time competitive with trips via private motor vehicle.

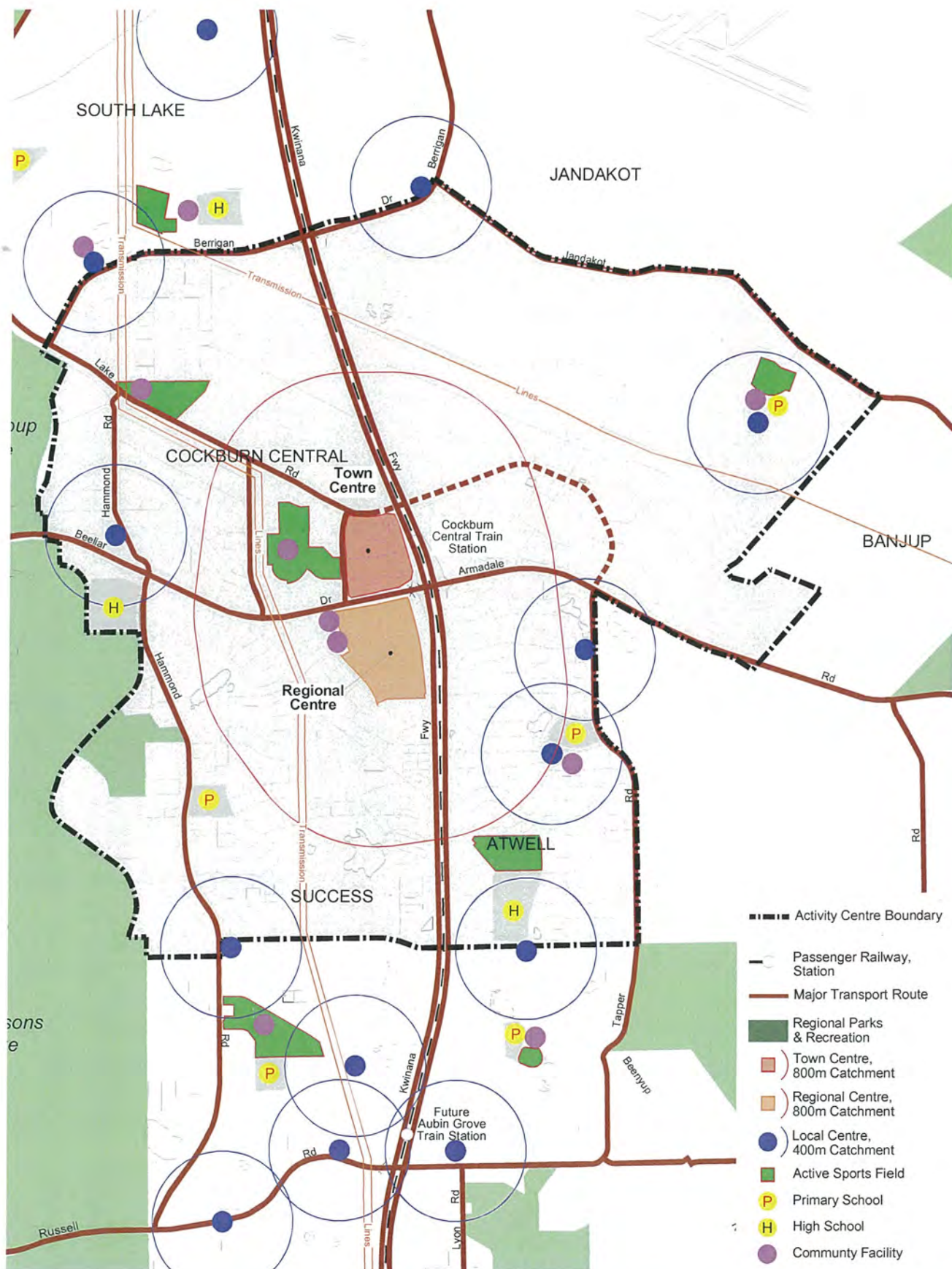
Cockburn Central Train Station is utilised as the southern suburbs hub for regional bus traffic to the South West of Western Australia.

#### *Proximity to Existing and Planned Industrial Areas*

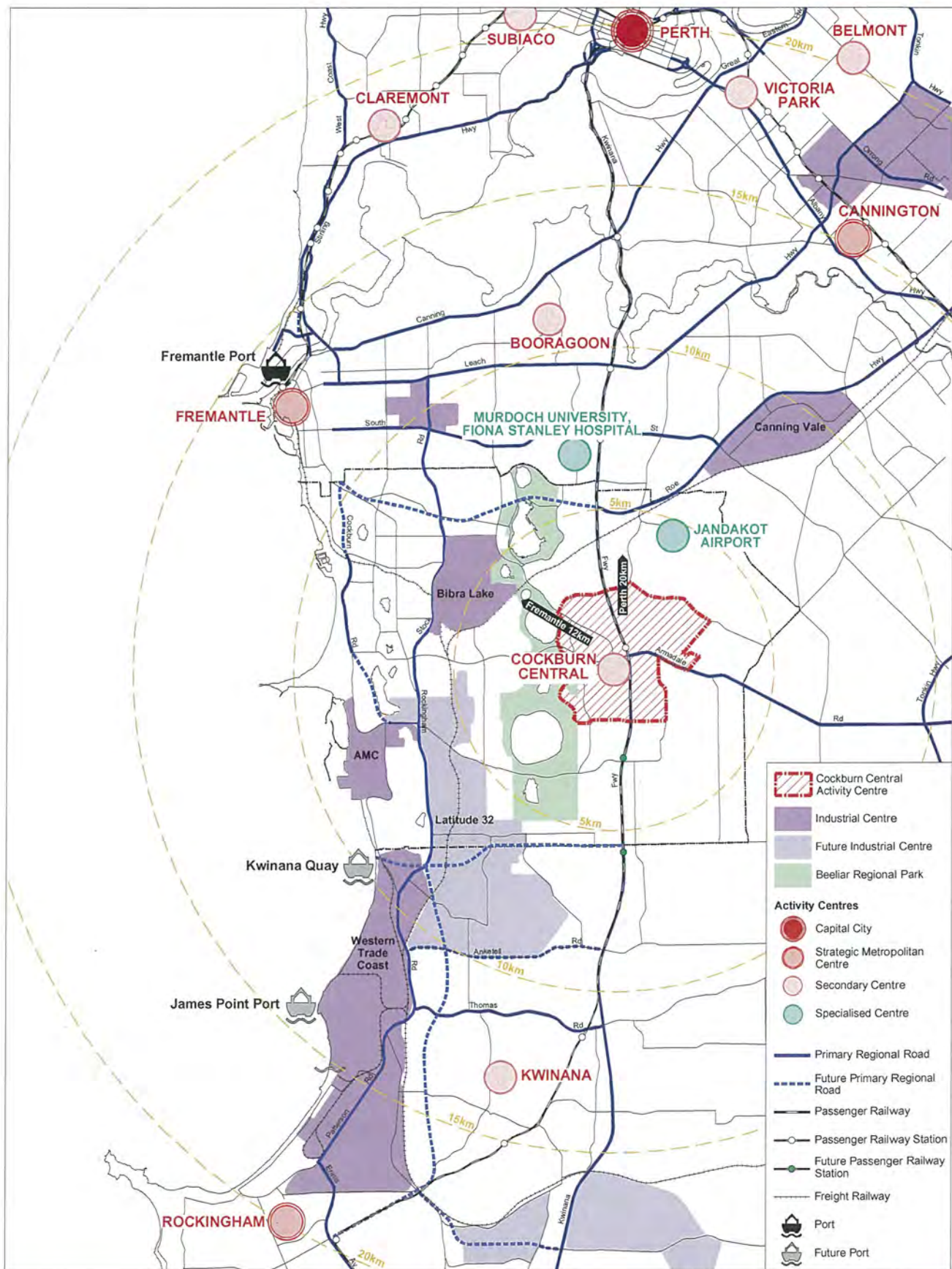
Cockburn Central benefits greatly from its proximity to both existing and planned industrial areas. Two smaller areas are located within the Plan boundary, while the Bibra Lake Industrial Area is located a short distance away. The Western Trade Coast Industrial Precinct is located directly to the west of Cockburn Central and is expected to provide significant job growth and general economic output for the region and the State going forward.



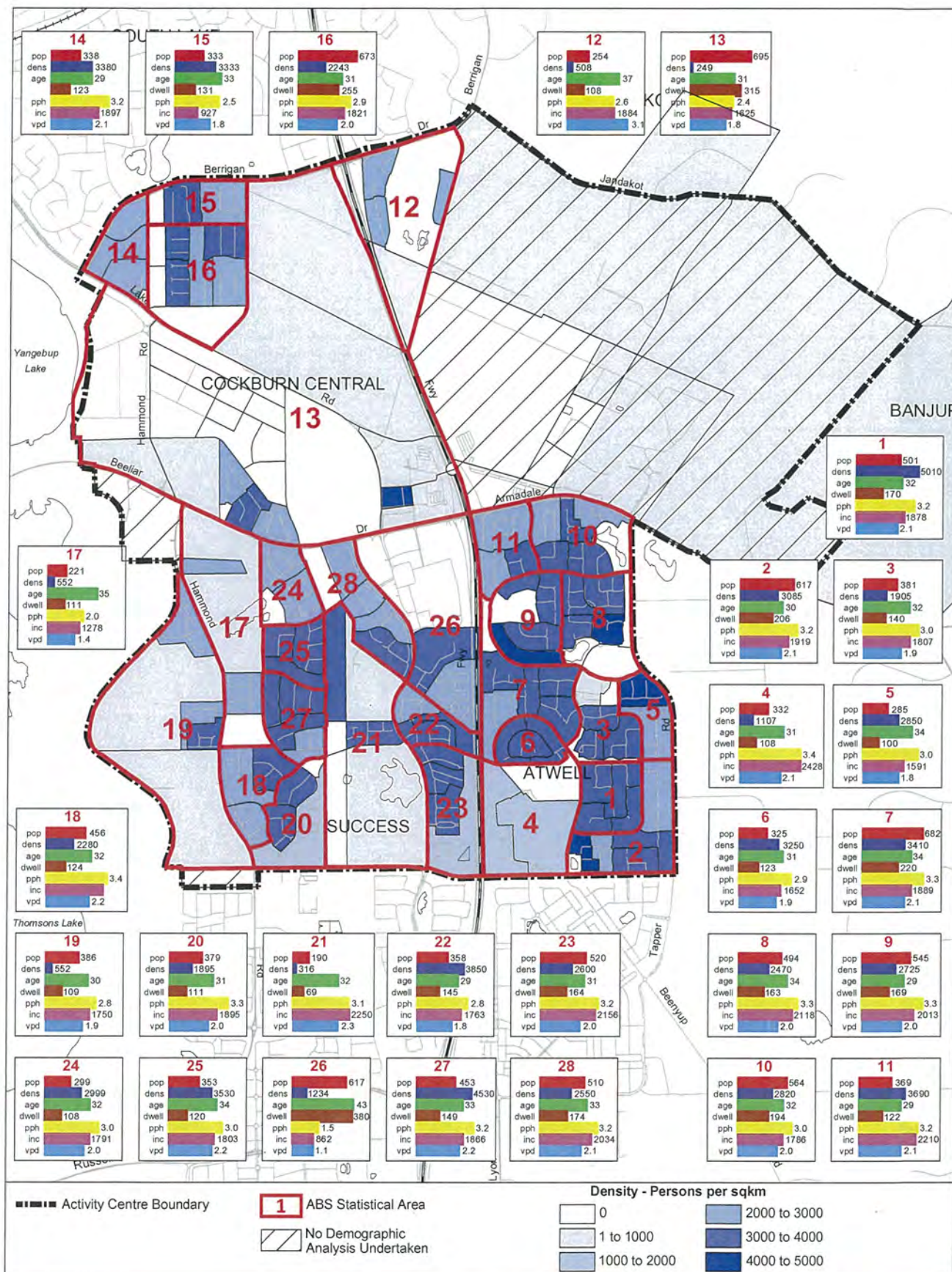














### *Demographic Analysis*

For Cockburn Central to be successful it will be a place where people from a diverse range of demographic groups choose to live, access, work and/or play. To better understand what is currently provided for and what is missing from the Activity Centre, the following demographic analysis has been undertaken.

At the 2011 census some 11,300 persons resided within the Activity Centre boundary. This equates to approximately 10% of the City's current population.

The Demographic Analysis Map provides two levels of demographic breakdown for populated portions of the Study area. Analysis at the Statistical Areas Level 1 (SA1) and Mesh Block levels under the Australian Bureau of Statistics's Geographic Framework has been undertaken. The Demographic Analysis Map provides SA1 information covering the following matters: total population, density, median age, total dwellings, average persons per household, average household income and average vehicles per household. Mesh Block data is limited by the ABS due to privacy; the Demographic Analysis Map provides data related to population density for each Mesh Block and provides a more micro analysis of the nature of the density and built form in the various parts of the Plan area.

The observed demographics of the Study area are in general consistency with those of the wider metropolitan area. The housing stock, number of persons per dwelling and number of vehicles per dwelling are consistent with suburbs of similar location and age within Perth. Overall average weekly household income is above the Perth metropolitan region average, though SA1's within the locality of South Lake report below average results on this indicator.

The SA1 areas typified by higher density residential development, being Success Central

and Cockburn Central Town Centre have lower vehicles per dwelling, less bedrooms per dwelling, utilise public transport more frequently as their method of travel to work and are more likely to rent than the Perth and City of Cockburn averages. This trend would be expected to continue as these areas develop further.

The Demographic Analysis map reflect a lack of development through areas such as Muriel Court and Cockburn Central West due to lack of development activity to date. Due to the nature of the zoning of such land demographic trends similar to Cockburn Central Town Centre would be expected.

By 2031 a reasonable component of Perth households are expected to be more compact households (single, couple and small family). The provision of dwellings suitable to this growing cohort places Cockburn Central Activity Centre in a strong position going forward to be relevant to future needs of Perth residents.

Development of recently approved residential estates in the Study Area, such as Lakeside Success and the Banjup Quarry development are likely to be demographically similar to the existing suburbs of the Frame Area, though moderate increases in site density are expected in line with recent planning policy changes.

### *Transit Analysis*

Cockburn Central Activity Centre is well served by public transport infrastructure. Existing heavy rail and bus services provide a reliable high frequency service to most parts of the Plan area. Services in shoulder and off-peak times are typified by less frequency and less choice. The Public Transport Map indicates current routes and bus stop locations in the Plan area.

A walkability analysis undertaken shows that the majority of dwellings within the built up



portions of the study area are within a 400m (5 minute) walk of a bus stop. Although promising such analysis is limited as it does not take into consideration nature of the walk nor the bus route frequency.

Cockburn Central Station, outside the Central Business District, is one of the busiest stations on the Perth to Mandurah Line with approximately 5,000 daily boardings, with bus to train transfers accounting for approximately 30% of all boardings. The Public Transport Authority manages some 1,300 'park and ride' bays adjacent to Cockburn Central Station. Anecdotal evidence indicates that demand for these bays is high, with capacity reached by 7:30am each weekday with limited bays available until mid-afternoon. Site surveys of the Cockburn Central Town Centre at peak times indicates that a significant portion of commuters 'kiss and ride' and are 'picked up' at the Station, a significant portion of these being school aged passengers.

The site surveys also indicated a number of local businesses operate private shuttle services to Cockburn Central Station bridging the 'gap' between the place of work and the train station.

The majority of bus routes into the Activity Centre Plan area act as feeder services for Cockburn Central Station, providing seamless connections at peak times for services to and from Perth. Multiple services allow connection through to Fremantle in approximately 45 minutes. Bus connectivity to other identified Activity Centres is limited. Previous direct connections to Armadale by bus have been trialed.

The majority of bus routes operate frequencies between 10 and 20 minutes in peak times with frequencies between 30 minutes and 1 hour common outside of peak. Bus routes converge

on a number of key points in the network providing for improved level of service in peak and off peak and shoulder times.

The recent completion of the bus underpass between Cockburn Gateways and Cockburn Town Centre will improve bus flows and on time performance of local bus routes.

Aubin Grove Train Station, located approximately 3km south of Cockburn Central Station (outside the study area) is expected to be completed by early 2017. The Station will feature a bus station and a significant car parking facility with some 2,000 bays. The establishment of this additional train station is expected to have an impact on the number of passengers utilising Cockburn Central in the short term and also provide temporary relief for the 'park and ride' and reduce overcrowding on some feeder bus routes, particularly the 527 bus.

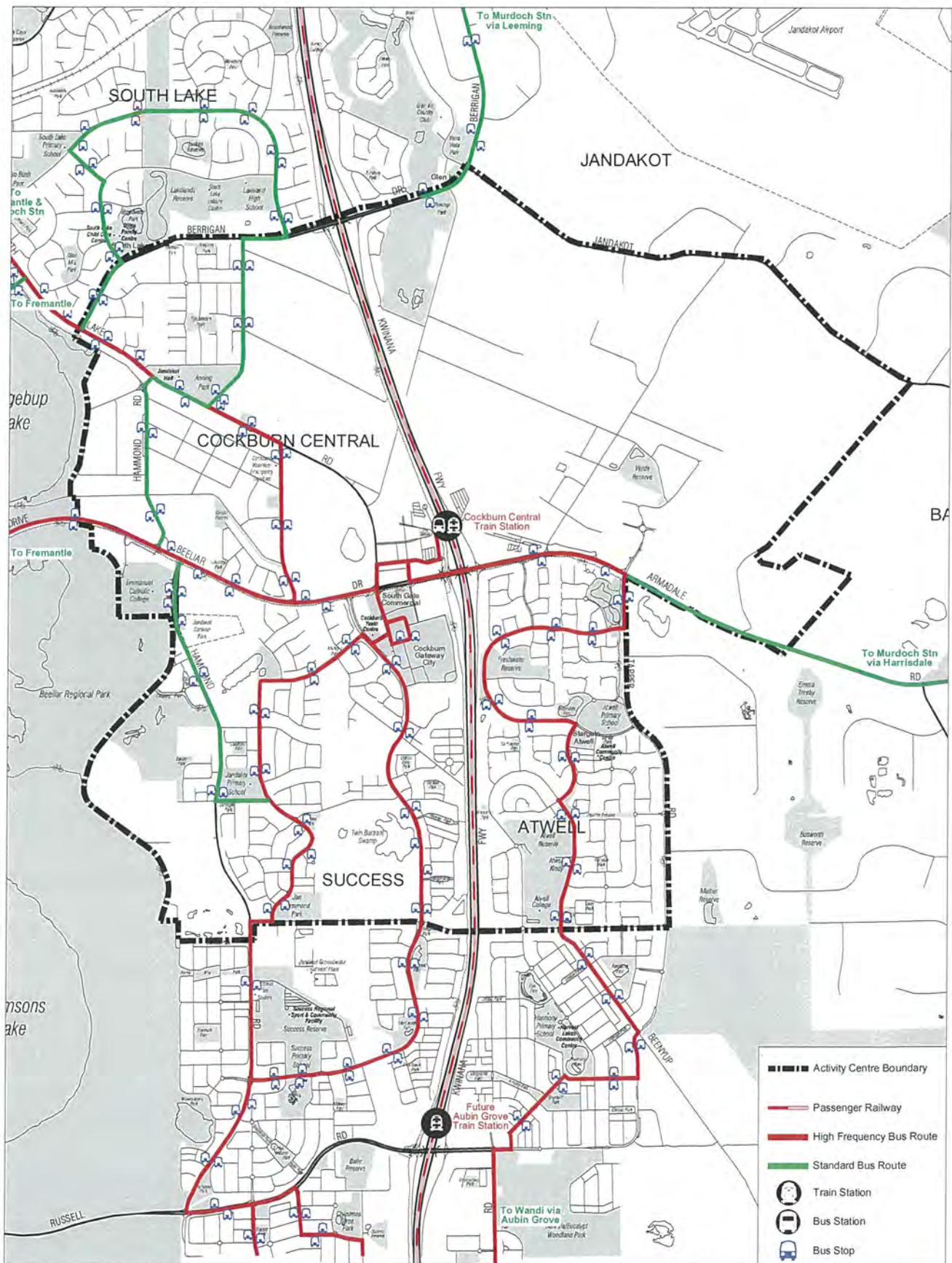
It is understood that three additional bus routes will be created following the commissioning of Aubin Grove Station. The existing routes 525, 526 and 527 will operate between Cockburn Central and Aubin Grove Stations, no longer servicing areas south of Russell and Gibbs Roads. New services, the 535, 536 and 537, will operate south of Aubin Grove Station. Shorter running times and increased frequencies can be expected to increase bus patronage going forward. These new services are not indicated on the Public Transport Map.

### *Driving/Traffic*

Cockburn Central is well served by existing and planned regional, sub regional and local road networks. The Core area sits at a significant interchange that provides strategic links to other Activity Centres to the north, south, east and west.

Armadale Road/Beeliar Drive, North Lake









Road and the Kwinana Freeway form the road skeleton on which Cockburn Central Activity Centre is formed around. In general the location of the various Regional and other Regional Roads have directly influenced the form and functionality of the Core Area of the Activity Centre Plan.

Recent and ongoing widening and upgrades to the road network within the Study Area include:

- Widening of Beeliar Drive between Wentworth Parade and the Kwinana Freeway
- Realignment and widening of Midgegooroo Avenue between Beeliar Drive and North Lake Road,
- Widening of North Lake Road between Midgegooroo Avenue and Hammond Road
- Minor upgrades to the southbound off ramp of the Kwinana Freeway.



Identified major future upgrades to the road network within the Plan area include:

- Bartram Road freeway flyover
- Widening of Hammond Road, between Beeliar Drive and Bartram Road
- North Lake Road extension and Freeway interchange
- Widening of Armadale Road east of the Activity Centre
- Widening and upgrade of Poletti Road

It is widely believed and experienced in the various traffic modelling that there is a necessity for the establishment of the North Lake Road Overpass/Interchange to be in place as soon as practical to assist in the alleviation of congestion within the Core Area of the Plan.



# Issues

This is summed up by the City's District Traffic Study 2013 which identifies that without the North Lake Road Overpass, congestion rises significantly on Beeliar Drive through Cockburn Central and Berrigan Drive west of the Kwinana Freeway.

Moreover, should significant regional traffic not be shifted to North Lake Road the ability to provide priority to walking, cycling and public transport into the Core Area along Beeliar Drive remains restricted.

The following section forms the issues portion of the Activity Centre Plan. The matters raised below stem from information gathered during the advertising of the Discussion Paper, research undertaken as part of the background portion of the Plan and previous reports and strategies prepared by the City and others.

The matters raised below are not an exhaustive list of issues, but a culmination of the concerns and issues raised thus far. These have been grouped into various groupings and are outlined following.

## Core Area Statutory Provisions

The Core area of the Plan currently sits beneath a number of different statutory planning documents providing a lack of consistency. Gateways, Cockburn Central Town Centre, Cockburn Central West, Muriel Court and Solomon Road precinct are all governed by independent Structure Plans; these plans identify zoning, land use permissibility and have controls over built form. Further complicating this is that within the same area are a number of Development Area and Development Contribution provisions of the City's Scheme that also apply.

Having various statutory provisions has the potential to create confusion, reduce synergies between the different precincts and potentially limit economic growth. Overall such situations are not conducive to achieving the Vision of the Plan.

Areas within the Suburban Frame Area are largely guided by expectations set out in State Government Policy and Guidelines related to suburban development, as such inconsistency of statutory provisions in these locations has limited impact on the viability and growth of the Activity Centre.

## Congestion

Traffic congestion has been raised in various forums by residents and other stakeholders as a serious impediment to the growth and success of Cockburn Central Activity Centre. It is like the rest of Perth one of the most challenging issues facing the liveability and success of Cockburn Central.

Within the Core Area significant congestion occurs during morning and afternoon peak and also present frequently on weekends. Congestion is most pronounced on the major arterial road within the Plan Core Area but is also present on some local distributor roads, particularly where these intersect with regional roads. Congestion also occurs in proximity to the eastern entrance to the Cockburn Central Station, with acute congestion in the afternoon peak on Knock Place.

Significant localised congestion is present in the proximity of Jandakot Airport. This Specialised Activity Centre is expected to grow over the coming decades with jobs growth and trip attrition rates set to multiply substantially. Congestion relief is expected to come via additional access points to the south and east of the airport, though with continued growth,





congestion at peak times can be expected going forward.

The City's District Traffic Study 2013 identifies a number of scenarios that relate directly to the flow of traffic and expected level of service that can be expected within the Plan area by 2020 and 2031. This information has fed into the Plan's Implementation Framework where the actions relate to transit and road infrastructure.

The social and economic issues associated with congestion should not be underestimated, particularly their ability to stymie growth within the Activity Centre.

According to the Bureau of Transport and Regional Economics' 2007 working paper into estimating urban traffic and congestion cost trends for Australian cities, traffic congestion in Perth will be a growing and significant economic cost going forward. In 2009 the cost of Perth's congestion was estimated to be nearly \$1 billion. By 2020 this figure will more than double to \$2.1 billion. Steps taken to reduce congestion will have a significant positive impact on productivity, especially in inner and central areas.

It has been estimated that Perth commuters lose 14 million hours annually stuck in traffic.

### **Pedestrian Amenity**

Previous Community Consultation and site surveys have identified a number of pedestrian hot spots where improvements may be necessary. In general these community responses relate to pedestrian hazards, dangerous behaviour and poor pedestrian networks.

Of highest order is the pedestrian connections between Cockburn Central Town Centre and Cockburn Gateways. Currently organised crossings occur at Midgegooroo Avenue





and the Beeliar Drive underpass. However, unorganised crossings occur mid block between these two points. Site surveys indicate that this is frequent and undertaken by persons of various ages at all times of the day. Desire for a grade separated pedestrian crossing at this point has been frequently requested by the community.

A crossing between Cockburn Gateways and Atwell, some 600m south of the Freeway interchange, has also been desired by the community in multiple forums. This would greatly increase the number of persons within a 800m (10 min) walk of Cockburn Gateways, it would also increase accessibility to the Principle Shared Path network and increase walkability to Atwell College. In general there is an identified desire from the community to reduce the barrier created by the Kwinana Freeway to pedestrian movements.

Overall there lacks a comprehensive Activity Centre wide plan for pedestrians and pedestrian movements.

## Parking

Significant parking congestion occurs within the Cockburn Central Town Centre, Solomon Road and Gateways precincts at various periods.

As noted previously in the background portion of this paper the PTA provided 'Park and Ride' bays are fully utilised by 7:30am on weekdays. Spill over parking then occurs into City managed streets and the on street parking of the Town Centre. Due to the nature of commuters the PTA provided parking stations are full until mid afternoon and this limited access to the Station post peak hour. From July 1, 2014 all PTA provided parking bays will be charged. This is expected to have an impact on the dynamic nature of parking in the precinct.

Sight surveys of the Town Centre precinct indicates high take up of on street parking in the by commuters. This leads to a lack of parking for commerce, visitors and increased overall traffic volumes as vehicles 'circle the block' in the search for parking. In general on street parking provided on built up streets in the Town Centre have time restrictions, with most being 2 hour maximum. No parking provided by the City is charged.

Currently parking demand at Cockburn Gateways is high, particularly on weekends, though this is expected due to the nature of the precinct. Additional parking is to be provided as part of the current expansion, this is not expected to have significant impact on the demand. Gateways indicated a parking time maximum of 4 hours to discourage commuters from parking. No fee is charged to park at Cockburn Gateways.

It would appear that within the Core Area a number of supply and demand issues as well as limited public transport options and multiple providers of parking are hindering the implementation of a broadly consistent parking strategy which sets appropriate indicators that can work to change travel behaviour.

## Regional Connections

As noted in the background issues portion of this paper the Activity Centre features sound and functional access to the wider regional transport network, particularly the road network. Strong road connections exist to all important Activity Centres in the Perth Metropolitan Region, though noting that congestion hampers this connectivity for significant portions of the day.

However, regional connectivity via public transport is limited to those accessible from the Perth - Mandurah Line only. Limited regional connectivity exists to the east and west of the





Plan area, while travel times to any Activity Centre not on the Perth - Mandurah is not currently competitive.

Options exist and have been researched that would greatly increase the regional connectivity of Cockburn Central, opening up a greater portion of the City to access the Centre. Moreover, these proposals would help reduce the localised and regional congestion that hamper Cockburn Central's growth.

Extensions of the Thornlie Train Line, via Canningvale, to Cockburn Central have been subject to detailed design by the State Government. Such a proposal would greatly increase Cockburn Centrals connectivity to Cannington, Victoria Park, Burswood Activity Centres as well as significant industrial job centres in the east of the City. An option would exist to include a train station at Jandakot Airport where the PTA has a significant landholding to assist in the reduction of congestion the area suffers from as noted before.

## Implementation

The Implementation Framework provides broad guidance towards this vision of the Plan; through the identification of a range of initiatives and actions that are to be taken by the City. These items are linked to the key theme of the Plan and also allocated an expected timeframe to indicate importance.

Due to the Strategic nature of the Plan, a number of implementation actions are identified as advocacy items. The City would have limited ability to facilitate the outcome, but see the outcome as vital for the fulfilment of the vision of the plan.



Each Implementation item is supported by a summary of observations and issues relevant to the item; these were determined via the information gathered through the background and issues portion of the Plan. These summarised points are included in the table to provide easily identifiable rationale for each item.





Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
That all future decisions of Council or major proposal by a landowners/developer that have the potential to impact on the Cockburn Central Activity Centre to justify how the proposal is consistent with the 'Themes' of the Activity Centre Plan and their overarching objectives.	*The City should be aware of the impacts of proposals on the ability to meet the vision of the Activity Centre Plan. *It is vital that decisions of Council are not undertaken in a manner that is contrary to the successful fulfilment of the objective of the Plan.	*Inconsistent development proposals that hinder the growth of the Activity Centre and detract from the Vision of the Plan	*The City to ensure that all major Proposal submitted are to include reference to the 'Themes' of the Plan and robust justification as to how the proposal aligns with the overarching objectives of the Plan.	Ongoing	A Responsible Centre	The City; Proponents
Rezoning Core Area to Centre City Area in the Metropolitan Region Scheme	*Currently the Cockburn Central Activity Centre is predominantly zoned Urban under the Metropolitan Region Scheme. *The land uses both current and proposed and the intensity of this development is more reflective of that described in the WAPC's definition for 'Central City area'	The current Metropolitan Region Scheme zoning hinders the fulfilment of the ultimate development form of Cockburn Central.	Write to the Western Australian Planning Commission and request a modification to the Metropolitan Region Scheme from 'Urban' to 'Central City area' for the Core Area of the Activity Centre Plan	Short Term	A Responsible Centre	Department of Planning (DOP)
Cockburn Central to be a the primary transit hub for Public Transport in the Southern Suburbs of Perth	*Cockburn Central currently acts as a transit hub for regional bus coach services to the South West Region. *Planning of the extension of the Thornlie Line is currently proposed to terminate at Cockburn Central. *The Public Transport Authority is in ownership of significant landholdings adjoining Jandakot Airport and the Freight railway. *The Department of Transport's draft Public Transport Plan for Perth indicates the need for east-west priority public transport infrastructure along Beeliar Drive and Armadale Road by 2031. *Extension of the Thornlie Line to Cockburn Central may facilitate direct access to a number of Strategic Metropolitan Centres, the new Perth Stadium and potentially the new Consolidated Perth Airport Terminal.	*Congestion stemming from parking infrastructure associated with Cockburn Central Station. *Localised congestion inhibiting timely scheduling of bus routes through the Activity Centre area. *Limited timely and realistic public transport from Cockburn Central to Armadale, Fremantle, Spearwood and Cockburn Coast.	*Action 1 - The City to continue to lobby for the extension of the Thornlie Railway Line and that this extension terminate at Cockburn Central. *Action 2 - The City lobby for any extension of the Thornlie Railway line to include a station at Jandakot Airport. *Action 3 - The City lobby for and formulate a case for the inclusion of a stop at Cockburn Central as part of any high speed rail project to Bunbury and beyond. The City take a position that this station could form the initial northern terminus of the high speed rail project. *Action 4 - Future planning of Beeliar Drive and Armadale Road through the Activity Centre area to consider long term provision of bus rapid transit or light rail infrastructure. *Action 5 - Work with the PTA and Landholders to investigate ways to improve running times and scheduling of buses into Cockburn Central Station	*Action 1 - Short Term (advocacy); *Action 2 - Short Term (advocacy); *Action 3 - Medium Term (advocacy); *Action 4 - Short Term (ongoing); *Action 5 - Short Term (ongoing)	An Accessible Centre; A Prosperous Centre; A Sustainable Centre	DOP; PTA; DOT; Jandakot Airport; Landowners; Parliamentary Representatives
The City prepare an Activity Centre Structure Plan, in line with the requirements of SPP 4.2, to be implemented over the Core Area of the CCACP Study Area.	*Currently separate Structure Plan exist over different portions of the Activity Centre Plan area. *The individual Structure Plan's do not provide sufficient depth of information as to how each interact with and leverage of the investment of the others. *The Activity Centre lacks an overarching statutory framework and vision. *Significant community desire exists for improved pedestrian, bicycle and public transport access between the precincts of the Core Area.	*Varying statutory provisions exist across the different cells. *The lack of overarching technical supporting documentation hindering decision making and stymieing growth toward a Strategic Metropolitan Centre.	*Action 1 - The City to prepare in consultation with relevant stakeholders an Activity Centre Structure Plan, to the requirements of State Planning Policy 4.2 over the core area of the study area. *Action 2 - Any Activity Centre Structure Plan to be accompanied by a Pedestrian and Cyclist Access Strategy, Vehicle and Parking Management Strategy and Public Transport Movement and Access Strategy.	*Action 1 - Short Term; *Action 2 - Short Term	A Liveable City; A Responsible Centre; A Sustainable Centre; A Prosperous Centre; An Accessible Centre	DOP; PTA; Landowners; Main Roads; Visitors
The City actively pursue State and Commonwealth financial commitments to the North Lake Road/ Kwinana Freeway interchange	*The North Lake Road/Kwinana Freeway interchange and extension of North Lake Road to Armadale Road forms an important role in the proper functioning of the district road network. *The deviation of North Lake Road, as Midgegooroo Avenue, through to Beeliar Drive is detrimental to the long term function of the Activity Centre Core Area. *The removal of regional east west traffic from Beeliar Drive where it adjoins the Cockburn Town Centre will greatly remove barriers to walking, cycling and public transport functionality. *The extension of North lake Road will allow for the urbanisation and calming of Midgegooroo Avenue and Beeliar Drive over the long term.	*A lack of funding commitment from both State and Federal Governments creates uncertainty in the project.	*The City continue to lobby for and make the case to both levels of Government for the need for the North Lake Road/Kwinana Freeway interchange	Ongoing	An Accessible Centre	Commonwealth; Main Roads; Landowners; PTA; Parliamentary Representatives



Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
Investigate both broad and targeted increases in residential density in Frame Area to support activity in the Core Area	*The majority of existing residential zoned land within the suburbs of Atwell and Success, in proximity to the Cockburn Central Activity Centre is zoned R20 or R30. *The City's Local Commercial and Activity Centres Structure Plan identifies a below expected population density in the areas adjacent to the Core Area. *The majority of the housing stock in the two cells was developed prior to the year 2000. *A number of undeveloped sites, suitable for residential development, remain in the Frame Area. *The City is experienced in undertaking broad and targeted rezoning's to existing residential areas through revitalisation strategies.	*Potential community sentiment to higher density development. *Housing typologies present will require demolition of existing dwellings to facilitate redevelopment.	*Action 1 - Modify the City's Revitalisation Strategy Staging Plan to include northern Success and northern Atwell, as one project, and schedule for the year 2019 - 20. *Action 2 - The City continue to monitor the development progress of the Muriel Court Precinct and the suitability of the residential zonings. *Action 3 - The City to investigate mechanisms to ensure that all remaining undeveloped residential land in Success, where feasible, be developed to a minimum of 30 dwellings a gross hectare.	*Action 1 - Medium Term *Action 2 - Ongoing *Action 3 - Short Term	A Liveable Centre; A Responsible Centre	Landowners; Residents
Investigate and work with relevant stakeholders on the potential rezoning of Industrial Zoned land at the periphery of the Activity Centre Plan Core Area	*Two large Industrial Areas are present within or close to the Core Area.*The Solomon Road Industrial Area, adjacent to the Cockburn Central Train Station is largely undeveloped. *Large Portions of the Solomon Road Industrial Area are within the 800m walkable catchment of Cockburn Central Train Station. *The Jandakot Industrial Area is typified by older building stock and permeable gric network; further it is directly adjacent to Cockburn Central West Precinct.	*The Department of Planning and Department of State Development have previously noted their strong desire for land currently zoned Industrial to remain. * Multiplicity of land ownership and elongated lots in the Solomon Road precinct. *Land uses, not compatible with sensitive uses may be present within both Industrial Precincts.	*Action 1 - Investigate MRS and TPS rezoning of Core Area east of the Kwinana Freeway from Industrial to Urban to facilitate the expansion of the Cockburn Central Town Centre *Action 2 - Investigate MRS and TPS Rezoning of Jandakot Industrial Area (east of Hammond Road) from Industrial to Urban to facilitate the expansion of the Cockburn Central Town Centre.	*Action 1 - Short Term *Action 2 - Medium Term	A Liveable Centre; A Responsible Centre; A Prosperous Centre; A Sustainable Centre	DOP; Landowners; DSD
Investigate with the Department of Education the future needs educational needs of the Core of the study area; particularly as they relate to Primary Education	* Currently the area is served by South Lake Primary, Jandakot Primary and Atwell Primary. All three schools are located outside the core area, separated by major roads and outside what would usually be deemed reasonable walking distance. * The projected dwelling yields from Muriel Court, Cockburn Central Town Centre and Cockburn Central West is approximately 6,000 dwellings. * The standard ratio for a Primary School is 1 per 1,500 dwellings. *No provision for a Primary Education has been made for the Core Area. * Traditional Primary Schools require 4ha of land.	* The lack of Primary Education Establishments in close proximity to the Core Area could have a detrimental impact on its development. *Education Establishments are pivotal to the development of a community a. * No site has been identified within the area for a Primary School. *The lack of a Primary School may impact on the social cohesion of the area and lead to less families moving to Cockburn Central.	*The City to open a dialogue with the Department of Education concerning the long term education needs of the Core Area.	Short Term	A Liveable City; A Sustainable City; A Responsible City	DoE; Landowners
The City actively pursue investment within the Cockburn Central Activity Centre by knowledge intensive consumer services such as education, healthcare, and strategic services; Particularly where these relate to regional, state, national and international employment.	*The provision of the right mix of employment will contribute strongly to the maturity of our centres into the future. *Cockburn Central Activity Centre, the only secondary centre within the City of Cockburn, is forecast to experience particularly strong demand for commercial floor space to 2031. *This strong demand reflects the projected high population growth for the area, the centre's existing infrastructure, and the types of uses proposed in the Structure Plan for the centre.	*Support needs to be provided to business owners/stakeholders of our centres, to prepare medium to long term strategies to ensure Activity Centres mature in a way that will; ensure their sustainability, support local population, reduce escape spending into surrounding areas, and ensure we have public spaces that people want to visit.	*Any Activity Centre Structure Plan prepared under State Planning Policy 4.2 to be consistent with the City's Economic Development Strategy.	Ongoing	A Sustainable Centre; A Prosperous Centre ; An Accessible Centre	DoE; Education Providers; Landowners





This document is available in alternative formats

Produced by The City of Cockburn 2014  
Strategic Planning Department  
Email: [customer@cockburn.wa.gov.au](mailto:customer@cockburn.wa.gov.au)

## APPENDIX 1 - ACTION PLAN

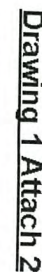
#	Action	Action type	Lead organisation	Responsible Council department	Funding Source	Status
1	Facilitate the delivery of the North Lake Road extension, new bridge and Armadale Road deviation by: <ul style="list-style-type: none"> <li>Secure a Planning Control Area to enable design work to then precipitate changes to the Metropolitan Region Scheme;</li> <li>Acquire land using Metropolitan Region Improvement Tax funding;</li> <li>Delivery of the infrastructure by Main Roads Western Australia.</li> </ul>	Consult and partner with lead agency	WAPC and MRWA	Engineering	-	High
2	Undertake one on one consultation with landowners affected by the North Lake Road extension, bridge and Armadale Road deviation project. This important part of the process will seek to identify future land use aspirations and existing land constraints.	Community consultation	CoC	Strategic Planning	Municipal Budget	High
3	Implement the objectives of the Greening Concept Plan and the Regional Recreation Track by: <ul style="list-style-type: none"> <li>Undertake detailed design investigations;</li> <li>Report to Council on the associated costs, and an action plan for implementation.</li> </ul>	Design	CoC	Parks and Environment	Municipal Budget	High
4	Review the Cockburn Central Town Centre Car Parking Strategy to inform the transition of the two commuter car parking sites located within the Town centre to the east of the Kwinana Freeway.  The review should widen the scope of the strategy and consider the Cockburn Central West precinct.  Parking requirements for Gateways will be addressed within the next local structure plan.	Strategic planning work	CoC	Strategic Planning	Municipal Budget	High
5	Monitor the performance of the activity centre by undertaking a review every two years, addressing the elements discussed within this Structure Plan. Relating to: <ul style="list-style-type: none"> <li>Land use mix diversity targets;</li> <li>Residential density targets;</li> <li>Built form and streetscape intensity;</li> <li>Attracting strategic employment;</li> <li>Floor space demand requirements;</li> <li>The need for and delivery of major infrastructure and land use requirements to meet these objectives.</li> </ul>	Monitoring	CoC	Strategic Planning	In house	Ongoing
6	Continue lobbying with State agencies for: <ul style="list-style-type: none"> <li>Thornlie Train Line extension via Canningvale to Cockburn Central;</li> <li>A train station at Jandakot airport with commuter car parking;</li> <li>The extension of heavy rail from Bunbury with a station at Cockburn Central.</li> <li>A bus rapid transit/light rail transit along Beeliar Drive and Armadale Road.</li> </ul>	Lobbying and advocacy	CoC	Strategic Planning and Engineering	In house	Ongoing
7	Work with Gateways Shopping Centre to investigate suitable movement and car parking strategies including the feasibility of the 2 car park access points (page 35).		Gateways Shopping Centre, Main Roads and DoP			High



#	Action	Action type	Lead organisation	Responsible Council department	Funding Source	Status
8	Implement the objectives of the Beeliar Drive Corridor Enhancement Project, by: <ul style="list-style-type: none"> <li>Undertake detailed design investigations;</li> <li>Report to Council on the associated costs, and an action plan for implementation.</li> </ul>	Design	CoC	Engineering and Parks and Environment	Municipal Budget	High
9	Investigate strategies to attract strategic employment to Cockburn Central	Economic Development	CoC	-	In house	High









HINDLEY & ASSOCIATES  
PTY LTD  
BUILDING DESIGNERS

180 STIRLING HIGHWAY  
NEDLANDS WA 8028

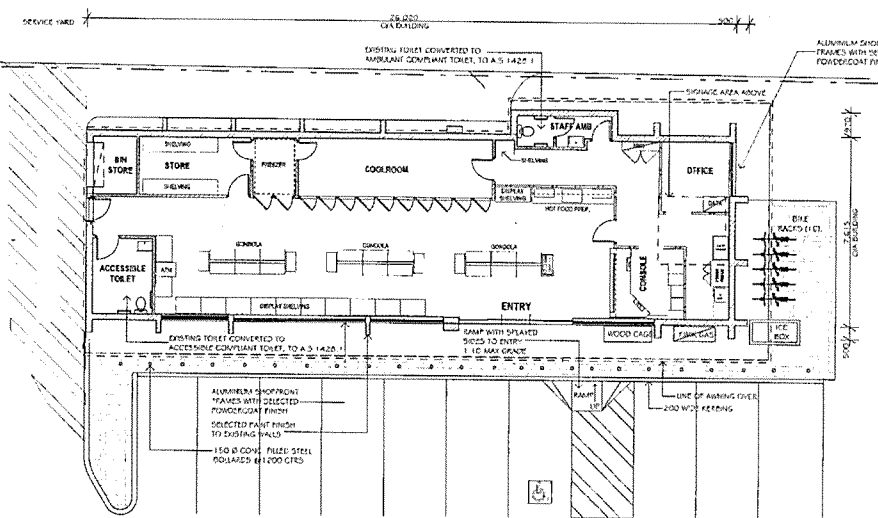
PO BOX 109  
NEDLANDS WA 8028

PHONE - 9388 8888  
FAX - 9388 6788  
admin@hindley.com.au

DEVELOPMENT APPLICATION

Date - 12.12.14  
Design - JMK  
Drawn - JMK  
Checked - JMK  
Scale - 1:100  
Job No. - 2014  
Dwg - DA03  
Rev - D

PROPOSED COMMERCIAL DEVELOPMENT  
LOT 55 No.224 CLONTARF ROAD  
HAMILTON HILL WA 6163  
for PUMA ENERGY (AUSTRALIA)



CANOPY  
8 CARBAYS



PROPOSED FLOOR PLAN

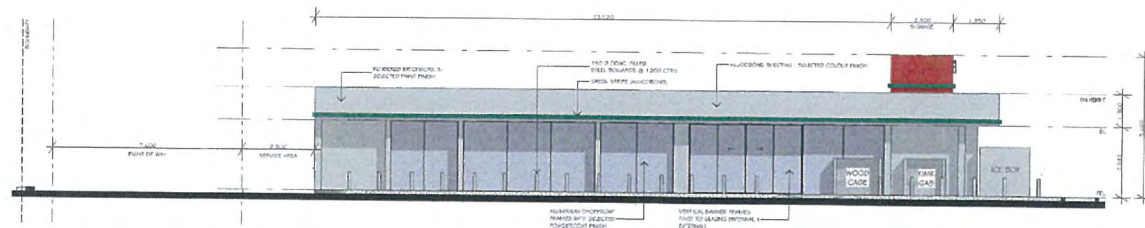
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D	17.08.15	LOADING AREA REVISION	JK	SJS

HINDLEY & ASSOCIATES PTY LTD  
AS TRUSTEE FOR  
HINDLEY TRUST  
ACN No. 088 888 804



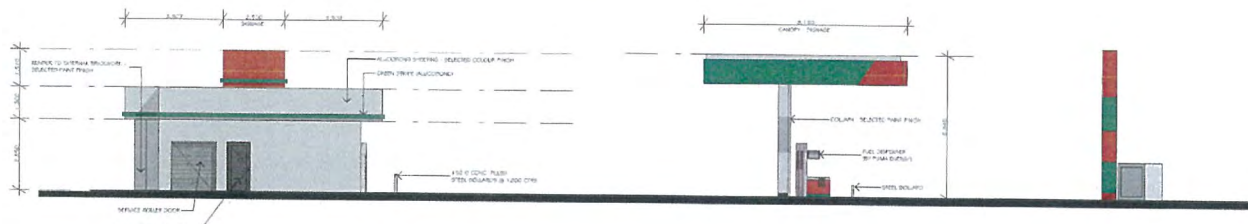
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THIS IS A COMPUTER GENERATED DRAWING AND  
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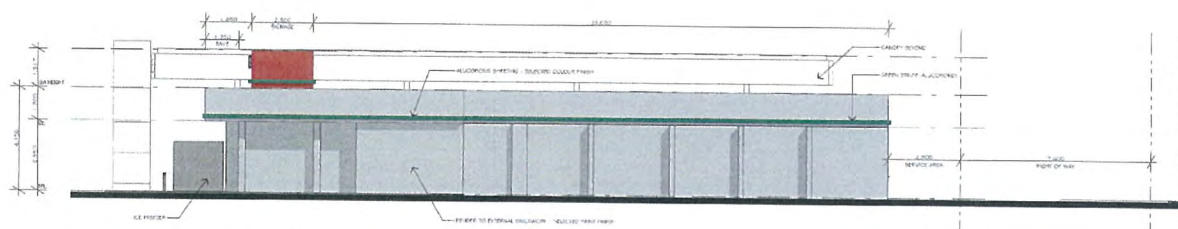
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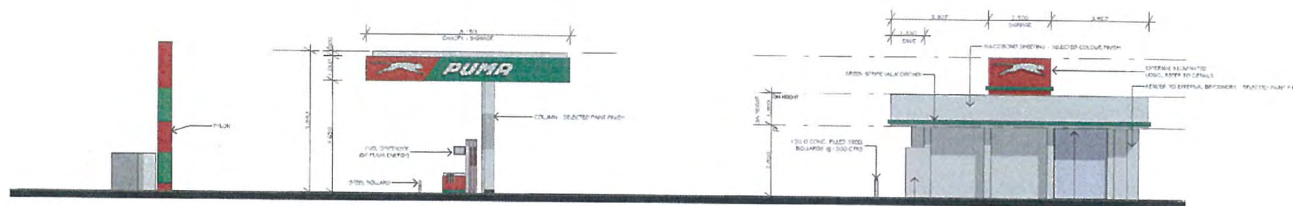
E-02 - PROPOSED SIDE ELEVATION

SCALE 1:100



E-03 - PROPOSED REAR ELEVATION

SCALE 1:100



E-04 - PROPOSED CARRINGTON STREET ELEVATION

SCALE 1:100



HINDLEY & ASSOCIATES  
PTY LTD  
BUILDING DESIGNERS

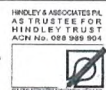
100 STURGEON ROAD  
NEDLANDS WA 6909

PO BOX 189  
NEDLANDS WA 6909

PHONE - 9334 6666  
FAX - 9334 6788  
email@hindley.com.au

DEVELOPMENT APPLICATION

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SHEETS NOT BE ALTERED BY HAND



NO.	DATE	REVISION	DRAWN	CHECK
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B	09.12.14	CORRECT DIMENSIONS	TK	JLS
C	21.06.15	DRY STORE REMOVED, ADDED INTERNAL	U	BN

PROPOSED ELEVATIONS  
SCALE 1:100

PROPOSED COMMERCIAL DEVELOPMENT  
LOT 55 No.224 CLONTARF ROAD  
HAMILTON HILL WA 6163  
for PUMA ENERGY (AUSTRALIA)

Date - 12.12.14  
Design - SDG  
Drawn - TK  
Checked - AM  
Scale - 1:200  
Job No. - 0545  
Draw - DA04  
Rev - C





HINDLEY & ASSOCIATES  
PTY LTD  
BUILDING DESIGNERS

166 STIRLING HIGHWAY  
WEDLANDS WA 6009

PO BOX 199  
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PHONE - 9336 6600  
FAX - 9336 6700  
web@hindley.com.au

DEVELOPMENT APPLICATION

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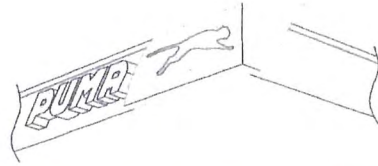
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N.T.S

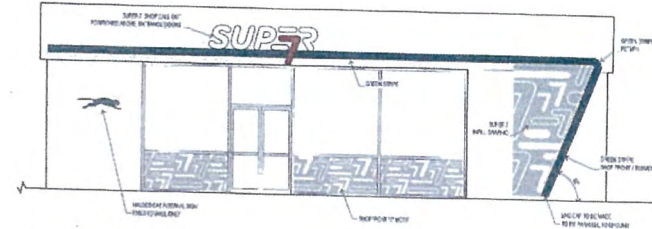
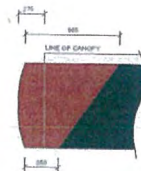
PROPOSED COMMERCIAL DEVELOPMENT  
LOT 55 No.224 CLONTARF ROAD  
HAMILTON HILL WA 6163  
for PUMA ENERGY (AUSTRALIA)

Date: .....  
Design: .....  
Drawn: .....  
Checked: .....  
Job No: .....  
Drawn: D  
Plan: A





CANOPY CORNER - INTERNALLY ILLUMINATED  
SCALE 1:25



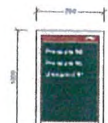
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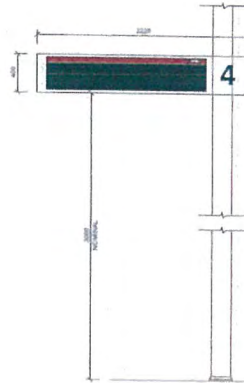
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SCALE 1:25



AIR & WATER  
SCALE 1:25



LEADER BOARD  
SCALE 1:25



SPREADER - INTERNALLY ILLUMINATED  
SCALE 1:25



6m MID - INTERNALLY ILLUMINATED  
SCALE 1:25

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HICKLEY & ASSOCIATES  
PTY LTD  
BUILDING DESIGNERS

180 STIRLING HIGHWAY  
MELBOURNE VIC 3000

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MELBOURNE VIC 3000

PHONE 9226 6666  
FAX 9226 6700  
admin@hickley.com.au

DEVELOPMENT APPLICATION

PROPOSED COMMERCIAL DEVELOPMENT  
LOT 55 (#224) CLONTARF ROAD  
HAMILTON HILL WA 6163  
for PUMA ENERGY (AUSTRALIA)

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Checked: 06  
Designed: 06  
Scale: 1:25  
Date: 06  
Rev: DA0  
REV

WESTERN



AUSTRALIA


REGISTER NUMBER <b>41/D59319</b>	
DUPLICATE EDITION <b>N/A</b>	DATE DUPLICATE ISSUED <b>N/A</b>

# RECORD OF CERTIFICATE OF TITLE UNDER THE TRANSFER OF LAND ACT 1893

VOLUME  
**1653**

FOLIO  
**515**

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

  
REGISTRAR OF TITLES



## LAND DESCRIPTION:

LOT 41 ON DIAGRAM 59319

## REGISTERED PROPRIETOR: (FIRST SCHEDULE)

KUPAL INVESTMENTS PTY LTD  
IN 4/12 SHARE  
SNOWDONIA NOMINEES PTY LTD  
IN 4/12 SHARE  
MARIA SOMAS  
IN 2/12 SHARE  
CHRISTOPHER LUKE SOMAS  
IN 1/12 SHARE  
MARCIA MANOLAS  
IN 1/12 SHARE  
ALL OF 193 MILL POINT ROAD, SOUTH PERTH  
AS TENANTS IN COMMON

(T F960178 ) REGISTERED 21 AUGUST 1995

## LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS: (SECOND SCHEDULE)

1. C638260 EASEMENT BENEFIT SEE SKETCH ON VOL 1653 FOL 515. REGISTERED 18.10.1983.
2. C638261 EASEMENT BURDEN SEE SKETCH ON VOL 1653 FOL 515. REGISTERED 18.10.1983.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

## STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1653-515 (41/D59319).  
PREVIOUS TITLE: 1606-581.  
PROPERTY STREET ADDRESS: 337 CARRINGTON ST. HAMILTON HILL.

END OF PAGE 1 - CONTINUED OVER

LANDGATE COPY OF ORIGINAL NOT TO SCALE Tue Dec 16 12:01:14 2014 JOB 46386723

  
**Landgate**  
www.landgate.wa.gov.au



RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 41/D59319

VOLUME/FOLIO: 1653-515

PAGE 2

LOCAL GOVERNMENT AREA: CITY OF COCKBURN.

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**Landgate**

[www.landgate.wa.gov.au](http://www.landgate.wa.gov.au)



Application C638263

WESTERN



AUSTRALIA

Volume 1653 Folia 514

VOL.	POL.
1653	516

# CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED

I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 18th October, 1983

REGISTRAR OF TITLES

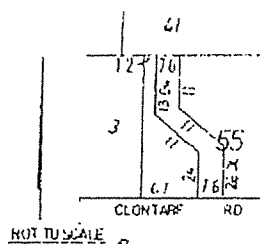


## ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Cockburn Sound Location 10 and being Lot 55 the subject of Diagram 43656, delineated and coloured green on the map in the Third Schedule hereto, together with a right of carriageway over the portion of Lot 41 on Diagram 59319 coloured brown on the said map hereon as set out in Transfer C638261.

FIRST SCHEDULE (continued overleaf)

Paul William Gilbert Cook, Retired Sergeant, Dorothy Cook, his wife, Geoffrey Paul Cook  
Chemist and Paul Thomas Cook, Architectural Student, all of 16 Chipping Road, City Beach  
and Fred Dee, both of 131 Grand Downs Road, Dianella, or tenants in common in equal  
shares.

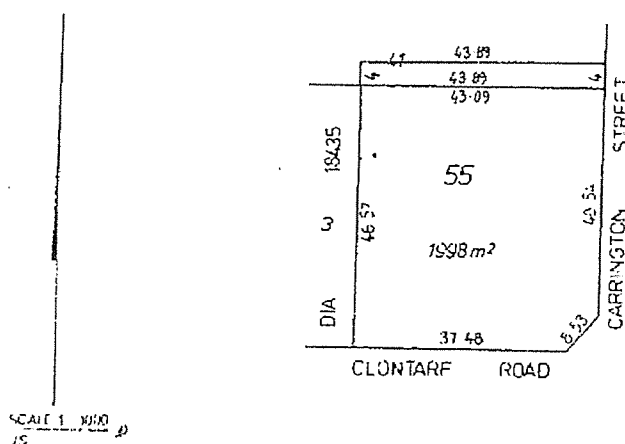


SECOND SCHEDULE (continued overleaf)

1. TRANSFER C638260. A right of carriageway over the portion of the within land coloured brown on the map in the margin as set out in the said Transfer is granted to the proprietor or proprietors for the time being of Lot 41 on Diagram 59319. Registered 18.10.83 at 2.51 o/c.
2. CANCEL C638264. Lodged 18.10.83 at 2.53 o/c.

REGISTRAR OF TITLES

### THIRD SCHEDULE



NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT. ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS.

72029;12/77-45M-5/2810

PERSONS ARE CAUTIONED AGAINST ALTERING OR ADDING TO THIS CERTIFICATE OR ANY NOTIFICATION HEREON

WESTERN



AUSTRALIA

REGISTER NUMBER	
55/D43656	
Duplicate Edition	DATE Duplicate ISSUED
1	23/12/2005

RECORD OF CERTIFICATE OF TITLE  
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME  
1653FOLIO  
516

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES



## LAND DESCRIPTION:

LOT 55 ON DIAGRAM 43656

REGISTERED PROPRIETOR:  
(FIRST SCHEDULE)

PRECIOUS HOLDINGS PTY LTD OF 3RD FLOOR, 1 HAVELOCK STREET, WEST PERTH  
(T E231039 ) REGISTERED 9 NOVEMBER 1989

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:  
(SECOND SCHEDULE)

1. C638261 EASEMENT BENEFIT SEE SKETCH ON VOL 1653 FOL 516. REGISTERED 18.10.1983.
2. C638260 EASEMENT BURDEN SEE SKETCH ON VOL 1653 FOL 516. REGISTERED 18.10.1983.
3. \*C638264 CAVEAT BY SELDEN PTY LTD LODGED 18.10.1983.
4. \*F036918 CAVEAT BY SELDEN PTY LTD LODGED 12.11.1992.
5. \*K875958 CAVEAT BY SELDEN PTY LTD LODGED 11.3.2009.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.  
\* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.  
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

## STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1653-516 (55/D43656).  
PREVIOUS TITLE: 1653-514.  
PROPERTY STREET ADDRESS: 224 CLONTARF RD. HAMILTON HILL.  
LOCAL GOVERNMENT AREA: CITY OF COCKBURN.

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Sep 17 17:27:37 2014 JOB 45683747

Landgate  
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Application C638263

WESTERN

AUSTRALIA

Volume 1653 Folio 514

VOL.  
1653FOL.  
516

## CERTIFICATE OF TITLE

UNDER THE "TRANSFER OF LAND ACT, 1893" AS AMENDED



I certify that the person described in the First Schedule hereto is the registered proprietor of the undermentioned estate in the undermentioned land subject to the easements and encumbrances shown in the Second Schedule hereto.

Dated 18th October, 1983

*[Signature]*  
REGISTRAR OF TITLES



## ESTATE AND LAND REFERRED TO

Estate in fee simple in portion of Cockburn Sound Location 10 and being Lot 55 the subject of Diagram 43656, delineated and coloured green on the map in the Third Schedule hereto, together with a right of carriageway over the portion of Lot 41 on Diagram 59319 coloured brown on the said map hereon as set out in Transfer C638261.

## FIRST SCHEDULE (continued overleaf)

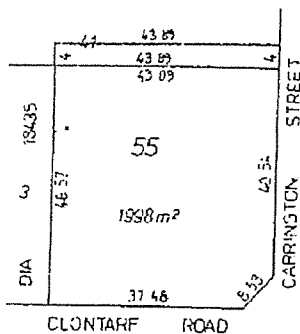
~~Paul Willis, William Paul, Patrick Neill, George Neill, his wife, Colleen Paul, Co-Proprietors and Paul Thomas Cook, Architectural Student, all of 18 Chipping Road, Grey Street, Perth, W.A., of 33 Grand Terrace, Perth, as tenants in common in equal shares.~~

## SECOND SCHEDULE (continued overleaf)

1. TRANSFER C638260. A right of carriageway over the portion of the within land coloured brown on the map in the margin as set out in the said Transfer is granted to the proprietor or proprietors for the time being of Lot 41 on Diagram 59319. Registered 18.10.83 at 2.51 o/c.
2. C638264. Lodged 16.10.83 at 2.53 o/c.

*[Signature]*  
REGISTRAR OF TITLES

## THIRD SCHEDULE



SCALE 1:1000  
1/5

NOTE: RULING THROUGH AND SEALING WITH THE OFFICE SEAL INDICATES THAT AN ENTRY NO LONGER HAS EFFECT  
ENTRIES NOT RULED THROUGH MAY BE AFFECTED BY SUBSEQUENT ENDORSEMENTS

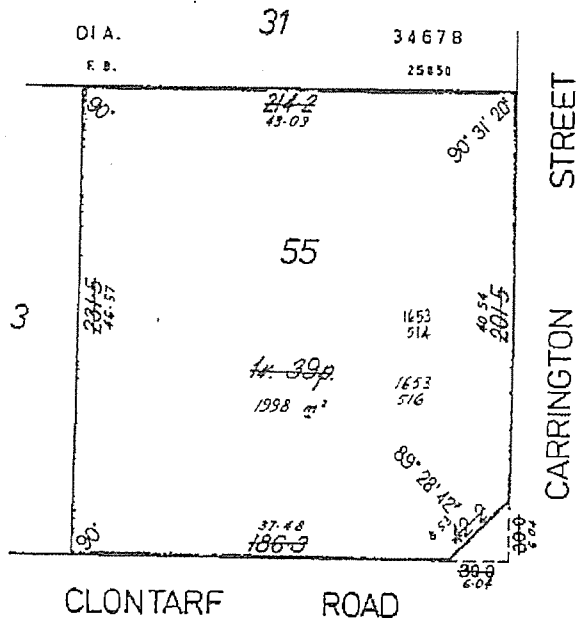
32009/12/77-45M-5/2000

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Sep 17 17:27:37 2014 JOB 45683747

Landgate  
www.landgate.wa.gov.au



Town or District.	Number of Lot or Location.	Field Book.	Scale	Certificate in which Land is Vested.	Area
COCKBURN SOUND	LOTS 1 & 2 of LOC. 10		60 Links equals to one inch 1:475	Vol. 1173.. Fol. 478.. 1173 479	A. R. R.



Compiled from L.T.O. Dia. 18435



**CERTIFICATE**

I hereby certify that this survey was performed by me personally (or under my own personal supervision, inspection and field check) in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations, 1961.

Compiled  
Licensed Surveyor.

Date

Approved by Town Planning Board

**DIA 43656**



Chairman

Date

Approved *D. E. Campbell*

On

Registered L.S.  
FEE MAILY 5.50  
17797  
27.6.72

Diagram No.

**43656**

Examined *17.7.72* Date *14.7.72*  
*M. J. WILKINSON* *C.B. BK 2/18* *12.7.72*

Plan  
Diagram 18435  
Index Plan 207744  
PERTH 2000 08.11

MINISTERIAL DNT 25048

72.81

No.

C 638261 E



FEES (office use)	\$	c
Oct 19 2 51 PM '83	23	

Parties MORADA PTY. LTD.  
AND  
MESSRS. COOK & PEDO PTY. LTD.

Lodged by MUIR WILLIAMS NICHOLSON  
AUSTMARK CENTRE  
Address 15-17 WILLIAM STREET  
PERTH. W.A. 6000  
Phone No. 327 5777  
Ref: BGI:POVE9880-003

Use this space for instructions if any documents are to issue to other than lodging party.

Titles, Crown Leases, Declarations, etc., lodged with this document. (To be filled in by person lodging.)

1. *dup. deed*
2. *1606-581*
- 3.
- 4.
- 5.
- 6.

Received items,

No's. *1-2*Rec. Clerk. *[Signature]*

## BELOW THIS LINE FOR OFFICE USE ONLY

Encumbrances  
not notified  
on face.

Registered *18th October 1983*  
at *2 51* o'clock and  
particulars entered in the Register Book.

New Titles  
to issue or  
Endorsing  
instruction.

*DR to instr.*

Initials of  
Signing  
Officer

*[Signature]**[Signature]*

REGISTRAR OF TITLES

EXAMINED

*24/10/83*

SIGNED by the said PAUL WILLIAM  
GILBERT COOK in the presence of:

*Paul Cook*

WITNESS:

ADDRESS: 79 EDWARDS ST BEAFORD W.A.

OCCUPATION: BANK OFFICER

SIGNED by the said DOROTHY COOK  
in the presence of:

*Dorothy Cook*

WITNESS:

ADDRESS: 79 EDWARDS ST BEAFORD W.A.

OCCUPATION: BANK OFFICER

SIGNED by the said GEOFFREY PAUL  
COOK in the presence of:

*Geoff Cook*

WITNESS:

ADDRESS: 79 EDWARDS ST BEAFORD W.A.

OCCUPATION: BANK OFFICER

SIGNED by the said PAUL THOMAS  
COOK in the presence of:

*Paul Thomas Cook*

WITNESS:

ADDRESS: 79 EDWARDS ST BEAFORD W.A.

OCCUPATION: BANK OFFICER

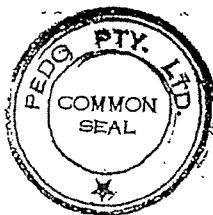
THE COMMON SEAL of PEDO PTY. LTD.  
was hereunto affixed by authority  
of the Directors in the presence  
of:

Director:

*D. A. Leigh*

Secretary:

*Paul Cook*



ENDORSE 1ST SCHED. (COUNT) 1653 - 514 (only had 2-5 Sched. 1/18/83)  
TRANSFER C638261 A right of carriageway over the portion of Lot 41 on Diagram 59319  
coloured red on the map in Transfer C 638261 is granted to the proprietor  
or proprietors for the time being of the within land as set out in the  
said Transfer. Registered 18-10-83 2 2.51 o/c.

2562d - 3 - 22.8.83

WESTERN AUSTRALIA STAMP DUTY  
21SEP83 20360543 5/D \$5.00

WESTERN AUSTRALIA.  
Transfer of Land Act 1893 as amended

No. C638261

Blank Instrument Form (see footnote)

2. Insert type of document here.

THIS DEED OF EASEMENT made

BETWEEN

MORADA PTY. LTD. of 108 Brighton Road Scarborough (hereinafter together called "the Grantor" which expression shall include all persons deriving a title under the Grantor) of the one part

AND

PAUL WILLIAM GILBERT COOK Retired Newsagent and DOROTHY COOK his wife and GEOFFREY PAUL COOK Chemist and PAUL THOMAS COOK Architectural Student all of 18 Chipping Road City Beach and PEDO PTY. LTD. of 337 Grand Promenade Dianella (hereinafter together called "the Grantee" which expression shall include all persons deriving a title under the Grantor) of the other part

WHEREAS

- A. The Grantor is registered as the proprietor for the time being of an estate in fee simple in all that piece of land being Portion of Cockburn Sound Location 10 and being Lot 41 on Diagram 59319 being the whole of the land comprised in Certificate of Title Volume 1606 Folio 581 ("Lot 41").
- B. The Grantee is registered as the proprietor for the time being of an estate in fee simple in all the land being Portion of Cockburn Sound Location 10 and formerly being Lots 1 and 2 on Diagram 18435 and being formerly the whole of the land comprised respectively in Certificates of Title Volume 1173 Folio 479 and Volume 1173 Folio 478 and now being Lot 55 on Diagram 43656 and being the whole of the land comprised in Certificate of Title Volume 1653 Folio 514 ("Lot 55").

FORM APPROVAL  
No. 046  
REGISTRAR OF TITLES

NOTE: This Form may be used only when the "Box Type" Form is not suitable. It may be completed in narrative style.

 Sands & McDougall  
STOCK FORM 324



C. The Grantor has agreed to grant to the Grantee an easement over that portion of Lot 41 as is coloured red on the Plan hereto annexed ("the subject land") upon the terms conditions covenants hereinafter set forth.

NOW THIS DEED WITNESSES as follows:-

1. The Grantor hereby grants and transfers to the Grantee as appurtenant to Lot 55 full and free right and liberty to the Grantee and the Grantee's tenants, servants, agents, workmen and visitors on foot or in vehicles for all lawful purposes connected with the use of Lot 55 at all times hereafter to pass and repass over the subject land for the purposes of gaining access to and egress from Lot 55 and to and from the roadways which adjoin Lot 55 and Lot 41.
2. The Grantor and the Grantee hereby covenant and agree with each other that save with the written consent of each none of the rights hereby granted shall be modified surrendered released or abandoned either wholly or partially and no party shall make application to any Court or to any competent authority for the said rights or any of them to be modified or extinguished either wholly or partially or removed from the Register Book.
3. The Grantor and the Grantee hereby covenant and agree that all costs duties and fees incurred in relation to the instructions for stamping and registration of this Deed of Easement shall be borne equally by the parties.

EXECUTED by the parties as a Deed this 19<sup>th</sup> day of September 1983.

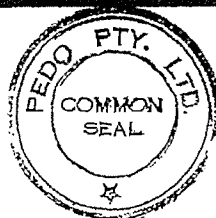
THE COMMON SEAL of MORADA PTY. LTD. was hereunto affixed by authority of the Directors in the presence of:

Director:

Secretary:

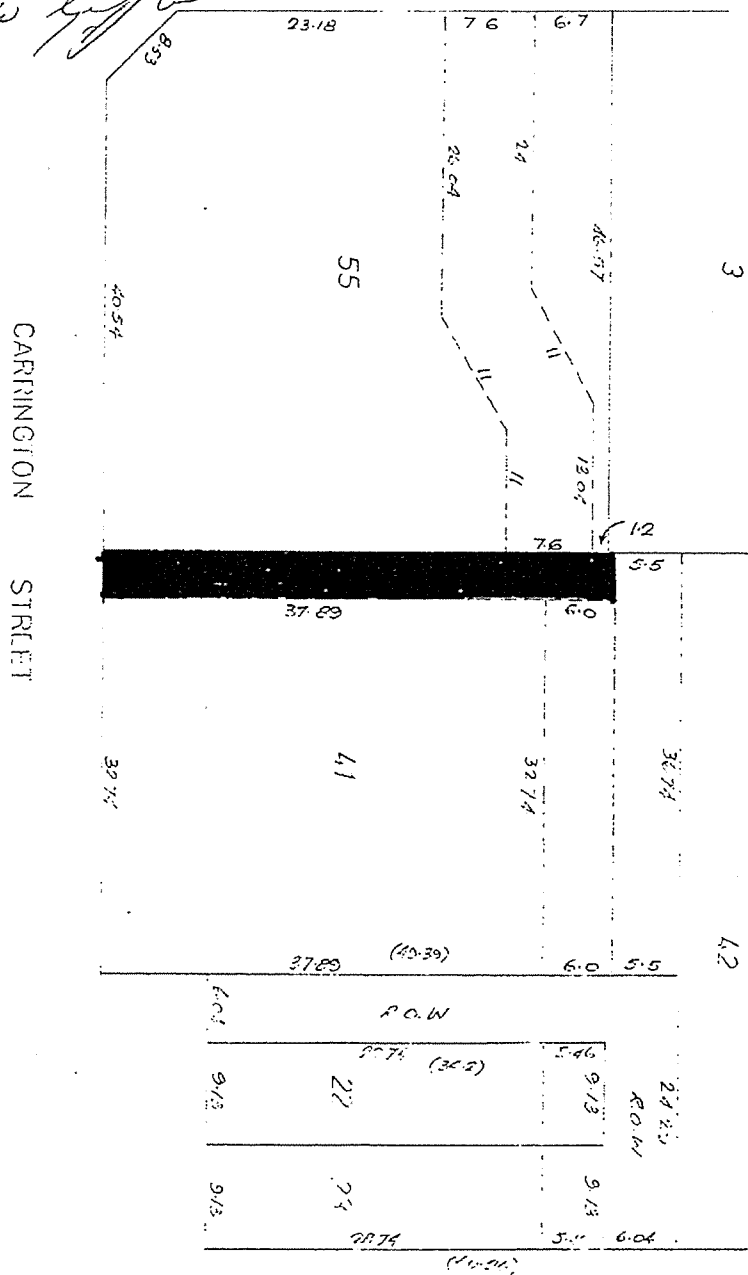


2562d - 3 - 22.8.83



Secretary Peter Cook  
Director. L. A. Cook

Dear G. L.

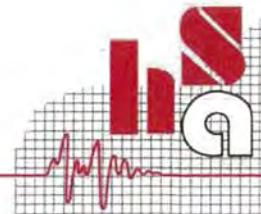


8/10/62

The Cook  
 Dorothy Cook  
 Jeff Cook  
 Mac Cook

**HERRING STORER ACOUSTICS**

Suite 34, 11 Preston Street, Como, W.A. 6152  
P.O. Box 219, Como, W.A. 6952  
Telephone: (08) 9367 6200  
Facsimile: (08) 9474 2579  
Email: [hsa@hsacoustics.com.au](mailto:hsa@hsacoustics.com.au)



Our ref: 19220-2-14211-02

28 May 2015

Planning Solutions  
296 Fitzgerald Street  
PERTH WA 6000

Attention : Marc Re  
Email : [marcr@planningsolutions.com.au](mailto:marcr@planningsolutions.com.au)

Dear Marc,

**PROPOSED SERVICE STATION  
LOT 55 CLONTARF ROAD, HAMILTON HILL  
ADDITIONAL ACOUSTICAL INFORMATION**

Following the State Administrative Tribunal (SAT) mediation undertaken for the above development on Friday 8<sup>th</sup> May 2015, we provide the following information. From the mediation, we understand that additional information was requested by council for the following :

- Locations of receivers used in noise model;
- Additional information regarding noise emissions from the tyre air fill point;
- Confirmation regarding noise emissions from the mechanical services;
- Location of air compressor; and
- Noise emissions from tanker engine start and air brake air release.

**ASSIGNED NOISE LEVELS**

For information, the assigned noise levels at the neighbouring residence are listed below in Table 1.

**TABLE 1 - ASSIGNED OUTDOOR NOISE LEVEL**

Receiver	Description of noise source	Assigned Noise Level (dB(A))		
		L <sub>A10</sub>	L <sub>A50</sub>	L <sub>Amax</sub>
Residence	2011-2012 Annual 1st 7th 14th 21st 28th 5th 12th 19th 26th 3rd 10th 17th 24th 31st	45	42	48
	2013-2014 Annual 1st 7th 14th 21st 28th 5th 12th 19th 26th 3rd 10th 17th 24th 31st	45	42	48
	2015-2016 Annual 1st 7th 14th 21st 28th 5th 12th 19th 26th 3rd 10th 17th 24th 31st	45	42	48
	2017-2018 Annual 1st 7th 14th 21st 28th 5th 12th 19th 26th 3rd 10th 17th 24th 31st	45	42	48

Note: L<sub>A10</sub> is the noise level exceeded for 10% of the time.  
L<sub>A50</sub> is the noise level exceeded for 50% of the time.  
L<sub>Amax</sub> is the maximum noise level.



## RECEIVER LOCATIONS

The receiver locations are shown on Figure 1 attached.

## TYRE AIR FILL POINT

The air and water point is located at the south west corner of the site. We understand that there will be no "beep" indications, and as stated in the report will not be noisy, hence compliance will be achieved. However, we have undertaken a noise level measurement of the air release associated with the air fill point at a similar facility. A measurement of 78 dB(A) at 1metre was recorded. Thus at the neighbouring residence, noise received would be 46 dB(A). Thus noise received at the neighbouring residence would comply with the regulatory criteria.

## MECHANICAL SERVICES

We note that the mechanical services have not been designed at this stage. However, from another similar project (ie proposed petrol station located at Lot 216 Rockingham Road, Hamilton Hill) the mechanical services would comprise :

- 6 off air conditioning condensing units; 52 dB(A) @ 1m;
- 3 exhaust systems; 1 at 47 dB(A) @ 3m and 2 at 57 dB(A) @ 3m; and
- 3 refrigeration units at 63 dB(A) @ 3m.

In terms of noise emissions, as single noise emissions, the equivalent single noise level would be :

Air conditioning condensing unit	-	60 dB(A) @ 1m;
Exhaust systems	-	60 dB(A) @ 3m; and
Refrigeration units	-	77 dB(A) @ 1m.

The noise levels used in the assessment report, as stated in Table 4.1 of the report were :

**TABLE 4.1 – SUMMARY OF MECHANICAL SERVICES NOISE LEVELS**

60 dB(A) @ 1m	60 dB(A) @ 3m
60 dB(A) @ 3m	60 dB(A) @ 3m
77 dB(A) @ 1m	77 dB(A) @ 1m

The overall noise emissions from the 2 sets of data are equivalent. Thus the acoustic assessment as outlined in the assessment report still holds and compliance will be achieved.

Notes :

- 1 The above does not consider any diversification that would occur during the night / evening period.
- 2 For the mechanical services, the critical location is the first storey of residence E.
- 3 The assessment is based on the mechanical services being located on the roof.



At this stage, the exact location of the air compressor has not been determined; however, we understand that the preferred location is within the service yard. From information received we understand that the air compressor will be an Royce RC20/100 which has a rated noise level of 79 dB(A) at 1 metre.

The air compressor would operate for less than 10% of the time, however, it could run during the night period. Hence noise received at the neighbouring needs to comply with the assigned night period  $L_{A1}$  noise level of 52 dB(A).

Thus, noise emissions from the air compressor would comply with the assigned noise level at all times.

As requested as part of the mediation, we have undertaken an assessment of noise emissions from the refuelling tanker starting and air brake air release. To determine the noise emissions from these items, noise level measurement were undertaken of a tanker. The noise level measurements recorded were :

With the addition of the penalty, noise received at the neighbouring residence from the engine start would comply with the required assigned noise level, however, noise received from the air brake would exceed the assigned noise level by 6 dB(A).

Document Set ID: 4384113  
Version: 1, Version Date: 07/09/2015

We believe the above provides the additional information requested and shows that noise emissions from the proposed development will comply with the requirements of the *Environmental Protection (Noise) Regulations 1997*.

Yours faithfully,  
For **HERRING STORER ACOUSTICS**

Tim Reynolds

Att.



FIGURE 1 - NOISE MODEL RESIDENTIAL RECIEVER LOCATIONS



A1 SHEET

DODD ROAD

Document Set ID: 4384113  
Version: 1, Version Date: 07/09/2015





# Lloyd George Acoustics

P.O. Box 717  
 Hillarys WA 6923  
 T: 9300 4188 F: 9300 7770  
 E: daniel@lgacoustics.com.au W: www.lgacoustics.com.au

<b>To:</b>	City of Cockburn	<b>From:</b>	Daniel Lloyd
<b>Attention:</b>	Andrew Lefort	<b>Date:</b>	17 June 2015
<b>Email:</b>	alefort@cockburn.wa.gov.au	<b>Pages:</b>	2
<b>Our Ref:</b>	15043178-02		
<b>Re:</b>	Acoustic assessment of the proposed Service Station, to be located at 224 Clontarf Road, Hamilton Hill - Peer Review of Additional Information		

This report presents a peer review of the additional information, dated 28 May 2015, provided by Herring Storer Acoustics in relation to noise modelling undertaken for a proposed Service Station, to be located at 224 Clontarf Road, Hamilton Hill.

The additional information provided included:

- Locations of receivers provided in the noise model;
- Additional information regarding noise emissions from the tyre air fill point;
- Confirmation regarding noise emissions from the mechanical services;
- Location of air compressor; and
- Noise emissions from tanker engine start and air brake air release.

## Location of Receivers

We do not agree on the location of the noise assessment at Residence D. The regulations require the assigned levels to be met at any location within 15m of a noise sensitive premise in a highly sensitive area (residential). The location used in the HSA report focuses on an area outside of the side window only. While this would be appropriate for the noise from cars at the fuel bowers, the area in front of the house would be appropriate to assess the noise from the refueling tanker and the rear of the house to assess the noise from the mechanical services.

All other receiver locations are considered to be appropriate.

## Tyre Air Fill Point

The assessment of the tyre air fill point is appropriate and we agree with the findings.

## Mechanical services

We agree that the revised plant provided is appropriate in assessing the noise from a service station. However, the predicted noise levels to sensitive receivers appear to be under estimated. Assuming a distance of 27m from the convenience store roof (western end) to Residence E, and a sound pressure level of 63 dB(A) at 3m for one of the refrigeration units, we would expect a predicted noise level of approximately 44 dB(A). In addition, we would

expect a penalty for tonality, being +5 dB, which would result in an adjusted noise level of  $L_{A10}$  49 dB. This level is likely to increase if all of the refrigeration units were operating during a warm summer night. We therefore seek clarification on the assumed location of the refrigeration units and the methodology used in the noise level predictions.

#### **Air Compressor**

We agree with the sound pressure levels assumed in the calculations. We also agree that the air compressor could run at night and that the  $L_{A1}$  assigned level would be appropriate. However, the distance from the service yard at the western end of the convenience store to Residence E is approximately 24m and if there is a clear view of the compressor from this location, the predicted noise level of 38 dB(A) appears low. Based purely on a reduction in noise as a result of the distance, we would expect a noise level of 51 dB(A). We therefore seek clarification on the methodology used in the noise level predictions. It should be noted that as part of the noise management plan, the air compressor could be turned off during the night period.

#### **Tanker Engine Start and Air Brake Air Release**

The measured noise levels for this plant appear reasonable, however, we would question the effectiveness of the noise wall if the receiver location for Residence D were within 15m of the front of the house rather than at the side of the house adjacent to the window. We believe that the noise at this location should be provided to ensure compliance with the *Environmental Protection (Noise) Regulations 1997*.



Daniel Lloyd  
Director





May 2015

FINAL Rev 2

224 Clontarf Road Hamilton Hill,  
Service Station Proposal

Prepared For:  
Puma Energy

Transport Statement  
Report



T: +61 8 9274 7076  
F: +61 8 9274 4854  
E: Admin@dvcworld.com

6 Burgess St Midland WA 6056  
PO Box 5060 Midland WA 6056  
www.dvcworld.com

## DOCUMENT ISSUE AUTHORISATION

Issue	Rev	Date	Description	Author	Checked By	Approved By
0	0	30/10/2014	Draft Report	JH		
1	0	17/11/2014	Final Report	JH	DNV	DNV
1	1	24/04/2015	Additional Information	JH	DNV	DNV
1	2	28/05/2015	Additional Information	JH	DNV	DNV

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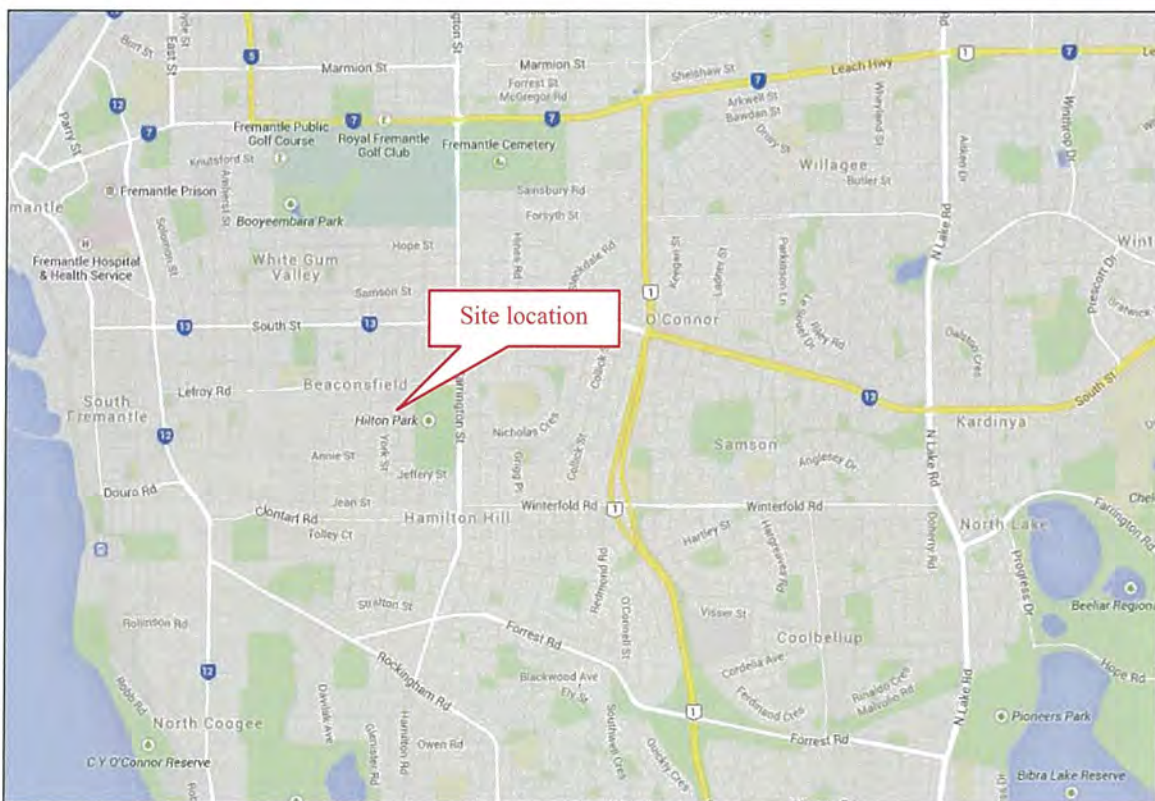
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2 DEVELOPMENT PROPOSAL.....	3
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2.2 CONTEXT WITH SURROUNDS.....	3
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## 1 INTRODUCTION

### 1.1 BACKGROUND

This Transport Impact Statement has been prepared by Donald Veal Consultants on behalf of Puma Energy, with regard to the proposed service station and convenience store to be located at 224 Clontarf Road, Hamilton Hill. The site is located on the northwest corner of the intersection of Clontarf Road and Carrington Street, within the City of Cockburn.

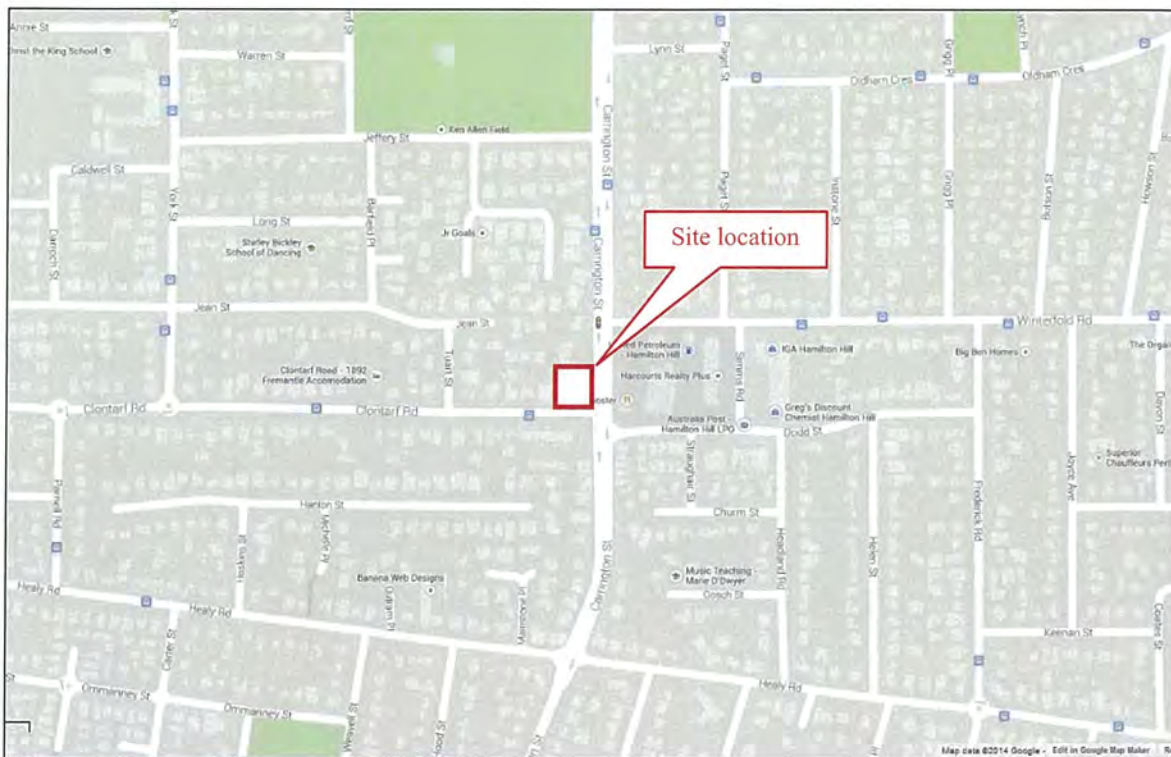
The site is located approximately 22kms to the southwest of the Perth CBD and only 5kms to the southwest of the Fremantle Town Centre. Major arterial roads within close proximity include Carrington Street, Stock Road and Hampton Road, all orientated in a north-south direction and South Street and Winterfold Road, both orientated in an east west direction. The site location is shown in a regional context in **Figure 1.1** and in a local context in **Figure 1.2**.



**Figure 1.1: Site location – Regional context**

Source: Google Maps





**Figure 1.2: Site location – Local context**

Source: Google Maps

## 1.2 SCOPE OF ASSESSMENT

This Transport Impact Statement has been prepared in accordance with the Western Australian Planning Commission's (WAPC's) *Transport Assessment Guidelines for Developments Volume 4 Individual Developments* (2006).

The intent of this report is to provide the approving authority with sufficient transport information to confirm that the proponent has adequately considered the transport aspects on the development and that it would not have an adverse transport impact on the surrounding area.

The level of transport assessment required is considered to be that of a 'moderate impact' development. A "moderate impact" development is one that generates between 10 -100 vehicle trips in the development's peak hour. While the overall development will attract slightly over 100 vehicle trips in the peak hour a significant percentage of trips are passing trade hence are not considered additional trips to the road network thus the development is to be assessed as a "moderate impact".

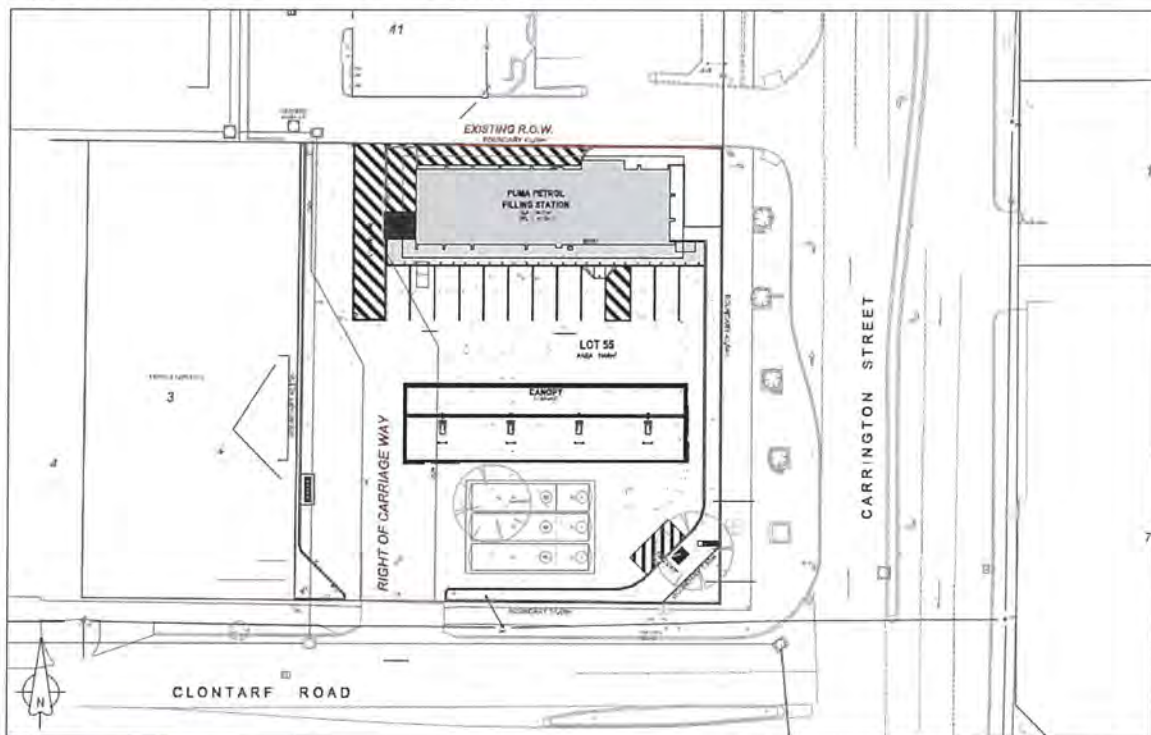
## 2 DEVELOPMENT PROPOSAL

### 2.1 PROPOSED LAND USES

The proposed Puma development on Clontarf Road is for a service station and convenience store. The development is proposed to operate from 5am to midnight, seven (7) days a week. The site will contain eight (8) fuelling bays.

The primary access to the site is via an existing crossover on Clontarf Road however secondary access is possible via an existing crossover located on Carrington Street that services a number of other businesses abutting Carrington Street.

Figure 2.1 outlines the site plan of the development.



**Figure 2.1: Site Plan Layout**

Source: Hindley and Associates

### 2.2 CONTEXT WITH SURROUNDS

The site previously operated as a fast food outlet (KFC). Fast food outlets (say 50 seats) and service station (8 pumps) have similar traffic generation.

The existing building will remain on site and be refurbished to suit the proposed development. Adjacent to the northern boundary of the site are a number of businesses such as take-away food/restaurant outlets and a tattoo parlour.



### 3 EXISTING ROAD NETWORK SITUATION

#### 3.1 ROAD INFRASTRUCTURE

The southern boundary of the site runs along Clontarf Road. Clontarf Road is typically constructed to a two lane single carriageway standard. Immediately adjacent to the site the Clontarf Road eastbound lane is widened to two lanes at its approach to Carrington Street.

Carrington Street abuts the eastern boundary of the site. Adjacent to the site Carrington Street is constructed to a four-lane divided carriageway standard. Carrington Street to the south of Clontarf Road is typically constructed to a two-lane undivided standard.

Clontarf Road intersects with Carrington Street forming a t-junction under stop control. The Clontarf Road approach at Carrington Street is locally widened to accommodate separate left and right turning lanes. A right turning lane is also provided on Carrington Street at its intersection with Clontarf Road.

**Figure 3.1** outlines the existing standard of Clontarf Road and Carrington Street in the vicinity of the site.



**Figure 3.1:** Road standard of Clontarf Road and Carrington Street in the vicinity of the site

Source: Nearmap



Clontarf Road and Carrington Street have speed limits of 50km/h and 60km/h, respectively.

Carrington Street is classified as a District Distributor A road under Main Roads WA's *Functional Road Hierarchy*. This classification is applied to roads which are to: "carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors." This road is managed by the City of Cockburn. **Figure 3.2** outlines the road hierarchy classification of the surrounding road network.



### 3.3 TRAFFIC VOLUMES

The latest available traffic volumes for Clontarf Road and Carrington Street were sourced from Main Roads WA and the City of Cockburn. **Table 3.1** summarise the traffic data available.

**Table 3.1: Existing Traffic Data Summary from Main Roads and City of Cockburn**

Location	Date	Average Weekday Traffic				
		Daily	Am peak		Pm Peak	
			Volume	Hour	Volume	Hour
Clontarf Road, west of Carrington Street	5/2015	-	612	8-9am	574	3.30-4.30pm
Clontarf Road, west of Carrington Street	8/2011	5,639	520	8-9am	516	3-4pm
Clontarf Road, west of York Street	9/2012	5,500	498	8-9am	497	5-6pm
Carrington Street, north of Clontarf Street	5/2015	20,000*	1,802**	7.45-8.45am	1,821**	4-5pm
Carrington Street, south of Clontarf Street	5/2015	-	1,585**	7.45-8.45am	1,507**	3.45-4.45pm
Carrington Street, south of Winterfold Road	4/2013	19,316	1,243	9-10am	1,748	4-5pm

\*Data derived from SCATS data on Thursday May 14 2015

\*\* Data from traffic turn counts at Carrington St and Clontarf St on Thursday May 14 2015

A four hour traffic turn count was undertaken at the intersection of Carrington Street and Clontarf Road on May 14<sup>th</sup>, 2015. These counts were undertaken during the am and pm peak hours of 7.30-9.30am and 3.00-5.00pm. The overall peak for the intersection was 8-9am and 4-5pm however, the individual intersection legs experienced peaks as shown in **Table 3.1**.

### 3.4 OTHER TRAFFIC SURVEYS

To fully understand the existing traffic operation of the surrounding intersections and existing crossover, the traffic turn counts were supplemented with various queuing and gap surveys, also undertaken over the 4 hour period on May 14<sup>th</sup>, 2015. These queuing and gap surveys were used to verify the SIDRA analysis to ensure that the model was properly calibrated in the base case and therefore suitable for forecasting the situation with the development traffic. These surveys included:

- Queuing survey along the southern leg on Carrington Street at its intersection with Winterfold Road;
- Gap survey on Clontarf Road at the site crossover; and
- Gap survey on Carrington Street at its intersection with Clontarf Road.

A copy of all the traffic data is included as **Appendix A**.



## 4 VEHICULAR ACCESS AND PARKING

### 4.1 ACCESS ARRANGEMENTS

The primary access to the site is via an existing crossover on Clontarf Road located approximately 40m west from Carrington Street. All turning movements to/from the site are permitted from this primary access.

Secondary access to the site is via an existing crossover on Carrington Street that services a number of businesses abutting Carrington Street. This access permits left turn in and left turn out movements only. A left turn pocket is provided along Carrington Street.

Due to the internal layout of the development it is likely that the majority of vehicles will use the Clontarf Road access.



**Figure 4.1: Access to/from the site**

Source: Nearmap

### 4.2 SERVICE VEHICLES

#### 4.2.1 Service Deliveries

Service deliveries to the site will include fuel for the service station and various goods for the convenience store.



It is proposed that refuelling tankers access the site via the secondary access on Carrington Street and exit via the primary access on Clontarf Road. This access arrangement is supported on traffic grounds for the following reasons:

- Involves left turn movements into and out of the site which is preferred over right turn movements on safety grounds;
- Clontarf Road is a lower speed road (50km/h) compared to Carrington Street (60km/h) hence the gap distance required in the traffic for a tanker to enter is less. Additionally, all vehicles along Clontarf Road will be slowing down as all vehicles need to stop and either turn left or right onto Carrington Street (i.e. there is no through movement occurring at 50km/h).

The swept path for a 19m semi trailer entering from Carrington Street and exiting Clontarf Street is shown in **Figure 4.2**. The refuelling tanker will be able to stop along the western boundary of the site to refuel without blocking the access on Clontarf Road or disrupting general access to the refuelling bowsers used by the public.

The swept path of the tanker demonstrates that the existing kerbline will need to be modified to accommodate the turning tanker. The existing southern radius is approximately 5m with a driveway width of 6m. Typically, for a driveway to cater for a single unit truck (12.5m) i.e. a standard delivery vehicle, its design typically comprises of 7m turnout radii and a 9m wide crossing. Refer Main Roads WA driveway drawing for single units 200431 0200-1. The existing driveway provided does not meet these typical standards hence the need for it to be modified.

The Main Roads WA driveway policy states the following:

*"Service stations on a corner lot may have one driveway up to 11.0m wide to a State road and another to the minor road. Those not on a corner may have two driveways, each up to 11.0m wide."*

The proposed geometric driveway modifications involve an increased radius and driveway width. The driveway width varies but between the centreline of the pedestrian ramps it measures approximately 9m. This driveway is therefore not considered to be excessive as it is less than the standard 11m permitted for service stations.

A review of the surrounding driveways along this length of Carrington Street indicates that there are a number of driveways wider than the 9m driveway proposed. These driveways are shown in **Figure 4.5**.

The modified pedestrian ramps will need to be constructed to comply with appropriate standards to meet grade and width requirements. The proposed crossing width of 8m is not considered to be excessive on this low volume access driveway.

[illegible]





**Figure 4.5: Various Driveway Widths along Carrington Street**

Source: Nearmap

Reversing the tanker access to enter from Clontarf Road and exiting Carrington Street is not the preferred access arrangement due to the following additional reasons:

- Tankers are required to undertake a right hand turn from Clontarf Road into the site. Whilst there is a painted median which allows for the storage of 1-2 typical vehicles it is unlikely that a 19m tanker would be able to manoeuvre into this space and could disrupt Clontarf Road through traffic.
- To avoid tankers turning right into the Clontarf Road crossover would mean that tankers would need to approach from the west along Clontarf Road. Using Clontarf Road, a local distributor road as an approach route is less desirable with respect to amenity issues compared to using Carrington Street, a Distributor A road.

A loading zone is provided adjacent to the site to allow for deliveries of goods as required by the convenience store. The swept path of a delivery vehicle is shown in **Figure 4.4**.

#### **4.2.2    *Rubbish Collection***

Rubbish collection would be undertaken within the site and not along the road network. Rubbish bins would be located adjacent to the loading zone near the deliveries. The generous loading zone area would be adequate for a garbage truck to manoeuvre to collect rubbish and exit the site. The swept path of a delivery vehicle is shown in **Figure 4.3**.



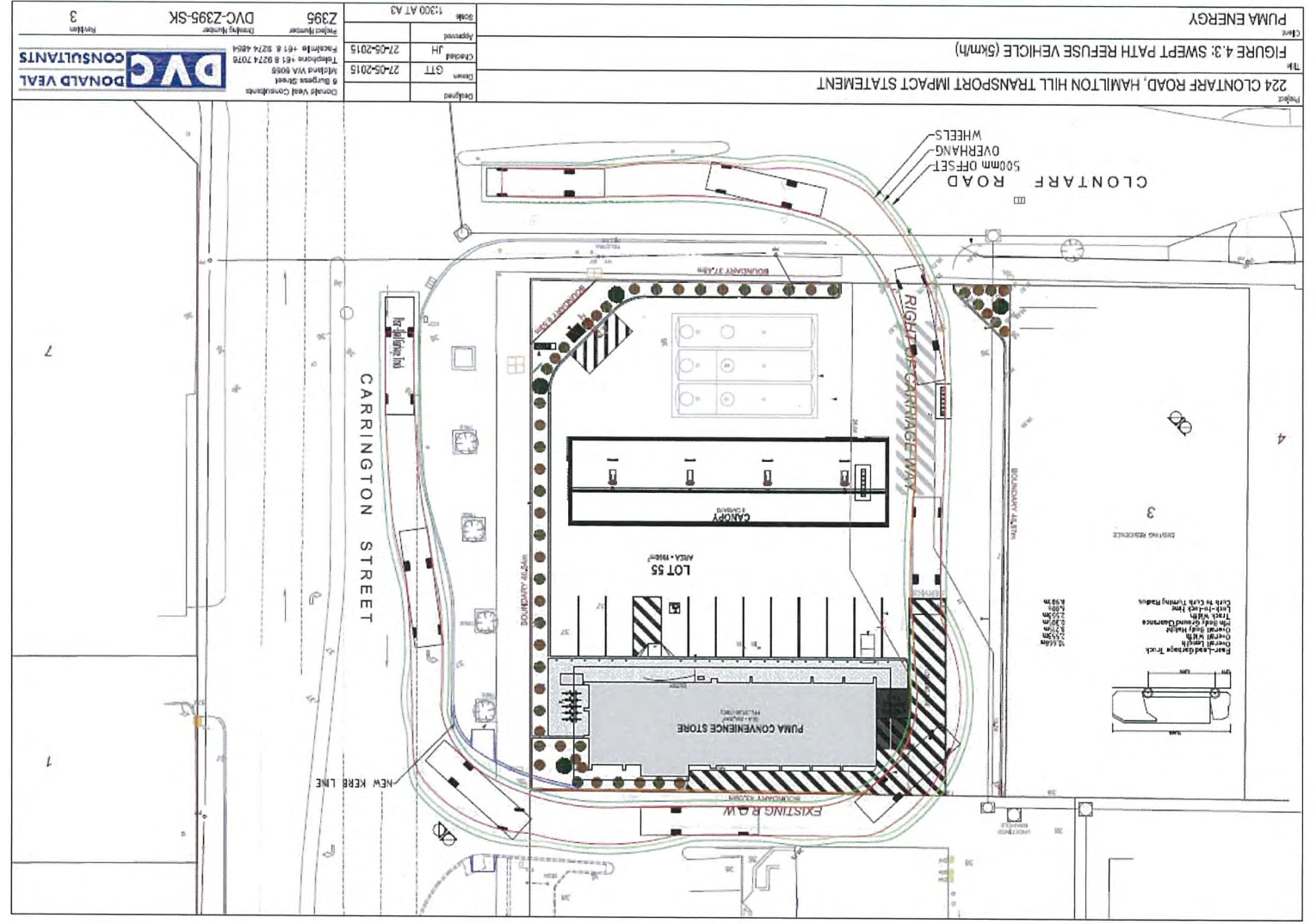


Figure 4.3: Swept path of refuse vehicle entering Clontarf Road and exiting Carrington Street

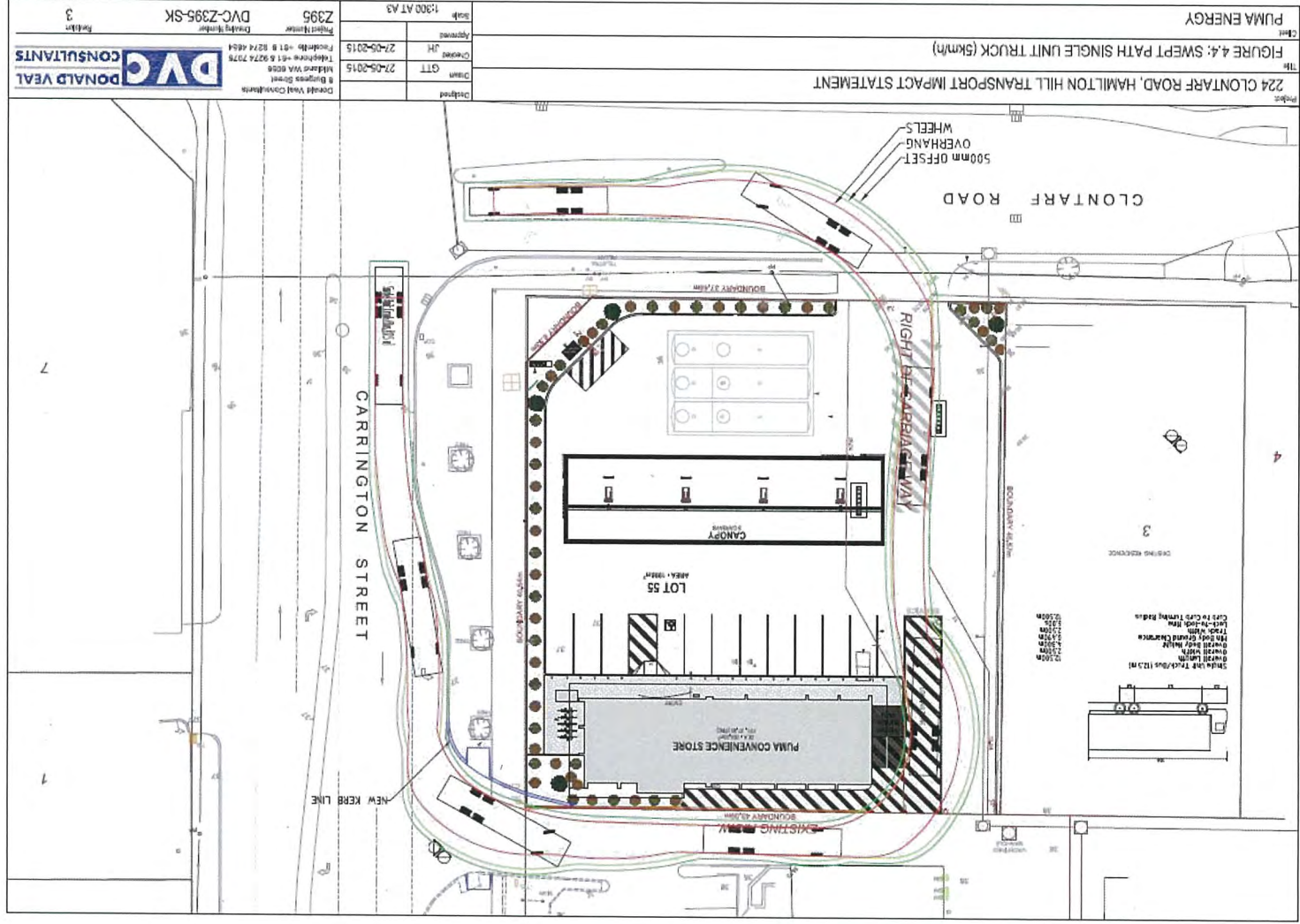


Figure 4.4: Swept path of service delivery vehicle entering Clontarf Road and exiting Carrington Street



#### 4.3 SIGHT DISTANCE

Sight lines from the existing Clontarf Road crossover were inspected. Sight lines from this crossover primarily servicing the site are good.

**Photos 1 and 2** show the typical sight lines from the existing site access along Clontarf Road.



**Photo 1: Sight lines from existing Clontarf Road access to the west along Clontarf Road**



**Photo 2: Sight lines from existing Clontarf Road access to the east along Clontarf Road**

Three different sight distances are generally reviewed for property accesses. These are:

- Approach Sight Distance (ASD);
- Safe Intersection Sight Distance (SISD); and
- Minimum Gap Sight Distance (MGSD).

**Table 4.1** summarises the calculations of these various sight distances as determined from Austroads guidelines "*Guide to Road Design, Part 4A Unsignalised and Signalised Intersections*". A design speed of 60km/h (posted + 10km/h) was used for the ASD and SISD calculations with a reaction time of between 1.5 -2.0 seconds. For the MGSD calculation the 85<sup>th</sup> percentile speed was assumed to be the posted speed i.e. 50km/h. The gap acceptance for a left and right turn into traffic is typically 5 seconds. For the sight lines to the east a speed of 25km/h is used as approaching vehicles will have just turned onto Clontarf Road. (Refer **photo 2**).



**Table 4.1: Calculation of various Sight Distances**

	Speed	Reaction Time (sec) / Gap Acceptance (sec)	Sight Distance (m)
Approach Sight Distance	60km/h	1.5-2.0	64-73
Safe Intersection Sight Distance	60km/h	1.5-2.0	114-123
Minimum Gap Sight Distance	50km/h	5	69
Approach Sight Distance	25km/h	1.5-2.0	17-20
Safe Intersection Sight Distance	25km/h	1.5-2.0	38-42
Minimum Gap Sight Distance	25km/h	5	41

**Figure 4.6** theoretically demonstrates that there are clear sight lines along Clontarf Road towards Tuart Street. The Austroads guidelines "*Guide to Road Design, Part 4A Unsignalised and Signalised Intersections*" state that sight lines should be measured 3-5m back from the intersection. Using a 4m setback, the safe intersection sight distance (SISD) of 123m as a minimum can be achieved as shown on **Figure 4.5**. This is also supported by the site visit as shown in **Photo 1**. Accordingly, the available sight distance can be considered adequate for this situation.



**Figure 4.6: Sight lines to the west from crossover along Clontarf Road**

It is noted that there is a bus stop on the northern side of the eastbound carriageway located approximately 64m from the driveway exit. A stopped bus will temporarily restrict the sight lines from the driveway exit. Due to the road geometry upstream of the bus and the approaching intersection with Carrington Street a vehicle overtaking a bus is likely to be travelling at 40km/h or less. The corresponding approach sight distance is 34-40m meaning that a vehicle overtaking the bus has adequate distance (bus stop approximately 64m away) to observe a vehicle pulling out of the driveway and stop in time. (Refer **Figure 4.7**) Similarly, the minimum gap sight distance for a vehicle approaching at 40km/h is 55m (bus stop approximately 64m away) suggesting that vehicles from the driveway will have adequate distance and time to enter Clontarf Road when a bus is temporarily stopped at the bus stop.



Figure 4.7: Sight lines between overtaking vehicle and vehicle exiting driveway



## 5 TRAFFIC ASSESSMENT

In order to assess the potential traffic impacts associated with the service station and convenience store, a traffic generation and distribution exercise was undertaken. This exercise established the level of traffic that would be generated from the proposed development and enabled the effect that the additional traffic has on the adjacent road network to be assessed.

### 5.1 TRAFFIC GENERATION

In order to determine traffic generation for the proposed development, documented trip generation rates were sourced from "*Trip Generation Manual, 8<sup>th</sup> Edition, Institution of Transportation Engineers (2003).*" The documented rates are as follows:

- Weekday Trip Rate = 163 trips/ refuelling position
- AM peak hour Trip Rate = 10.2 trips/ refuelling position
- PM peak hour Trip Rate = 13.4 trips/ refuelling position

Based on the above data the trip generation for the proposed service station and convenience store is estimated to be as follows:

- Daily Trips = 1,304 trips /day
- AM Peak Hour Trips = 82 trips /hour
- PM peak Hour Trips = 107 trips /hour

Service stations typically attract a significant percentage of passing through trade. This traffic is already on the road network hence it is not considered as additional traffic. Data suggests that approximately 56% of service station trips are typically passing trade.

Based on the likelihood of passing trade, the additional trips generated by the development are expected to be considerably less, being:

- Daily Trips = 574 trips /day
- AM Peak Hour Trips = 36 trips /hour
- PM peak Hour Trips = 47 trips /hour

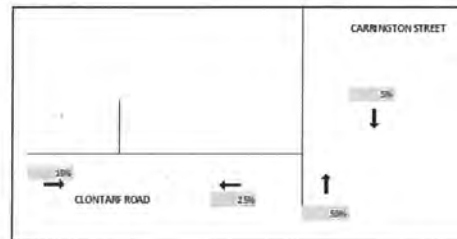
Data also indicates that the inbound and outbound trip breakdown during the peak hours is even with 50% inbound and 50% outbound.

### 5.2 TRAFFIC DISTRIBUTION

For the purpose of the traffic distribution two trip types are used i.e. passing trade trips and additional trips. The traffic was distributed onto the service station access and road network for these two trip types.

The passing trade traffic is already on the road network passing the site and elects to stop on the way past. The majority of passing trade was considered to come from Carrington Street as this road carries higher volumes of traffic than Clontarf Road. The percentages have been based on the passing traffic flows with only a small percentage allocated to Carrington Street southbound as passing trade on a divided carriageway is likely to look for a service station on the same side of the road. The resulting distribution of trips has therefore been assumed to be as follows:

- 55% northbound along Carrington Street;
- 25% westbound along Clontarf Road from Carrington Street (north or south);
- 15% eastbound along Clontarf Road and
- 5% southbound along Carrington Street.



The additional traffic is those trips that are made specifically to the site. Subsequently, their approach route and departure route is considered to be the same. For example a trip approaching from Clontarf Road from the west of the site would depart along Clontarf Road towards the west. Based on the residential catchment, similar land uses and the road network classification the distribution patterns adopted for the additional trips are as follows:

- 25% to/from Clontarf Road west of the site;
- 30% to/from Carrington Street north of the site; and
- 45% to/from Carrington Street south of the site.

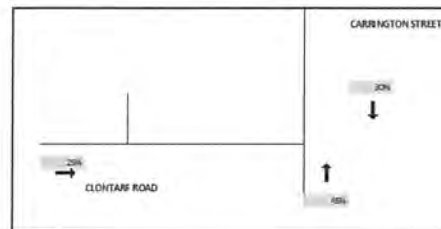


Figure 5.1 to 5.3 show the likely traffic distribution for the AM peak hour, PM peak hour and daily scenarios respectively.

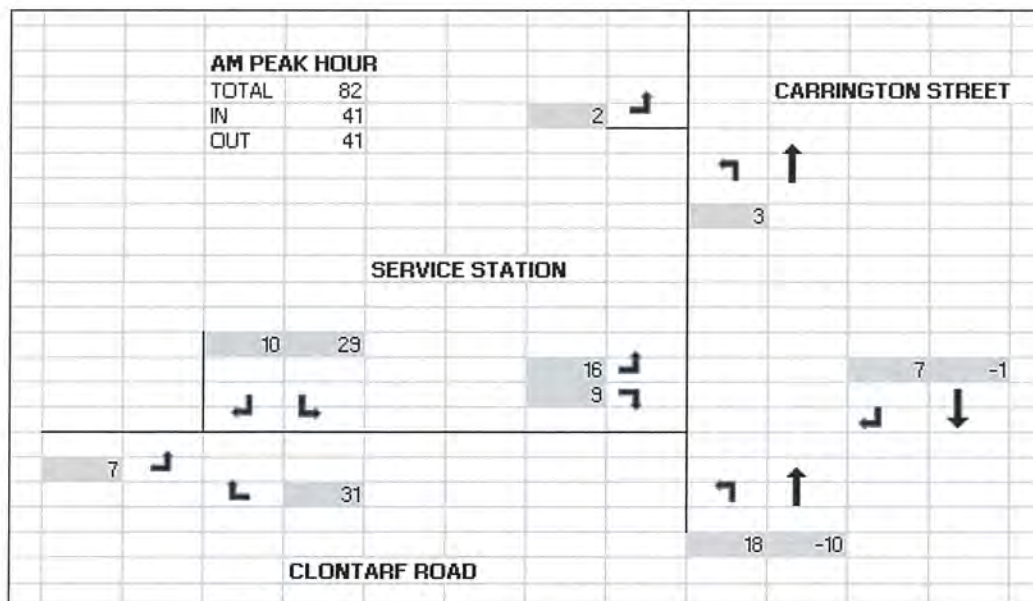


Figure 5.1: Am peak hour distribution of development traffic



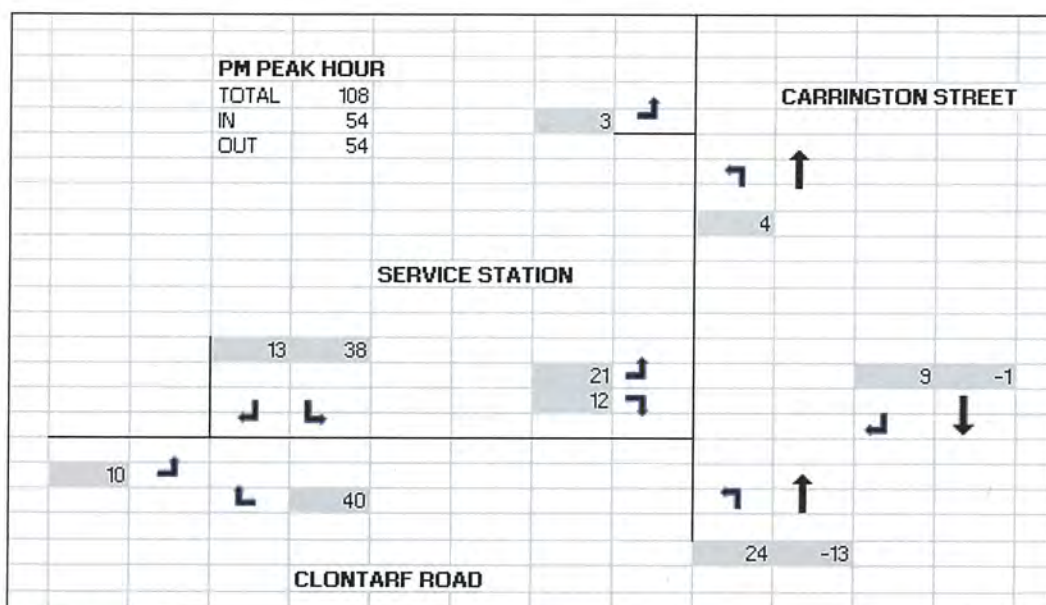


Figure 5.2: Pm peak hour distribution of development traffic

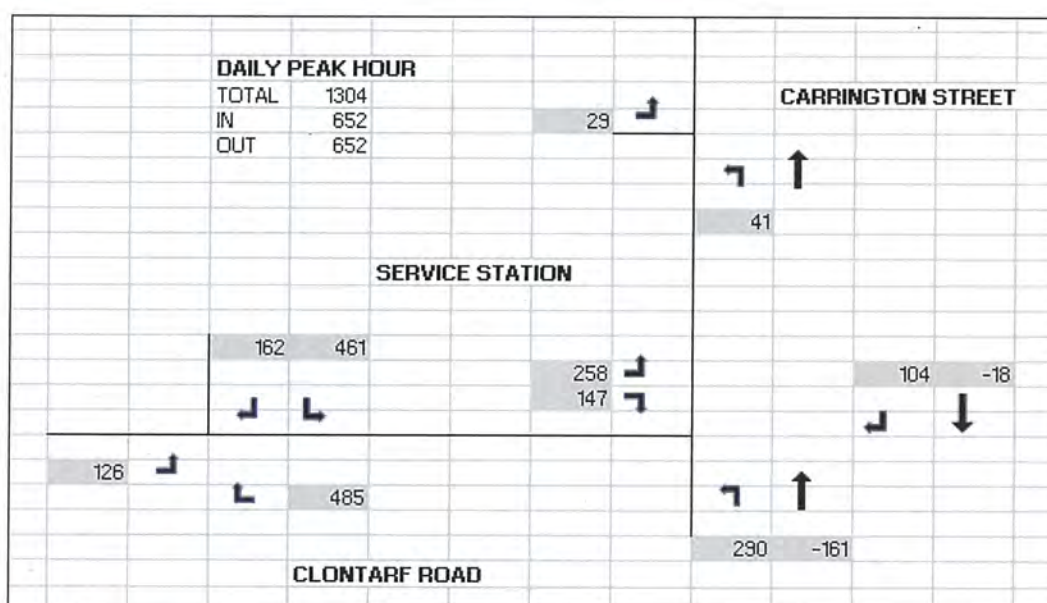


Figure 5.3: Daily distribution of development traffic

### 5.3 IMPACT ON LOCAL ROAD NETWORK

Clontarf Road is classified as a *Local Distributor Road* and operates under a 50 km/h speed zone. The road has been constructed to a two lane single carriageway standard, (although locally widened at its intersection with Carrington Street) and carries in the order of 5,600 vehicles per day (August 2011).

The expected increases in traffic from the proposed development of approximately 142 vehicles per day can be readily accommodated within the practical capacity of Clontarf Road, in the context of its current standard, with no significant impact on existing traffic operations.

Carrington Street currently carries in the order of 20,000 vehicles per day (May 2015). The likely increase of 258 and 172 per day along Carrington Street both south and north of Clontarf Road respectively can be readily accommodated within the practical capacity of Carrington Street, in the context of its current standard, with no significant impact on existing traffic operations.

#### 5.4 SIDRA ANALYSIS OF ACCESS

Intersection capacity analysis using the SIDRA computer package (*version 6.1*) was undertaken at the intersection of Clontarf Road and the development access to assess the intersection's traffic operations and in particular model the likely traffic queues.

SIDRA is a commonly used intersection-modelling tool by traffic engineers for all types of intersections. SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

**Degree of Saturation:** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.

**Level of Service (LOS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of services, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).

**Average Delay:** is the average of all travel time delays for vehicles through the intersection.

**95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

The analysis was undertaken for the am and pm peak period of the road network.

##### 5.4.1 Clontarf Road and Development Access

The results of the SIDRA analysis for the peak hour conditions for the intersection are detailed in **Tables 5.1 and 5.2**. These SIDRA results indicate that proposed access will operate satisfactorily. The 95% queue length within the westbound lane on Clontarf Road during the peak periods is 1 vehicle. There is adequate length for this vehicle without blocking the intersection of Clontarf Road and Carrington Street. The provision of a painted median island along Clontarf Road near the access would allow storage of right turning traffic and allow through traffic to pass.



**Table 5.1: SIDRA Output: Clontarf Road and Development Access Am Peak**

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Clontarf Road											
5	T1	419	5.0	0.264	0.0	LOS A	0.2	1.5	0.05	0.02	43.9
6	R2	33	0.0	0.264	2.9	LOS A	0.2	1.5	0.05	0.02	30.0
Approach		452	4.6	0.264	0.2	NA	0.2	1.5	0.05	0.02	43.4
North: Site Access											
7	L2	31	0.0	0.027	0.5	LOS A	0.1	0.7	0.28	0.18	25.3
9	R2	11	0.0	0.027	1.8	LOS A	0.1	0.7	0.28	0.18	40.4
Approach		41	0.0	0.027	0.8	LOS A	0.1	0.7	0.28	0.18	31.8
West: Clontarf Road											
10	L2	7	0.0	0.132	4.6	LOS A	0.0	0.0	0.00	0.02	40.7
11	T1	216	5.0	0.132	0.0	LOS A	0.0	0.0	0.00	0.02	49.8
Approach		223	4.8	0.132	0.2	NA	0.0	0.0	0.00	0.02	49.5
All Vehicles		716	4.4	0.264	0.3	NA	0.2	1.5	0.05	0.03	44.8

**Table 5.2: SIDRA Output: Clontarf Road and Development Access, Pm Peak**

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Clontarf Road											
5	T1	336	5.0	0.220	0.1	LOS A	0.3	1.9	0.08	0.03	43.5
6	R2	42	0.0	0.220	2.9	LOS A	0.3	1.9	0.08	0.03	29.4
Approach		378	4.4	0.220	0.4	NA	0.3	1.9	0.08	0.03	42.9
North: Site Access											
7	L2	40	0.0	0.035	0.6	LOS A	0.1	0.9	0.30	0.20	25.2
9	R2	14	0.0	0.035	1.7	LOS A	0.1	0.9	0.30	0.20	40.3
Approach		54	0.0	0.035	0.9	LOS A	0.1	0.9	0.30	0.20	31.6
West: Clontarf Road											
10	L2	11	0.0	0.150	4.6	LOS A	0.0	0.0	0.00	0.02	40.7
11	T1	243	5.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.02	49.8
Approach		254	4.8	0.150	0.2	NA	0.0	0.0	0.00	0.02	49.3
All Vehicles		685	4.2	0.220	0.4	NA	0.3	1.9	0.07	0.04	44.7

The site gap surveys undertaken during the am and pm peak hours were used to verify that the SIDRA results accurately model vehicle movements in and out of the site driveway. It is acknowledged that during the peak hours the queue along Clontarf Street from its intersection with Carrington Street does at times block the driveway. The gap surveys took into account any queuing that blocked vehicle movements from the crossover. While the Clontarf Road queue extended to the crossover, temporarily restricting access, the queue does clear quickly and provides numerous gaps to allow for traffic to exit/enter the site.

During the am peak hour the site gap surveys indicated that there were sufficient gaps in the eastbound traffic at the driveway to allow 715 vehicles to turn left from the driveway onto Clontarf Road and/or to turn right from Clontarf Road into the site. The observed gaps in the traffic in both directions are sufficient to allow 417 vehicles to turn right out of the site onto Clontarf Road. All these estimates use an acceptance gap of 6 seconds and a follow up headway of 3 seconds for all movements. This is considered to be conservative. The 715 vehicles per hour gap capacity within the eastbound traffic stream along Clontarf Road is more than adequate to

allow for the 29 vehicles (left turn from site) and 31 vehicles (right turn into site). Similarly, the 417 vehicle per hour capacity within the westbound and eastbound traffic streams is more than adequate to allow for the 10 vehicles within the peak hour to exit right onto Clontarf Road even on the basis that the available capacity (417) will be reduced slightly by the right turning vehicles into the site (31).

During the pm peak hour the site gap surveys indicated that there were sufficient gaps in the eastbound traffic at the driveway to allow 758 vehicles to turn left from the driveway onto Clontarf Road and/or to turn right from Clontarf Road into the site. The observed gaps in the traffic in both directions are sufficient to allow 415 vehicles to turn right out of the site onto Clontarf Road. All these estimates use an acceptance gap of 6 seconds and a follow up headway of 3 seconds for all movements. This is considered to be conservative. The 758 vehicles per hour gap capacity within the eastbound traffic stream along Clontarf Road is more than adequate to allow for the 38 vehicles (left turn from site) and 40 vehicles (right turn into site). Similarly, the 415 vehicle per hour capacity within the westbound and eastbound traffic streams is more than adequate to allow for the 13 vehicles within the peak hour to exit right onto Clontarf Road even on the basis that the available capacity (415) will be reduced slightly by the right turning vehicles into the site (40).

In general, and considering the limitation in both observed data and the SIDRA model, the measured gap analysis demonstrates that the driveway will operate satisfactorily as shown in the SIDRA results.

#### **5.4.2 Clontarf Road and Carrington Street**

The results of the SIDRA analysis for the peak hour conditions for the intersection of Clontarf Road and Carrington Street under the existing conditions are detailed in **Table 5.3** and **Table 5.4**. The site geometric layout is such that it does allow right turning vehicles from Clontarf Road to cross Carrington Street in two stages if required. The SIDRA analysis has been undertaken on this basis.

During the am peak hour the highest degree of saturation is 0.719 associated with the right turn from Carrington Street into Clontarf Road. This movement also experiences the highest average delay of 25 seconds. During the pm peak hour the highest degree of saturation is 0.395 associated with the left turn into Clontarf Road. The highest average delay is 15 seconds associated with the right turn from Clontarf Road onto Carrington Street.

The gap analysis was used to confirm the validity of these SIDRA results. Over the peak hour the observed gap time between vehicles travelling northbound and southbound along Carrington Street was recorded. An estimate of the number of vehicles that could enter these gaps was then estimated. **Table 5.5** summarises the number of gaps, the number of cars that could enter the traffic, and a comparison of the degree of saturation based on the gap assessment and that from the SIDRA analysis. The results demonstrate that the degree of saturation using the observed gaps and those calculated in SIDRA are comparable confirming the validity of the SIDRA results with respect to the existing situation.



**Table 5.3: SIDRA Output: Clontarf Road and Carrington Street, Am Peak Existing Traffic**

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Dep. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
Clontarf Road (Stage 1)													
1	L2	186	2.0	186	2.0	0.508	19.4	LOS C	2.4	16.9	0.85	1.05	44.5
2	T1	33	5.0	33	5.0	0.153	20.6	LOS C	0.5	3.4	0.88	0.93	36.0
Approach		219	2.4	219	2.4	0.508	19.6	LOS C	2.4	16.9	0.85	1.03	43.7
Carrington Street (south)													
4	L2	185	2.0	185	2.0	0.586	5.5	LOS A	0.0	0.0	0.00	0.09	57.3
5	T1	937	5.0	937	5.0	0.586	0.0	LOS A	0.0	0.0	0.00	0.09	58.9
Approach		1102	4.6	1102	4.6	0.586	1.0	NA	0.0	0.0	0.00	0.09	58.7
Carrington St (north)													
12	R2	260	2.0	260	2.0	0.719	24.6	LOS C	3.5	24.9	0.93	1.16	41.9
Approach		260	2.0	260	2.0	0.719	24.6	NA	3.5	24.9	0.93	1.16	41.9
All Vehicles		1581	3.8	1581	3.8	0.719	7.3	NA	3.5	24.9	0.27	0.40	52.8

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Dep. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
Median Storage Area													
3	R2	33	2.0	33	2.0	0.033	1.4	LOS A	0.1	0.6	0.39	0.27	50.8
Approach		33	2.0	33	2.0	0.033	1.4	LOS A	0.1	0.6	0.39	0.27	50.8
Carrington Street (North)													
11	T1	508	5.0	508	5.0	0.135	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		508	5.0	508	5.0	0.135	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		541	4.8	541	4.8	0.135	0.1	NA	0.1	0.6	0.02	0.02	59.8

Note: Right turn from Clontarf Road onto Carrington Street: DoS = 0.153, Average Delay = 22seconds, LoS = C

**Table 5.4: SIDRA Output: Clontarf Road and Carrington Street, Pm Peak Existing Traffic**

Movement Performance - Vehicles													
Mov ID	OO Mov	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deq. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
Clontarf Road (Stage 1)													
1	L2	193	2.0	193	2.0	0.310	11.2	LOS B	1.4	10.0	0.65	0.89	49.5
2	T1	55	5.0	55	5.0	0.134	12.2	LOS B	0.5	3.3	0.72	0.86	49.0
Approach		247	2.7	247	2.7	0.310	11.4	LOS B	1.4	10.0	0.67	0.89	48.5
Carrington Street (south)													
4	L2	73	2.0	73	2.0	0.395	5.6	LOS A	0.0	0.0	0.00	0.06	57.7
5	T1	671	5.0	671	5.0	0.395	0.0	LOS A	0.0	0.0	0.00	0.06	59.3
Approach		743	4.7	743	4.7	0.395	0.6	NA	0.0	0.0	0.00	0.06	59.2
Carrington St (north)													
12	R2	272	2.0	272	2.0	0.362	10.9	LOS B	1.6	11.4	0.68	0.91	49.7
Approach		272	2.0	272	2.0	0.362	10.9	NA	1.6	11.4	0.68	0.91	49.7
All Vehicles		1262	3.7	1262	3.7	0.395	4.9	NA	1.6	11.4	0.26	0.40	54.7

Movement Performance - Vehicles													
Mov ID	OO Mov	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deq. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
Median Storage Area													
3	R2	55	2.0	55	2.0	0.068	2.6	LOS A	0.2	1.3	0.49	0.43	49.1
Approach		55	2.0	55	2.0	0.068	2.6	LOS A	0.2	1.3	0.49	0.43	49.1
Carrington Street (North)													
11	T1	782	5.0	782	5.0	0.207	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		782	5.0	782	5.0	0.207	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		837	4.8	837	4.8	0.207	0.2	NA	0.2	1.3	0.03	0.03	59.5

Note: Right turn from Clontarf Road onto Carrington Street: DoS = 0.134, Average Delay = 15seconds, LoS = B

**Table 5.5: Comparison of Degree of Saturation using measured gaps and SIDRA**

	AM Peak Hour		PM Peak Hour	
	Left from Clontarf	Right from Median	Left from Clontarf	Right from Median
No. of Gaps	261	147	264	168
No. Cars Out	355	941	571	721
Turning Flow	177	31	183	52
Gap DoS	0.499	0.033	0.320	0.072
SIDRA DoS	0.508	0.033	0.310	0.068

The results of the SIDRA analysis for the peak hour conditions for the intersection of Clontarf Road and Carrington Street under the proposed conditions with the development traffic are detailed in **Table 5.6** and **Table 5.7**. There is minimal difference in the operation of the intersection with the additional traffic from the development. The additional traffic represents approximately a 3% and 4% increase in traffic volumes already passing through the intersection in the am and pm peak hours, hence the minimal difference in the results.

During and am peak hour the highest degree of saturation increases from 0.719 under the existing conditions to 0.755 with the development traffic. This right turn from Carrington Street into Clontarf



Client Name: Puma Energy  
Project Name: 224 Clontarf Rd, Hamilton Hill TIS

Road still experiences the highest average delay of 26 seconds (a 1 second increase from the existing situation) within the am peak hour. During the pm peak hour the highest degree of saturation increases from 0.395 under the existing conditions to 0.403 with the development traffic associated with the left turn into Clontarf Road. The highest average delay remains unaltered with 15 seconds associated with the right turn from Clontarf Road onto Carrington Street. The calculated increases in queue lengths are negligible (0.4 vehicles and 0.1 vehicles in the am and pm peak) hence the existing queues are expected to remain the same. Based on this the observed gaps at the site crossover taking into account the existing queues would still be appropriate hence confirming the satisfactory operation of the crossover.

**Table 5.6: SIDRA Output: Clontarf Road and Carrington Street, Am Peak with Development Traffic**

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deg. Satn veh	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
Clontarf Road (Stage 1)													
1	L2	203	2.0	203	2.0	0.541	19.7	LOS C	2.6	18.7	0.86	1.07	44.4
2	T1	42	5.0	42	5.0	0.199	21.6	LOS C	0.6	4.6	0.87	0.95	35.3
Approach		245	2.5	245	2.5	0.541	20.0	LOS C	2.6	18.7	0.86	1.05	43.3
Carrington Street (south)													
4	L2	184	2.0	184	2.0	0.591	5.5	LOS A	0.0	0.0	0.00	0.10	57.2
5	T1	926	5.0	926	5.0	0.591	0.0	LOS A	0.0	0.0	0.00	0.10	58.9
Approach		1111	4.5	1111	4.5	0.591	1.0	NA	0.0	0.0	0.00	0.10	58.6
Carrington St (north)													
12	R2	267	2.0	267	2.0	0.755	26.4	LOS D	3.9	27.5	0.94	1.20	41.0
Approach		267	2.0	267	2.0	0.755	26.4	NA	3.9	27.5	0.94	1.20	41.0
All Vehicles		1623	3.8	1623	3.8	0.755	8.0	NA	3.9	27.5	0.29	0.42	52.2
Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deg. Satn veh	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
Median Storage Area													
3	R2	42	2.0	42	2.0	0.042	1.4	LOS A	0.1	0.8	0.39	0.27	50.8
Approach		42	2.0	42	2.0	0.042	1.4	LOS A	0.1	0.8	0.39	0.27	50.8
Carrington Street (North)													
11	T1	507	5.0	507	5.0	0.134	0.0	LOS A	0.0	0.0	0.00	0.00	60.0
Approach		507	5.0	507	5.0	0.134	0.0	NA	0.0	0.0	0.00	0.00	60.0
All Vehicles		549	4.8	549	4.8	0.134	0.1	NA	0.1	0.8	0.03	0.02	59.5

Note: Right turn from Clontarf Road onto Carrington Street: DoS = 0.199, Average Delay = 23seconds, LoS = C

**Table 5.7: SIDRA Output: Clontarf Road and Carrington Street, Pm Peak with Development Traffic**

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flow Total veh/s	Flow HV %	Arrival Flow Total veh/s	Flow HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queue	Effective Stop Rate per veh	Average Speed km/h
Clontarf Road (Stage 1)													
1	L2	215	2.0	215	2.0	0.340	11.3	LOS B	1.6	11.5	0.66	0.91	49.4
2	T1	67	5.0	67	5.0	0.168	12.5	LOS B	0.6	4.2	0.73	0.87	42.7
Approach		282	2.7	282	2.7	0.340	11.6	LOS B	1.6	11.5	0.67	0.90	48.3
Carrington Street (south)													
4	L2	98	2.0	98	2.0	0.403	5.6	LOS A	0.0	0.0	0.00	0.08	57.5
5	T1	661	5.0	661	5.0	0.403	0.0	LOS A	0.0	0.0	0.00	0.08	59.2
Approach		759	4.6	759	4.6	0.403	0.8	NA	0.0	0.0	0.00	0.08	59.0
Carrington St (north)													
12	R2	281	2.0	281	2.0	0.385	11.2	LOS B	1.7	12.4	0.70	0.93	49.4
Approach		281	2.0	281	2.0	0.385	11.2	NA	1.7	12.4	0.70	0.93	49.4
All Vehicles		1322	3.7	1322	3.7	0.403	5.3	NA	1.7	12.4	0.28	0.43	54.4

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flow Total veh/s	Flow HV %	Arrival Flow Total veh/s	Flow HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Queue Distance m	Prop. Queue	Effective Stop Rate per veh	Average Speed km/h
Median Storage Area													
3	R2	67	2.0	67	2.0	0.084	2.7	LOS A	0.3	1.6	0.50	0.44	10.7
Approach		67	2.0	67	2.0	0.084	2.7	LOS A	0.3	1.6	0.50	0.44	10.7
Carrington Street (North)													
11	T1	781	5.0	781	5.0	0.207	0.0	LOS A	0.0	0.0	0.00	0.00	80.0
Approach		781	5.0	781	5.0	0.207	0.0	NA	0.0	0.0	0.00	0.00	80.0
All Vehicles		848	4.8	848	4.8	0.207	0.2	NA	0.3	1.6	0.04	0.04	59.6

Note: Right turn from Clontarf Road onto Carrington Street: DoS = 0.168, Average Delay = 15seconds, LoS = C

### 5.4.3 Carrington Street and Winterfold Road

SIDRA analysis under the peak hour conditions for the intersection with the existing traffic volumes and those with the proposed development are detailed in **Table 5.8 to 5.11**. SCATS data from Thursday, May 14<sup>th</sup> was used as the base data for the existing intersection analysis. There is negligible difference in the operation of the signalised intersection with the additional traffic from the development. The additional traffic represents less than 1% increase in traffic volumes already passing through the intersection, hence the negligible difference in the results.

In summary, the signalised intersection operates at a satisfactory level of service C for both the am and pm peak hour. The highest degree of saturation is in the am peak remains 0.851 associated with the right turn from Winterfold Road. During the pm peak the highest degree of saturation alters slightly from 0.884 to and 0.894 associated with the right turn into Winterfold Road. The average delay is 20 and 24 seconds during the am and pm peak periods.



**Table 5.8: SIDRA Output: Carrington Street and Winterfold Road, Am Peak, Existing**

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carrington St											
2	T1	782	5.0	0.383	7.3	LOS A	5.6	40.9	0.62	0.53	53.6
3	R2	315	5.0	0.798	30.3	LOS C	8.5	62.4	1.00	0.96	39.2
Approach		1097	5.0	0.798	13.9	LOS B	8.5	62.4	0.73	0.66	48.5
East: Winterfold Road											
4	L2	265	5.0	0.264	11.8	LOS B	3.4	24.7	0.55	0.72	49.0
6	R2	336	5.0	0.851	33.2	LOS C	9.8	71.4	1.00	1.01	37.9
Approach		601	5.0	0.851	23.8	LOS C	9.8	71.4	0.80	0.88	42.1
North: Carrington St											
7	L2	123	5.0	0.838	32.8	LOS C	8.8	64.5	1.00	1.03	39.6
8	T1	503	5.0	0.838	27.1	LOS C	9.0	65.7	1.00	1.03	41.1
Approach		626	5.0	0.838	28.3	LOS C	9.0	65.7	1.00	1.03	40.8
All Vehicles		2324	5.0	0.851	20.3	LOS C	9.8	71.4	0.82	0.81	44.5

**Table 5.9: SIDRA Output: Carrington Street and Winterfold Road, Pm Peak, Existing**

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carrington St											
2	T1	563	5.0	0.248	5.1	LOS A	3.3	23.7	0.50	0.42	55.4
3	R2	285	5.0	0.884	37.0	LOS D	8.8	64.1	1.00	1.08	36.6
Approach		848	5.0	0.884	15.8	LOS B	8.8	64.1	0.67	0.64	47.2
East: Winterfold Road											
4	L2	276	5.0	0.334	15.1	LOS B	4.4	32.0	0.68	0.76	46.9
6	R2	245	5.0	0.855	35.1	LOS D	7.2	52.6	1.00	1.02	37.2
Approach		521	5.0	0.855	24.5	LOS C	7.2	52.6	0.83	0.88	41.8
North: Carrington St											
7	L2	212	5.0	0.883	34.0	LOS C	15.1	110.2	1.00	1.12	39.0
8	T1	778	5.0	0.883	28.3	LOS C	15.4	112.4	1.00	1.12	40.5
Approach		989	5.0	0.883	29.5	LOS C	15.4	112.4	1.00	1.12	40.2
All Vehicles		2359	5.0	0.884	23.5	LOS C	15.4	112.4	0.84	0.90	42.9

**Table 5.10: SIDRA Output: Carrington Street and Winterfold Road, Am Peak Proposed**

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carrington St											
2	T1	785	5.0	0.385	7.3	LOS A	5.6	41.2	0.62	0.53	53.6
3	R2	317	5.0	0.803	30.5	LOS C	8.7	63.2	1.00	0.96	39.1
Approach		1102	5.0	0.803	14.0	LOS B	8.7	63.2	0.73	0.66	48.4
East: Winterfold Road											
4	L2	267	5.0	0.266	11.8	LOS B	3.4	24.9	0.55	0.72	49.0
6	R2	336	5.0	0.851	33.2	LOS C	9.8	71.4	1.00	1.01	37.9
Approach		603	5.0	0.851	23.7	LOS C	9.8	71.4	0.80	0.88	42.1
North: Carrington St											
7	L2	123	5.0	0.842	33.1	LOS C	8.9	65.2	1.00	1.03	39.5
8	T1	506	5.0	0.842	27.4	LOS C	9.1	66.4	1.00	1.03	41.0
Approach		629	5.0	0.842	28.5	LOS C	9.1	66.4	1.00	1.03	40.7
All Vehicles		2335	5.0	0.851	20.4	LOS C	9.8	71.4	0.82	0.82	44.4

**Table 5.11: SIDRA Output: Carrington Street and Winterfold Road, Pm Peak Proposed**

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: Carrington St											
2	T1	567	5.0	0.250	5.1	LOS A	3.3	23.9	0.50	0.42	55.4
3	R2	288	5.0	0.894	38.0	LOS D	9.0	66.1	1.00	1.10	36.2
Approach		856	5.0	0.894	16.2	LOS B	9.0	66.1	0.67	0.65	47.0
East: Winterfold Road											
4	L2	279	5.0	0.338	15.1	LOS B	4.4	32.4	0.68	0.76	46.9
6	R2	245	5.0	0.855	35.1	LOS D	7.2	52.6	1.00	1.02	37.2
Approach		524	5.0	0.855	24.4	LOS C	7.2	52.6	0.83	0.88	41.8
North: Carrington St											
7	L2	212	5.0	0.887	34.5	LOS C	15.3	111.7	1.00	1.13	38.8
8	T1	782	5.0	0.887	28.8	LOS C	15.6	113.9	1.00	1.13	40.3
Approach		994	5.0	0.887	30.0	LOS C	15.6	113.9	1.00	1.13	40.0
All Vehicles		2374	5.0	0.894	23.8	LOS C	15.6	113.9	0.84	0.90	42.7

During the am peak hour the SIDRA estimated 95% queue lengths along Carrington Street south of Winterfold Road are 6 vehicles for the through movement and 9 vehicles for the right turn movement. The corresponding observed maximum queue lengths are 9 vehicles and 13 vehicles. During the pm peak hour the SIDRA estimated 95% queue lengths along Carrington Street south of Winterfold Road are 4 vehicles for the through movement and 9 vehicles for the right turn movement. The corresponding observed maximum queue lengths are 6 vehicles and 9 vehicles. Therefore the estimated queues by SIDRA may be slightly underestimated for the am peak however, are more comparable for the pm peak. In any instant, SIDRA does not anticipate that the existing queue lengths along the southern approach of Carrington Street to Winterfold Road would increase (max of 0.2 of a vehicle) with the additional development traffic. Accordingly, the existing observed queues are reflective of the likely queues with the development.



During the am and pm peak hour the Carrington Street queue from the signals extended to the Clontarf Road intersection on 3 and 1 occasions respectively, however it did not extend beyond Clontarf Road and subsequently the intersection of Clontarf Road and Carrington Street did not become blocked. With the negligible alterations in traffic operations with the development traffic as demonstrated by SIDRA it is unlikely that the increases in traffic from the development would cause the intersection to become blocked.

## 5.5 PREVIOUS LANDUSE (KFC) ON SITE

In order to determine traffic generation for the previous land use on site i.e. KFC, data was sourced from "Guide to Traffic Generating Developments, RTA, (2002)". The RTA guidelines state that "Surveys in 1990 of McDonalds and Kentucky Fried Chicken outlets found substantially different generation rates. Gross floor area did not provide a good indication of the generation rates." Subsequently, the RTA document recommends the following for assessment of KFC sites:

*"Evening peak hour vehicle trips:*

*\_ assume 100 veh/hr for average development (mean of survey results).*

*\_ for sensitivity test, assess effect of 120 veh/hr (maximum of survey results)."*

The RTA document also states that *"the proportion of passing trade is typically at least 50%"*

The proposed service station development is estimated to generate 107 trips per hour in the pm peak hour which is similar to the mean of traffic generation survey results of KFC sites of 100 vehicles per hour. Data suggests that service station sites typically comprise of 56% of passing trade. This is slightly more than the suggested minimum for KFC sites of 50%.

By comparison the additional traffic generated by the proposed service station is 47 trips / hour (107 x 44%) in the pm peak compared to previous KFC site with 50 trips/ hour (100 x 50%).

## 6 CONCLUSION

The proposed Puma development on Clontarf Road is for a service station and convenience store. The site will contain eight (8) fuelling bays. The development is proposed to operate from 5am to midnight, seven days per week.

The primary access to the site is via an existing crossover on Clontarf Road located approximately 40m west from Carrington Street. Secondary access to the site is via an existing crossover on Carrington Street that services a number of businesses abutting Carrington Street.

Service deliveries by refuelling tankers, rubbish collection trucks and other goods delivery vehicles are catered for adequately by the proposed design. Refuelling tankers are proposed to enter via the Carrington Street secondary access and exit via the primary access to the site located on Clontarf Road.

The site is estimated to generate approximately 1,304 vehicle trips daily or 652 customers or 652 trips inbound and 652 trips outbound. Approximately 82 vehicle trips and 107 vehicle trips during the am and pm peak hours respectively are estimated. Research data suggests that approximately 56% of service station trips are typically passing trade hence already on the road network. Based on this data the additional trips occurring on the road network is considerably less with 574 vehicles daily, 36 trips in the am peak hour and 47 trips in the pm peak hour.

Clontarf Road and the surrounding road network can readily accommodate this additional traffic with no significant impact to existing operation and traffic conditions.

A SIDRA analysis of the Clontarf Road access indicates that the access will operate satisfactorily during the am and pm peak hours. The likely queue along the westbound traffic lane is only expected to be 1 vehicle in the peak periods; hence it will not block the intersection of Clontarf Road and Carrington Street. The provision of a painted median island along Clontarf Road near the access would allow storage of right turning traffic and allow through traffic to pass.

SIDRA analyses of the Clontarf Road and Carrington Street indicates there is minimal difference in the operation of the intersection with the additional traffic from the development. The additional traffic represents approximately a 3% and 4% increase in traffic volumes already passing through the intersection in the am and pm peak hours, hence the minimal difference in the results.

Similarly, the SIDRA analyses of the Carrington Street and Winterfold Road signalised intersection indicates there is negligible difference in the operation of the intersection with the additional traffic from the development. The additional traffic represents approximately less than 1% increase in traffic volumes already passing through the intersection in the peak hours, hence the negligible difference in the results.



The previous development on the site was a KFC restaurant. By comparison the additional traffic generated by the proposed service station is 47 trips / hour (107 x 44%) in the pm peak compared to previous KFC site with 50 trips/ hour (100 x 50%).

The preferred access arrangement for tankers to/from the site is to enter via the secondary access on Carrington Street and exit via the primary access on Clontarf Road. This access arrangement means that tanker only need to undertake left hand movements into and out of the site which is preferred on safety grounds.

In conclusion, the proposed service station and convenience store is forecast to operate satisfactorily from a traffic and road safety perspective. The low impact of the traffic from the proposed development on the surrounding road network, good access/egress and circulation system within the development all indicate a well planned development proposal which is supported by this Transport Impact Statement report.

## APPENDIX A: TRAFFIC DATA

## Weekly Volume by Hour

Traffic Flow: Both Directions Road Name: Clontarf Rd (1030003)  
Site No: 4640 Location Description: W of Carrington St (SLK 1.07)  
Date Range: 02 Aug 2011 to 06 Aug 2011 Count Type: Axle Pairs

Average Vehicle Volume									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon - Fri	Mon - Sun
0000		11	21	19	13	29		16	16
0100		2	7	11	6	25		7	7
0200		4	6	6	10	17		7	7
0300		3	6	9	4	8		6	6
0400		27	25	20	26	16		25	25
0500		57	57	50	51	14		54	54
0600		164	165	158	147	30		159	159
0700		284	286	312	306	112		297	297
0800		630	614	618	618	237		620	620
0900		327	366	431	378	351		376	376
1000		347	311	324	365	399		337	337
1100		336	370	330	347	416		346	346
1200		344	407	341	378	407		368	368
1300		329	313	332	322	378		324	324
1400		392	410	461	440	394		426	426
1500		633	612	467	563	398		516	516
1600		435	456	489	446	331		467	467
1700		459	496	474	466	387		474	474
1800		319	346	362	396	308		356	356
1900		175	231	232	227	182		216	216
2000		106	132	154	175	146		142	142
2100		85	103	108	120	102		104	104
2200		48	61	50	98	77		64	64
2300		26	46	34	61	69		42	42
Total		6343	5647	5692	5853	4833		5639	5639

Peak Statistics										
		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon - Fri	Mon - Sun
AM	1/4 Hour		0830	0815	0815	0845	1045		0815	0845
	1/4 Hr Vol		144	133	152	137	117		137	122
	1/2 Hour		0830	0815	0815	0830	1145		0815	0830
	1/2 Hr Vol		282	262	282	267	229		270	241
	1 Hour		0800	0800	0815	0800	1115		0800	0800
	1 Hr Vol		530	514	540	518	439		520	463
	1 Hr Fact		.9201	.9662	.9882	.9453	.8923		.9506	.9472
	2 Hour		0745	0800	0745	0745	1015		0745	0745
PM	2 Hr Vol		886	880	954	923	849		911	834
	1/4 Hour		1600	1600	1600	1515	1200		1600	1600
	1/4 Hr Vol		167	166	142	148	123		155	142
	1/2 Hour		1445	1445	1445	1500	1200		1445	1445
	1/2 Hr Vol		306	308	279	291	209		294	270
	1 Hour		1445	1445	1415	1445	1345		1445	1445
	1 Hr Vol		555	543	513	568	410		543	508
	1 Hr Fact		.8308	.8178	.9032	.9595	.9234		.8786	.8931
	2 Hour		1445	1445	1415	1445	1400		1445	1430
	2 Hr Vol		993	997	971	1020	792		991	943
Peak	12 Hour		0645	0730	0700	0730	0745		0730	0730
	12 Hr Vol		4642	4800	4841	4938	4199		4795	4674



## Weekly Volume by Hour

Traffic Flow: **Directional** Road Name: **Clontarf Rd (1030003)**  
Site No: **4640** Location Description: **W of Carrington St (SLK 1.07)**  
Date Range: **02 Aug 2011 to 06 Aug 2011** Count Type: **Axle Pairs**

Average Vehicle Volume																		
Hour	Mon		Tue		Wed		Thu		Fri		Sat		Sun		Mon - Fri		Mon - Sun	
	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W
0000			6	5	10	11	9	10	7	6	11	18			8	8	8	8
0100			0	2	5	2	3	8	2	4	10	15			3	4	3	4
0200			2	2	2	4	1	5	3	7	12	5			2	5	2	5
0300			3	0	1	5	4	5	1	3	3	5			2	3	2	3
0400			9	18	12	13	8	12	9	17	5	11			10	15	10	15
0500			18	39	15	42	12	38	13	38	6	8			15	39	15	39
0600			76	88	64	101	66	92	64	83	18	12			68	91	68	91
0700			103	181	106	180	113	199	96	210	33	79			105	193	105	193
0800			162	368	155	359	152	366	172	346	75	162			160	360	160	360
0900			130	197	154	212	186	245	163	215	154	197			158	217	158	217
1000			174	173	131	180	165	159	169	196	178	221			160	177	160	177
1100			138	198	175	195	158	172	175	172	206	210			162	184	162	184
1200			177	167	193	214	170	171	168	210	191	216			177	191	177	191
1300			164	165	148	165	168	164	157	165	174	204			159	165	159	165
1400			177	215	200	210	227	234	222	218	179	215			207	219	207	219
1500			282	251	271	241	240	227	276	277	169	229			267	240	267	240
1600			205	230	215	241	242	247	201	245	168	163			216	241	216	241
1700			217	242	256	240	253	221	237	229	198	199			241	233	241	233
1800			149	170	168	178	165	197	189	207	145	163			168	188	168	188
1900			89	86	107	124	118	114	102	125	87	95			104	112	104	112
2000			54	52	59	73	77	77	74	101	71	75			66	76	66	76
2100			48	37	47	56	42	66	70	50	57	45			52	52	52	52
2200			22	26	31	30	24	26	43	55	40	37			30	34	30	34
2300			15	11	27	19	17	17	31	30	31	38			23	19	23	19
Total			2420	2923	2552	3095	2620	3072	2644	3209	2221	2612			2563	3075	2563	3075

		Peak Statistics																	
		Mon		Tue		Wed		Thu		Fri		Sat		Sun		Mon - Fri		Mon - Sun	
		E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W
AM	1.4 Hour			1030	0830	1130	0815	0900	0815	1115	0815	1130	0945			1030	0815	1030	0815
	1.4 Hr Vol			56	96	50	98	52	105	56	92	58	83			52	97	51	84
	1.2 Hour			1030	0830	1130	0815	0930	0815	1115	0800	1145	1045			1030	0815	1030	0815
	1.2 Hr Vol			101	188	95	190	94	196	104	180	116	116			91	187	93	163
	1 Hour			1015	0800	1145	0800	0900	0800	0830	0800	1115	1030			1145	0800	1145	0800
	1 Hr Vol			178	368	195	359	186	366	194	346	221	231			177	360	183	320
	1 Hr Fact			7946	9583	7617	9168	8942	8714	8981	9402	9057	9315			9267	9326	9492	9524
	2 Hour			1145	0730	1100	0730	0900	0745	1115	0730	1045	0945			1145	0730	1030	0745
PM	2 Hr Vol			331	593	368	592	351	632	353	592	412	443			340	600	353	543
	1.4 Hour			1500	1445	1500	1500	1500	1600	1515	1530	1200	1545			1500	1445	1500	1445
	1.4 Hr Vol			97	84	87	79	88	70	80	80	61	72			88	71	78	66
	1.2 Hour			1500	1445	1445	1445	1445	1430	1500	1515	1700	1530			1445	1445	1445	1445
	1.2 Hr Vol			155	154	156	152	158	131	158	148	107	116			155	138	139	130
	1 Hour			1445	1445	1445	1430	1415	1600	1445	1500	1700	1500			1445	1445	1445	1430
	1 Hr Vol			284	271	285	267	270	247	294	277	198	229			283	261	259	251
	1 Hr Fact			732	8065	819	8449	767	8821	9188	8656	8839	7951			8086	9158	8344	9536
Peak	2 Hour			1500	1430	1445	1445	1600	1415	1415	1500	1600	1400			1445	1430	1445	1430
	2 Hr Vol			487	514	503	494	495	486	510	522	366	444			494	500	464	481
	12 Hour			0745	0645	0730	0715	0745	0700	0745	0730	0830	0730			0745	0700	0745	0700
	12 Hr Vol			2086	2563	2185	2621	2246	2602	2250	2698	1939	2272			2191	2616	2139	2542

Public Holidays → School Holidays →

Run on 20-Oct-2014 11:47 by Jennie Hopmueller

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## Weekly Volume by Hour

Traffic Flow: **Both Directions** Road Name: **Carrington St (1030001)**  
Site No: **3315** Location Description: **S of Winterfold Rd (SLK 0.07)**  
Date Range: **24 Apr 2013 to 28 Apr 2013** Count Type: **Axle Pairs**

Average Vehicle Volume									
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon - Fri	Mon - Sun
0000			69	161	75	153	175	72	118
0100			33	82	40	118	107	41	77
0200			23	57	20	52	86	22	40
0300			35	57	46	44	86	41	48
0400			81	125	73	64	39	77	64
0500			326	279	288	124	86	307	206
0600			729	343	616	274	173	673	448
0700			1091	401	967	430	372	1029	715
0800			1241	465	1187	734	525	1214	922
0900			1195	639	1291	1132	703	1243	1095
1000			1168	798	1277	1250	1015	1222	1177
1100			1215	987	1308	1354	1021	1262	1225
1200			1202	1005	1275	1295	1142	1239	1229
1300			1220	925	1336	1121	988	1278	1166
1400			1321	938	1405	1113	963	1363	1201
1500			1618	907	1483	1115	1024	1551	1310
1600			1884	970	1612	1032	1039	1748	1392
1700			1703	916	1521	985	985	1612	1299
1800			1253	755	1011	825	720	1132	952
1900			792	491	589	513	425	691	580
2000			534	410	433	400	311	484	420
2100			467	305	378	318	288	423	363
2200			301	194	435	288	188	368	303
2300			186	124	262	248	86	224	196
Total			19685	12324	18937	14982	12567	19316	16546

Peak Statistics										
		Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon - Fri	Mon - Sun
AM	1/4 Hour			0845		1030	1130	1045	1115	1115
	1/4 Hr Vol			325		367	354	279	335	314
	1/2 Hour			1145		1030	1130	1145	1100	1145
	1/2 Hr Vol			639		694	693	573	650	633
	1 Hour			1115		1030	1130	1145	1030	1115
	1 Hr Vol			1254		1373	1393	1124	1292	1253
	1 Hr Fact			9358		9353	962	9123	9656	9457
	2 Hour			1030		1030	1030	1115	1030	1030
PM	2 Hr Vol			2461		2642	2692	2189	2552	2486
	1/4 Hour			1615		1700	1215	1200	1700	1700
	1/4 Hr Vol			507		421	362	308	455	356
	1/2 Hour			1600		1700	1200	1200	1600	1600
	1/2 Hr Vol			983		830	700	575	895	704
	1 Hour			1615		1630	1200	1200	1615	1615
	1 Hr Vol			1897		1636	1295	1142	1763	1393
	1 Hr Fact			9354		9715	8943	9269	9687	9782
Peak	2 Hour			1530		1530	1200	1200	1530	1530
	2 Hr Vol			3647		3194	2416	2130	3421	2745
	12 Hour			0715		0645	0730	0730	0700	0715
	12 Hr Vol			16122		15714	12516	10620	15891	13709



## Weekly Volume by Hour

Traffic Flow: **Directional** Road Name: **Carrington St (1030001)**  
Site No: **3315** Location Description: **S of Winterfold Rd (SLK 0.07)**  
Date Range: **24 Apr 2013 to 28 Apr 2013** Count Type: **Axle Pairs**

Average Vehicle Volume																		
Hour	Mon		Tue		Wed		Thu		Fri		Sat		Sun		Mon - Fri		Mon - Sun	
	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S
0000					31	38	73	78	41	34	84	69	88	87	36	36	61	57
0100					17	16	34	48	29	20	62	56	42	65	23	18	38	39
0200					13	10	26	31	9	11	26	26	31	35	11	11	20	21
0300					24	11	28	29	29	17	21	23	36	30	27	14	28	20
0400					52	29	93	32	50	23	45	19	24	15	51	26	43	22
0500					215	111	198	111	188	100	72	52	52	34	202	106	132	74
0600					523	206	183	160	452	164	173	101	120	53	488	185	317	131
0700					806	285	237	164	693	274	290	140	273	99	750	280	516	200
0800					900	341	272	193	813	374	514	220	364	161	857	368	648	274
0900					781	414	363	276	852	439	740	392	478	285	817	427	713	383
1000					726	440	430	368	773	504	807	443	590	425	750	472	724	453
1100					722	493	613	374	798	510	831	523	606	415	780	502	739	495
1200					733	469	630	375	757	518	752	543	647	495	745	494	722	506
1300					700	520	564	361	759	577	664	457	578	410	730	549	675	491
1400					718	603	542	396	776	629	635	478	589	374	747	616	680	521
1500					869	749	552	355	834	649	651	464	575	449	852	699	732	578
1600					1081	803	583	387	902	710	559	473	624	415	992	757	792	600
1700					875	828	552	364	843	678	590	395	568	417	859	753	719	580
1800					714	539	441	314	589	422	493	332	408	312	652	481	551	401
1900					449	343	280	211	335	254	285	228	225	200	392	299	324	256
2000					265	269	220	190	223	210	210	190	169	142	244	240	217	203
2100					217	250	157	148	194	184	154	164	158	130	206	217	181	182
2200					154	147	91	103	165	270	153	135	95	93	160	209	142	161
2300					100	86	57	67	108	154	137	111	45	41	104	120	98	98
Total					11685	8000	7189	5135	11212	7725	8948	6034	7385	5182	11455	7869	9812	6736

Peak Statistics																			
		Mon		Tue		Wed		Thu		Fri		Sat		Sun		Mon - Fri		Mon - Sun	
		N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S	N	S
AM	1/4 Hour					0800	1145			0845	1115	1000	1145	1030	1045	0845	1115	1030	1145
	1/4 Hr Vol					241	135			228	145	227	138	170	127	224	137	192	127
	1/2 Hour					0745	1145			0915	1030	1130	1145	1030	1145	0830	1145	1115	1145
	1/2 Hr Vol					471	261			438	283	425	289	322	258	439	262	377	268
	1 Hour					0745	1130			0845	1030	1045	1130	1115	1145	0800	1115	1030	1130
	1 Hr Vol					910	515			869	549	835	578	832	498	857	521	751	519
	1 Hr Fact					944	9398			9529	9466	9319	9088	9294	9022	9585	9542	9791	9251
	2 Hour					0730	1030			0800	1145	1000	1030	1115	1115	0745	1145	1030	1115
	2 Hr Vol					1735	987			1605	1072	1038	1066	1258	931	1676	1029	1483	1003
	1/4 Hour					1615	1700			1700	1715	1215	1215	1630	1200	1600	1700	1600	1700
PM	1/4 Hr Vol					295	248			245	205	203	159	174	138	259	212	206	161
	1/2 Hour					1600	1700			1645	1700	1200	1200	1445	1200	1600	1700	1600	1700
	1/2 Hr Vol					578	460			473	381	390	310	337	248	514	421	402	318
	1 Hour					1600	1615			1615	1630	1200	1200	1200	1200	1600	1630	1600	1630
	1 Hr Vol					1081	858			912	734	752	543	647	495	992	796	792	617
	1 Hr Fact					9161	8649			9306	8951	8261	8538	8515	8967	9575	9387	9612	9581
	2 Hour					1530	1530			1530	1530	1200	1200	1200	1200	1530	1530	1515	1530
	2 Hr Vol					1977	1670			1773	1421	1416	1000	1225	905	1875	1546	1526	1221
	12 Hour					0700	0745			0630	0715	0730	0815	0715	0815	0645	0730	0700	0815
	12 Hr Vol					9625	6555			9453	6301	7577	4960	6311	4370	9530	6418	8210	5530

### Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-259

Site: Clontarf-01.0.1EW  
Description: Between Parnell and York Street  
Filter time: 9:00 Sunday, 16 September 2012 => 14:00 Monday, 24 September 2012  
Scheme: Vehicle classification (AustRoads94)  
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(EW) Sp(10,160) GapX(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages 1 - 5	1 - 7
Hour									
0000-0100	12.0	9.0	12.0	20.0	14.0	37.0	22.0	13.5	18.9
0100-0200	5.5	10.0	8.0	10.0	9.0	16.0	26.0	8.0	12.5
0200-0300	3.5	4.0	4.0	12.0	12.0	12.0	22.0	6.5	10.4
0300-0400	1.5	3.0	5.0	6.0	6.0	10.0	26.0	3.2	7.4
0400-0500	20.0	20.0	25.0	32.0	29.0	15.0	14.0	24.3	21.9
0500-0600	56.0	79.0	92.0	75.0	82.0	20.0	21.0	82.8	68.0
0600-0700	170.0	194.0	194.0	198.0	172.0	71.0	40.0	189.0	151.1
0700-0800	205.5	294.0	300.0	291.0	325.0	139.0	82.0	303.5	255.3
0800-0900	508.5	525.0	484.0	503.0	456.0	272.0	169.0	497.5	428.4
0900-1000	265.5	347.0	325.0	330.0	402.0	340.0	275.0	355.5	336.8
1000-1100	341.5	348.0	301.0	346.0	361.0	408.0	356.5	329.8	351.1
1100-1200	341.0	295.0	319.0	321.0	350.0	431.0	394.0	327.5	354.0
1200-1300	257.0	325.0	349.0	326.0	352.0	493.0	409.5	349.2	375.7
1300-1400	230.5	290.0	338.0	290.0	293.0	394.0	372.5	312.0	334.6
1400-1500	425.0	357.0	402.0	414.0	381.0	387.0	322.5	395.8	376.4
1500-1600	437.0	450.0	492.0	510.0	496.0	391.0	331.0	477.0	429.8
1600-1700	458.0	495.0	504.0	525.0	458.0	334.0	365.0	488.0	438.0
1700-1800	488.0	479.0	520.0	521.0	475.0	349.0	345.5	496.6	440.4
1800-1900	329.0	356.0	364.0	334.0	295.0	260.0	251.0	335.6	305.0
1900-2000	156.0	184.0	220.0	200.0	206.0	171.0	158.5	193.2	181.3
2000-2100	108.0	139.0	159.0	130.0	121.0	116.0	101.5	131.4	122.0
2100-2200	51.0	89.0	90.0	91.0	92.0	116.0	75.0	85.6	85.6
2200-2300	46.0	49.0	56.0	50.0	72.0	80.0	42.5	53.4	54.0
2300-2400	22.0	26.0	22.0	42.0	45.0	76.0	23.0	32.2	35.4
Totals									
0700-1900	4636.5	4561.0	4698.0	4711.0	4674.0	4199.0	3676.5	4675.8	4429.2
0600-2200	5201.5	5167.0	5361.0	5330.0	5265.0	4673.0	4051.5	5275.0	4971.7
0600-0000	5269.5	5236.0	5439.0	5423.0	5385.0	4829.0	4117.0	5260.6	5061.1
0000-0000	5299.0	5261.0	5555.0	5581.0	5537.0	4929.0	4279.0	5500.6	5200.1
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	505.5	525.0	484.0	503.0	456.0	431.0	394.0		
PM Peak	1700	1600	1700	1600	1500	1200	1200		
	488.0	495.0	520.0	525.0	496.0	493.0	409.5		
* - No data.									

City of Cockburn traffic data



### Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-260

Site: Clontarf-01.0.1EW  
Description: Between Parnell and York Street  
Filter time: 9:00 Sunday, 16 September 2012 => 14:00 Monday, 24 September 2012  
Scheme: Vehicle classification (AustRoads94)  
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(E) Sp(10,160) GapX(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	7.0	5.0	6.0	8.0	4.0	13.0	9.0	6.2	7.4
0100-0200	3.0	4.0	3.0	6.0	6.0	3.0	17.0	4.2	6.3
0200-0300	1.5	2.0	1.0	5.0	6.0	4.0	12.0	2.5	4.3
0300-0400	0.5	1.0	1.0	3.0	2.0	6.0	13.0	1.3	3.4
0400-0500	2.0	6.0	5.0	7.0	9.0	6.0	7.0	5.5	5.8
0500-0600	23.5	29.0	27.0	28.0	24.0	6.0	9.0	25.7	21.1
0600-0700	69.0	67.0	74.0	73.0	66.0	26.0	17.0	68.0	56.4
0700-0800	114.5	113.0	91.0	105.0	110.0	41.0	34.0	108.0	90.4
0800-0900	194.5	213.0	199.0	215.0	184.0	104.0	61.0	200.0	170.6
0900-1000	144.0	140.0	126.0	134.0	162.0	151.0	110.5	141.7	135.8
1000-1100	160.5	161.0	127.0	152.0	154.0	169.0	140.5	152.5	151.6
1100-1200	166.5	116.0	138.0	149.0	163.0	186.0	152.0	154.2	157.2
1200-1300	160.5	141.0	168.0	145.0	172.0	214.0	183.5	157.8	169.8
1300-1400	149.5	150.0	158.0	151.0	146.0	194.0	160.5	150.7	157.7
1400-1500	222.0	171.0	211.0	209.0	202.0	165.0	149.0	203.0	184.8
1500-1600	194.0	200.0	206.0	236.0	220.0	193.0	156.5	211.2	195.3
1600-1700	217.0	231.0	232.0	262.0	202.0	166.0	189.0	228.8	209.5
1700-1800	235.0	222.0	255.0	238.0	220.0	168.0	173.0	234.0	210.5
1800-1900	160.0	171.0	187.0	155.0	140.0	116.0	132.5	162.6	149.3
1900-2000	81.0	96.0	111.0	89.0	101.0	74.0	76.5	95.6	88.1
2000-2100	56.0	71.0	75.0	64.0	51.0	52.0	50.0	63.4	58.6
2100-2200	31.0	39.0	45.0	42.0	53.0	60.0	39.5	42.0	43.6
2200-2300	19.0	19.0	23.0	19.0	31.0	47.0	19.5	22.2	24.6
2300-2400	10.0	14.0	10.0	22.0	20.0	36.0	9.5	15.2	16.4
Totals									
0700-1900	2120.0	2029.0	2118.0	2151.0	2077.0	1866.0	1636.0	2104.4	1982.3
0600-2200	2351.0	2302.0	2423.0	2419.0	2350.0	2078.0	1819.0	2373.4	2229.0
0600-0000	2380.0	2335.0	2456.0	2460.0	2401.0	2161.0	1849.0	2410.8	2270.0
0000-0000	2418.5	2381.0	2499.0	2517.0	2482.0	2204.0	1916.0	2456.5	2318.1
AM Peak	0800	0900	0900	0800	0800	1100	1100		
	194.5	213.0	199.0	215.0	184.0	186.0	152.0		
PM Peak	1700	1600	1700	1600	1700	1200	1200		
	235.0	231.0	255.0	262.0	220.0	214.0	183.5		

\* - No data.

City of Cockburn traffic data

### Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-261

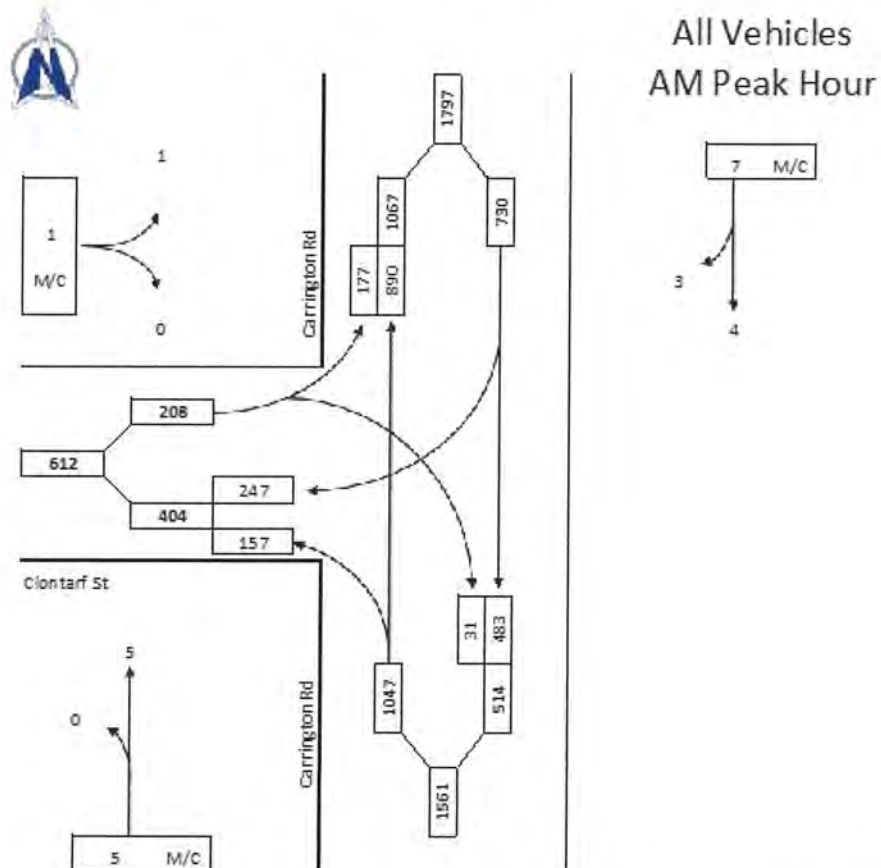
Site: Clontarf-01.0.1EW  
Description: Between Parnell and York Street  
Filter time: 9:00 Sunday, 16 September 2012 => 14:00 Monday, 24 September 2012  
Scheme: Vehicle classification (AustRoads94)  
Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12 ) Dir(W) Sp(10,160) GapX(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	6.0	4.0	6.0	12.0	10.0	24.0	24.0	7.3	11.6
0100-0200	2.5	6.0	5.0	4.0	3.0	8.0	19.0	3.3	6.3
0200-0300	2.0	2.0	3.0	7.0	6.0	8.0	19.0	3.7	6.1
0300-0400	1.0	2.0	4.0	3.0	4.0	4.0	13.0	2.6	4.0
0400-0500	17.0	14.0	20.0	25.0	20.0	9.0	7.0	18.6	16.1
0500-0600	62.5	51.0	65.0	80.0	58.0	14.0	12.0	58.2	46.9
0600-0700	107.0	127.0	120.0	125.0	104.0	45.0	23.0	115.0	94.8
0700-0800	191.0	181.0	209.0	186.0	215.0	95.0	48.0	195.5	164.9
0800-0900	314.0	312.0	285.0	288.0	272.0	169.0	108.0	297.5	257.8
0900-1000	221.5	207.0	199.0	196.0	240.0	189.0	167.5	214.2	201.0
1000-1100	181.0	187.0	174.0	194.0	207.0	240.0	216.0	187.3	199.6
1100-1200	172.5	179.0	161.0	172.0	185.0	245.0	242.0	173.7	196.3
1200-1300	196.5	184.0	181.0	181.0	210.0	279.0	226.0	191.5	203.9
1300-1400	181.0	140.0	180.0	139.0	147.0	200.0	212.0	161.3	176.9
1400-1500	203.0	186.0	191.0	205.0	179.0	222.0	173.5	192.3	191.6
1500-1600	243.0	250.0	286.0	274.0	276.0	198.0	174.5	265.8	234.5
1600-1700	241.0	264.0	272.0	269.0	256.0	168.0	182.0	259.2	223.5
1700-1800	253.0	257.0	265.0	283.0	255.0	181.0	172.5	262.6	229.9
1800-1900	169.0	185.0	177.0	179.0	155.0	144.0	118.5	173.0	155.8
1900-2000	75.0	88.0	109.0	111.0	105.0	97.0	82.0	97.6	93.6
2000-2100	52.0	68.0	84.0	66.0	70.0	64.0	51.5	63.0	63.4
2100-2200	50.0	50.0	45.0	49.0	35.0	56.0	35.5	46.6	45.0
2200-2300	27.0	24.0	32.0	31.0	41.0	33.0	23.0	31.2	29.4
2300-2400	12.0	12.0	12.0	21.0	28.0	40.0	13.5	17.0	19.0
Totals									
0700-1900	2566.5	2532.0	2580.0	2560.0	2597.0	2333.0	2040.5	2374.4	2446.0
0600-2200	2850.5	2865.0	2938.0	2911.0	2915.0	2595.0	2232.5	2901.6	2742.7
0600-0000	2889.5	2901.0	2983.0	2963.0	2984.0	2668.0	2269.0	2949.8	2791.1
0000-0000	2980.5	2980.0	3086.0	3064.0	3085.0	2735.0	2363.0	3044.1	2882.0
AM Peak	0800	0800	0800	0800	0800	1100	1100		
	314.0	312.0	285.0	288.0	272.0	245.0	242.0		
PM Peak	1700	1600	1500	1700	1500	1200	1200		
	253.0	264.0	266.0	232.0	276.0	279.0	226.0		

\* - No data.

City of Cockburn traffic data

Puma	Day Thurs day	Date 14/05/2015	Weather Sunny
Vehicle Volumes	Location Carrington Rd & Clontarf St		Suburb
Puma Clontarf Rd TIA			Hamilton Hill
Site 1	Job No. 2395	Intersection Type: 3-Way	
Donald Veal Consultants	Duration:	0800 - 0900	

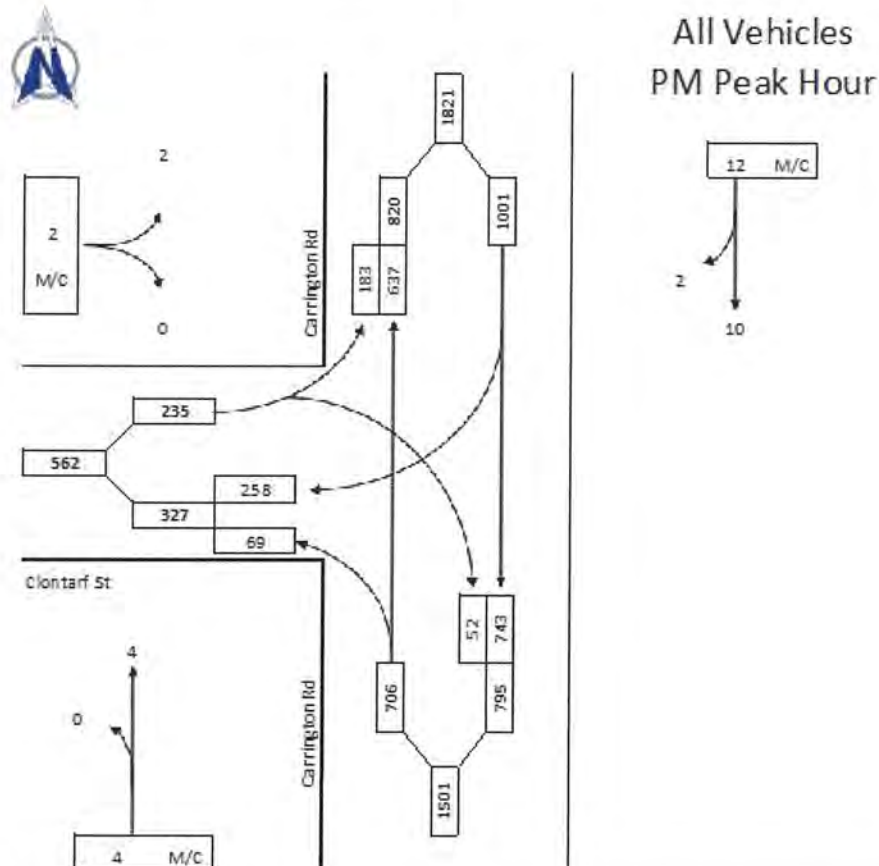


Vehicles Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	483	247	730
From E	0	0	0	0	0
From S	890	0	0	157	1047
From W	177	0	31	0	208
Total	1067	0	514	404	1985

M/C Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	4	3	7
From E	0	0	0	0	0
From S	5	0	0	0	5
From W	1	0	0	0	1
Total	6	0	4	3	13



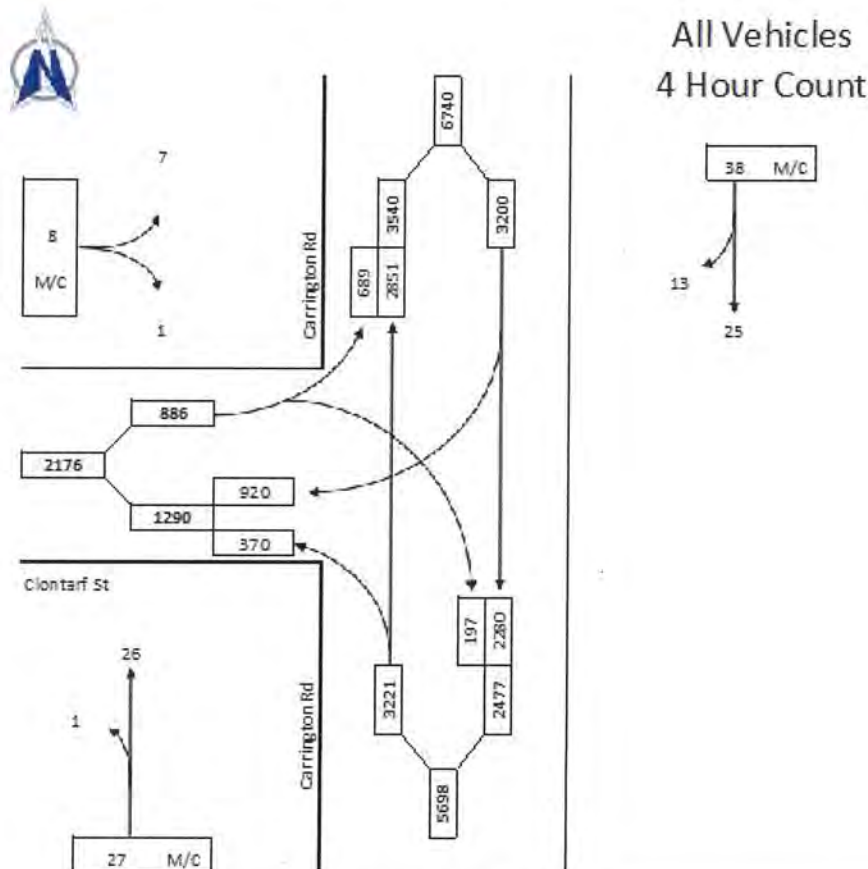
Puma	Day Thurs day	Date 14/05/2015	Weather Sunny
Vehicle Volumes	Location Carrington Rd & Clontarf St		Suburb
Puma Clontarf Rd TIA			Hamilton Hill
Site 1	Job No. Z395	Intersection Type: 3 - Way	
Donald Veal Consultants	Duration: 1600 - 1700		



Vehicles Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	743	258	1001
From E	0	0	0	0	0
From S	637	0	0	69	706
From W	183	0	52	0	235
Total	820	0	795	327	1942

M/C Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	10	2	12
From E	0	0	0	0	0
From S	4	0	0	0	4
From W	2	0	0	0	2
Total	6	0	10	2	18

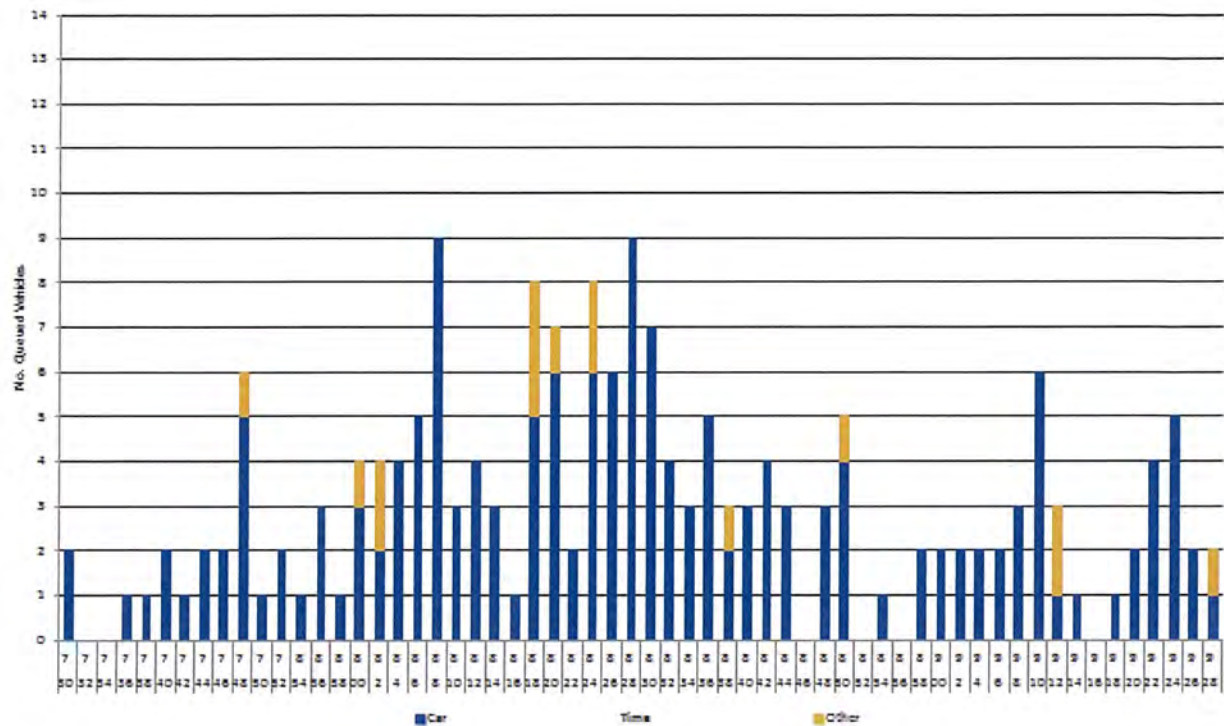
Puma	Day Thurs day	Date 14/05/2015	Weather Sunny
Vehicle Volumes	Location Carrington Rd & Clontarf St		Suburb  Hamilton Hill
Puma Clontarf Rd TIA			
Site 1	Job No. Z395	Intersection Type: 3 - Way	
Donald Veal Consultants	Duration: 0800 - 0900 & 1500 - 1700		



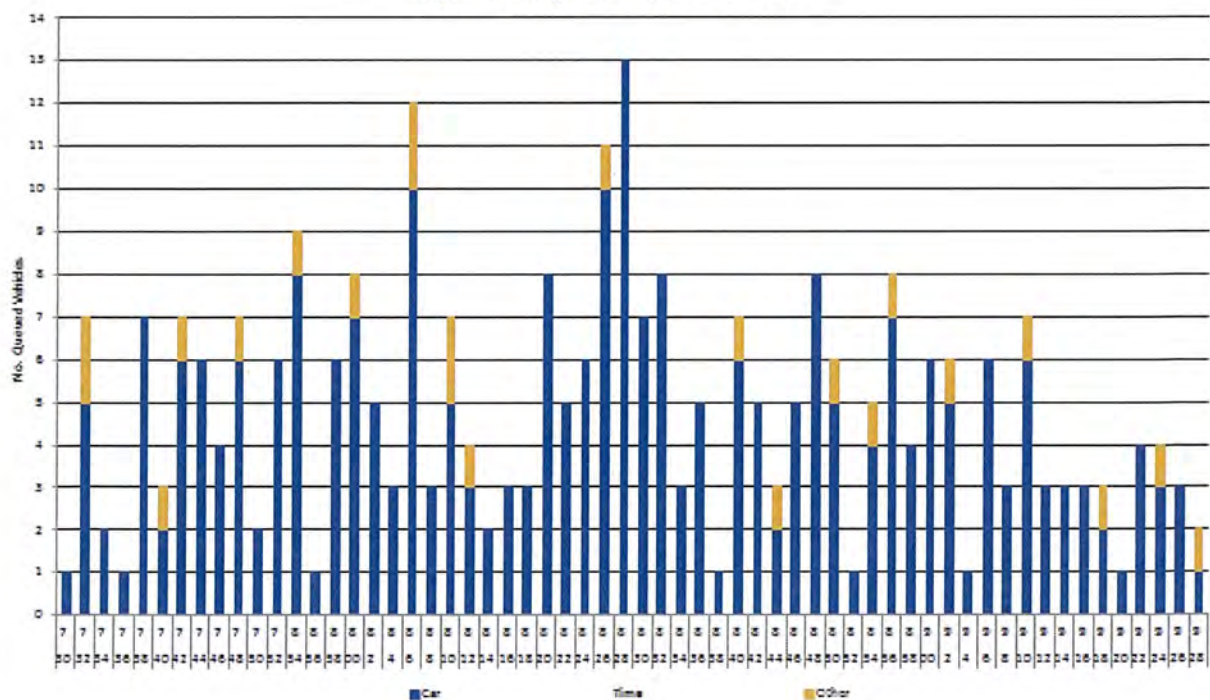
Vehicles Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	2280	920	3200
From E	0	0	0	0	0
From S	2851	0	0	370	3221
From W	689	0	197	0	886
Total	3540	0	2477	1290	7307

M/C Entering Intersection					
Count	To N	To E	To S	To W	Total
From N	0	0	25	13	38
From E	0	0	0	0	0
From S	26	0	0	1	27
From W	7	0	1	0	8
Total	33	0	26	14	73

**Carrington St Queue Lengths 14th May 2015**  
**Right Lane AM 0730 - 0930**

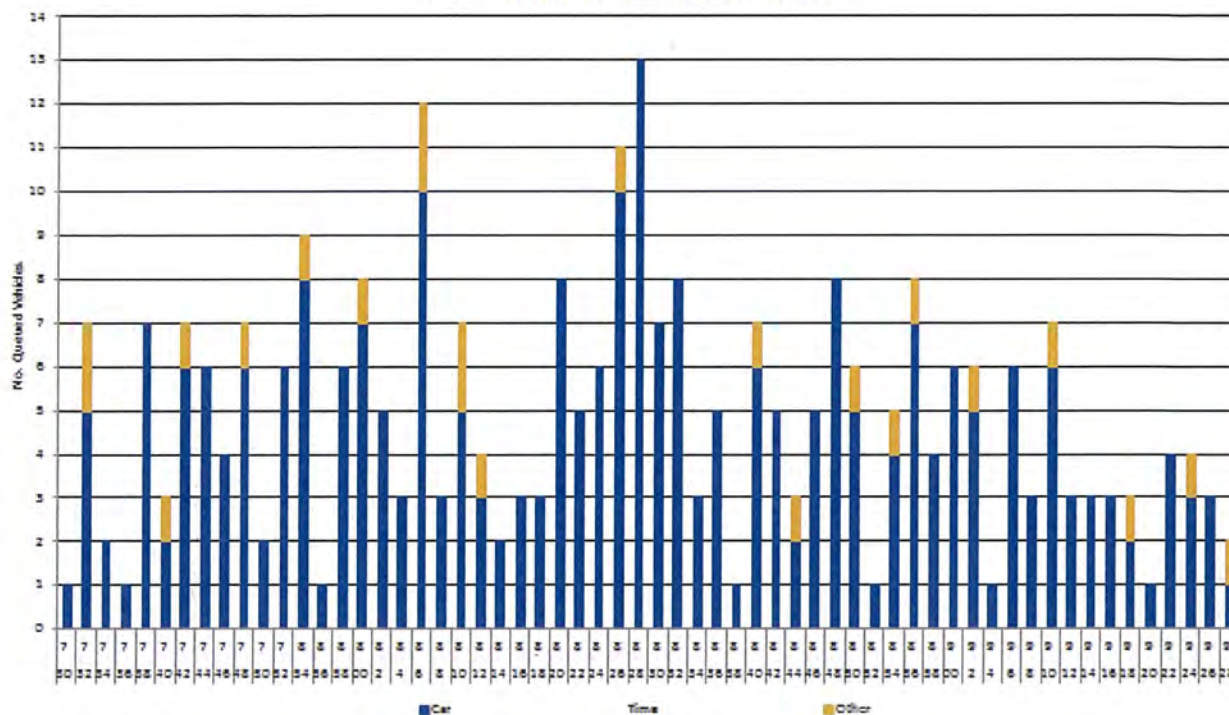


**Carrington St Queue Lengths 14th May 2015**  
**Right Turning Lane AM 0730 - 0930**

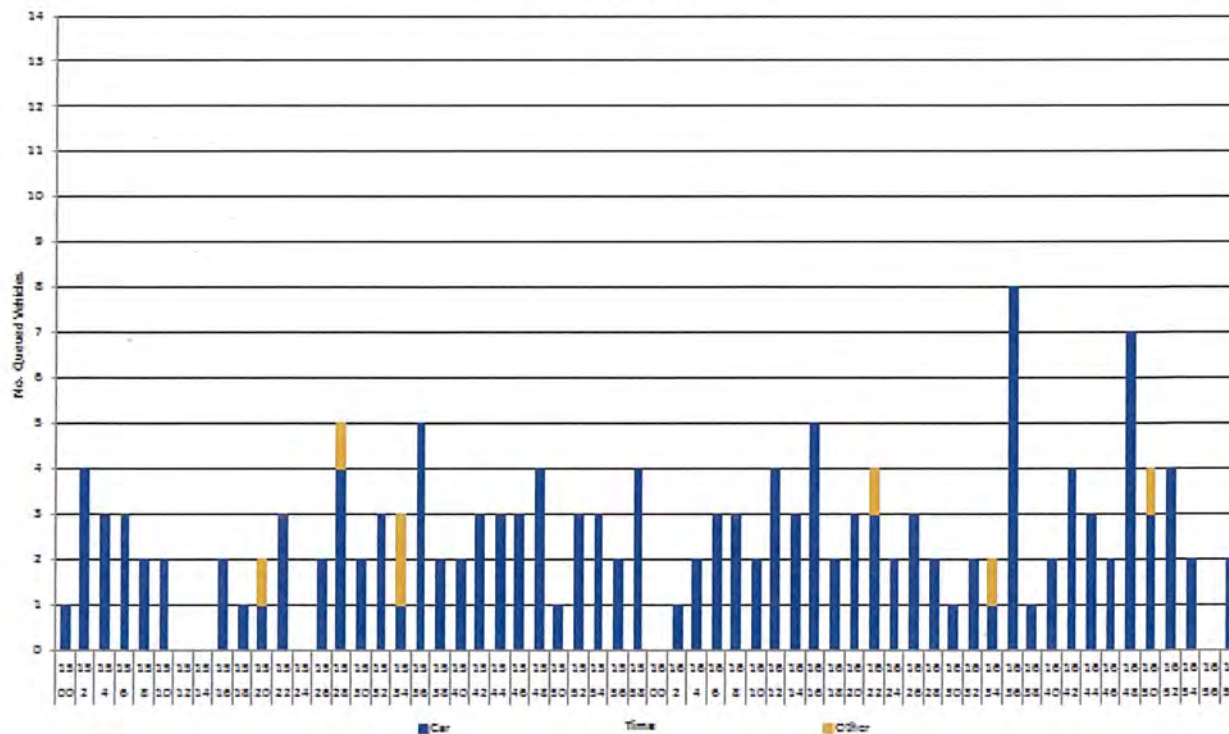




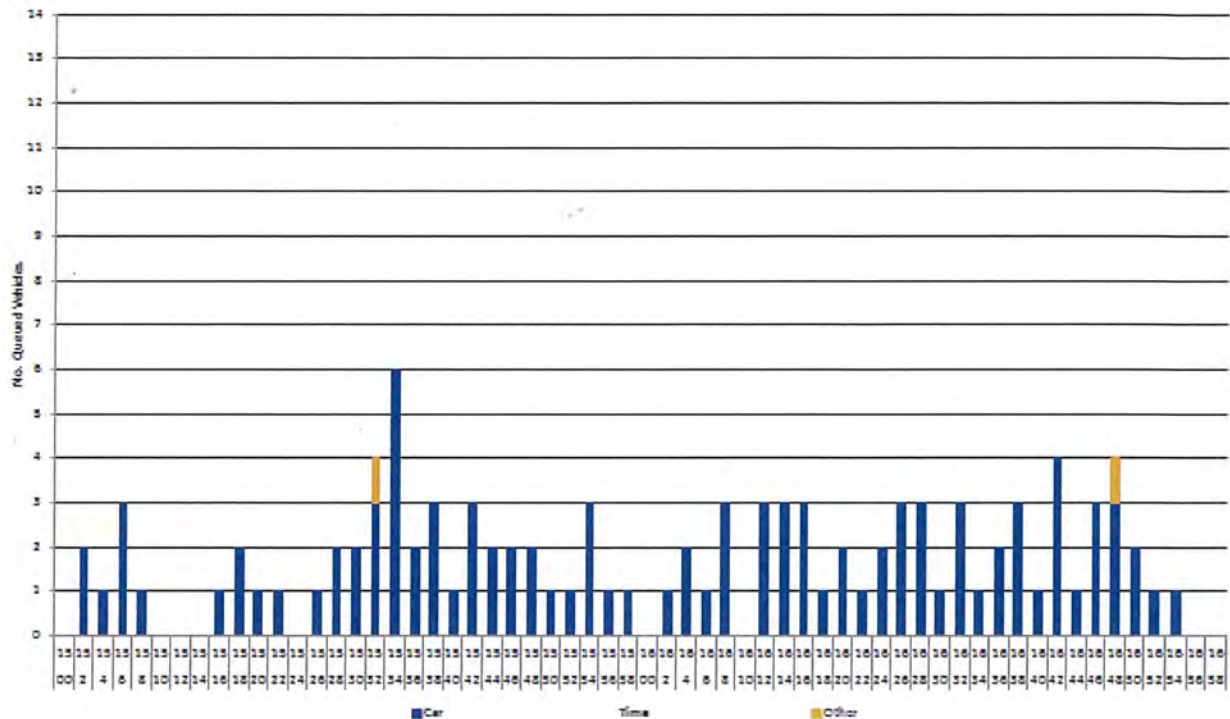
**Carrington St Queue Lengths 14th May 2015**  
**Right Turning Lane AM 0730 - 0930**



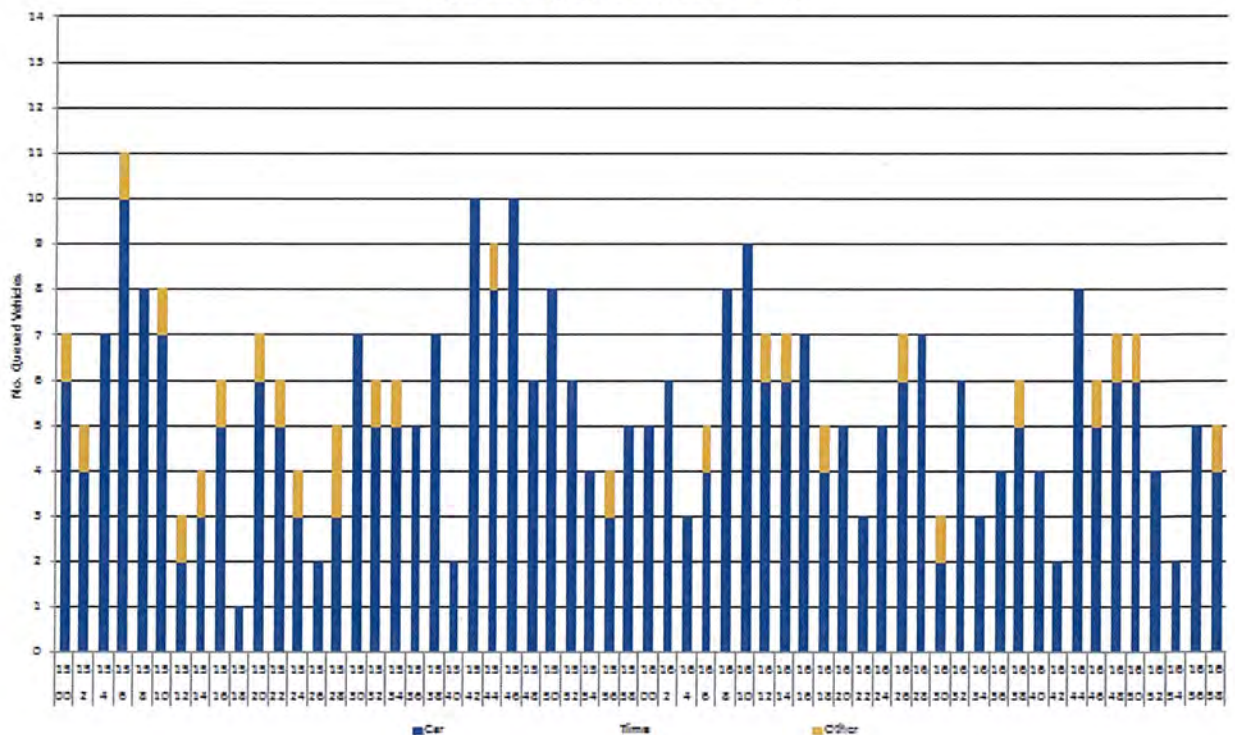
**Carrington St Queue Lengths 14th May 2015**  
**Left Lane PM 1500 - 1700**



**Carrington St Queue Lengths 14th May 2015**  
**Right Lane PM 1500 - 1700**



**Carrington St Queue Lengths 14th May 2015**  
**Right Turning Lane PM 1500 - 1700**



Carrington Street, Gaps for northbound traffic (i.e. cars turning left from Clontarf and right from Carrington Street – Site 1

No. Gaps / No. Cars Out	Start Time	No. Gaps / No. Cars Out	Start Time
68	0730	57	1500
97		165	
66	0745	59	1515
62		154	
65	0800	69	1530
77		130	
61	0815	62	1545
57		149	
59	0830	66	1600
109		132	
76	0845	67	1615
112		160	
69	0900	63	1630
140		114	
71	0915	69	1645
148		134	

Carrington Street, Gaps for southbound traffic (i.e. cars turning right from median on Carrington Street – Site 2

No. Gaps / No. Cars Out	Start Time	No. Gaps / No. Cars Out	Start Time
35	0730	52	1500
253		189	
34	0745	40	1515
242		186	
33	0800	47	1530
270		179	
48	0815	43	1545
214		186	
31	0830	36	1600
226		178	
35	0845	42	1615
231		178	
38	0900	35	1630
238		199	
45	0915	41	1645
234		181	



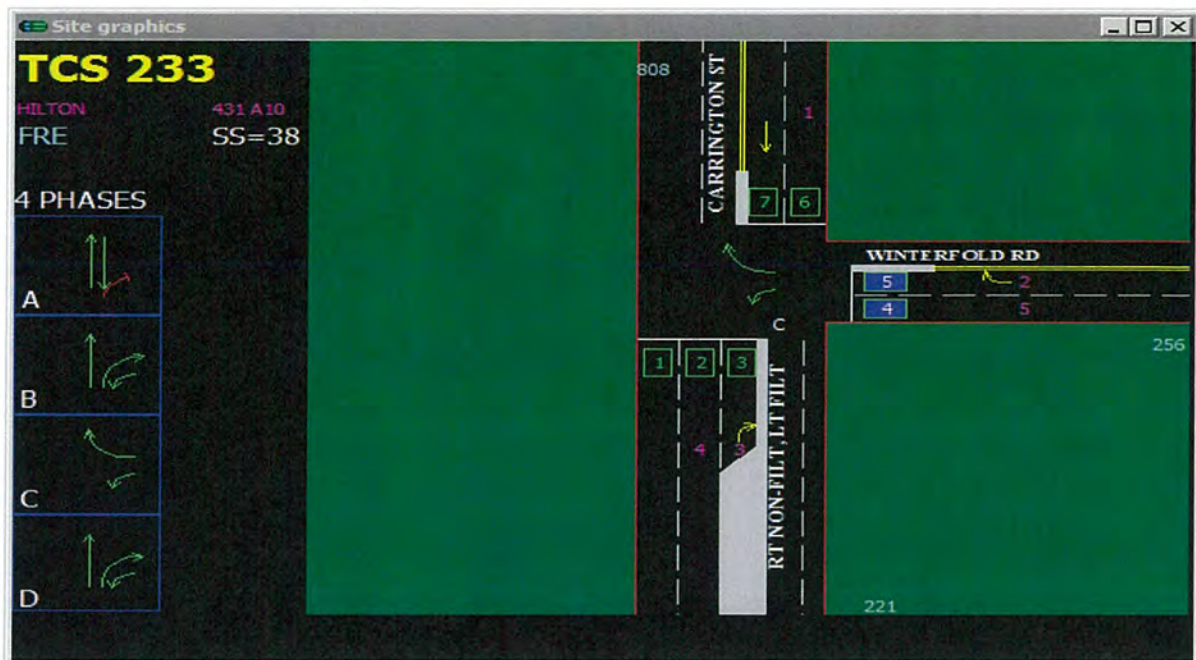
Clontarf Street, Gaps for eastbound traffic (i.e. cars turning left from crossover or right into crossover

No. Gaps / No. Cars Out	Start Time	No. Gaps / No. Cars Out	Start Time
31	0730	58	1500
228		152	
29	0745	42	1515
214		177	
33	0800	37	1530
155		190	
35	0815	38	1545
166		186	
33	0830	37	1600
204		189	
35	0845	37	1615
190		195	
35	0900	46	1630
207		168	
30	0915	38	1645
206		206	

Clontarf Street, Gaps for westbound and eastbound traffic (i.e. cars turning left from crossover or right into crossover

No. Gaps / No. Cars Out	Start Time	No. Gaps / No. Cars Out	Start Time
3	0730	71	1500
167		83	
12	0745	60	1515
139		108	
14	0800	63	1530
83		101	
3	0815	64	1545
73		119	
25	0830	67	1600
135		97	
16	0845	69	1615
126		109	
20	0900	65	1630
147		108	
10	0915	68	1645
133		101	

Client Name: Puma Energy  
Project Name: 224 Clontarf Rd, Hamilton Hill TIS



	Fri	Sat	Sun	Mon	Tues	Wed	Thurs
Loops	8-May	9-May	10-May	11-May	12-May	13-May	14-May
1,2	7055	6027	5305	6195	6565	6611	6721
3	3449	2725	2569	3087	3109	3195	3275
4	3070	2477	2294	2724	2738	2906	2976
5	2728	2339	2176	2436	2666	2640	2763
6,7	9511	7991	7336	8208	8868	8767	8955
	25813	21559	19680	22650	23946	24119	24690
	25813	21559	19680	22650	23946	24119	24690
% turning left from Carrington Street north into Winterfold Rd =							21%
Carrington St, south of Winterfold Rd =							20018

Loops	Thurs Am 8-9	Loops	Thurs Pm 4-5
1,2	743	1,2	535
3	299	3	271
4	252	4	262
5	319	5	233
6,7	595	6,7	940

20<sup>th</sup> August 2015

Puma Energy  
Level 4, 59 Albany Highway  
Victoria Park  
WA 6100

Attention: Deborah Burrows

Via Email: [Deborah.Burrows@pumaenergy.com](mailto:Deborah.Burrows@pumaenergy.com)

Dear Deborah,

### **224 Clontarf Road, Hamilton Hill, Service Station Proposal**

This letter documents the service delivery requirements of the revised internal site layout of the proposed service station at 224 Clontarf Road, Hamilton Hill.

Refuelling tankers are now proposed to enter and exit the site via Clontarf Road. A 13m tanker is proposed to be used for this site to allow the tanker to circulate within the site. The swept path of a 13m tanker to/from and within the site is shown in **Figure 1**. The refuelling tanker will be able to stop along the southern boundary of the site to refuel without blocking the access on Clontarf Road or disrupting general access to the refuelling bowsters used by the public. To exit the site the tanker will be required to circulate through the bowsters. This will require the 2<sup>nd</sup> and 3<sup>rd</sup> bowsters from the east of the site to be vacant. This requirement can be readily managed with appropriate on site procedures that should be outlined in the site traffic management plan.

It is proposed that the tankers enter and exit the site using left turn movements. From a traffic perspective, left turn movements are preferred for safety reasons over right turn movements. Additionally, it is preferred that the tankers turn left into the site from Clontarf Road instead of right from Clontarf Road to reduce the potential of the tanker impeding traffic flow along Clontarf Road while waiting on Clontarf Road to turn right into the site.

To facilitate the left turn into the site from Clontarf Road, the approach route for tankers is proposed to be from the west along Clontarf Road. Clontarf Road is a local distributor road that is also a bus route. The tanker to be used is 12.8m in length thus is similar to a typical bus which is 12.5m in length. One



of the roles of a local distributor is “to carry traffic belonging to or servicing the area” hence, it is appropriate that the tanker use Clontarf Road to approach the site.

Two options were assessed for the delivery of goods to the convenience store and for the collection of rubbish. Option 1: Enter via Carrington Street and exit via Clontarf Road; and Option 2: Enter and Exit via Clontarf Road.

Option 1 is the preferred route for the delivery vehicles and garbage trucks as it minimises the circulation and reversing within the site thus reducing the potential for conflict between these service vehicles and other vehicles and/or pedestrians. Option 2 does require the service vehicle and garbage truck to circulate on site through the bowsters hence this requirement would also need to be addressed with appropriate site procedures outlined in the site traffic management plan. Either option would be acceptable from a traffic and safety perspective with appropriate site procedures in place.

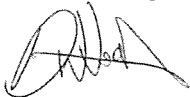
**Figures 2 and 3** show the swept paths of these vehicles using Carrington Street to enter and Clontarf Road to exit, whilst **Figures 4 and 5** show the swept paths using Clontarf Road only. A medium rigid vehicle (8.8m) and a rear loading garbage truck (10.7m) were adopted as the design vehicles for this site.

This letter essentially replaces section 4.2 – *Service Deliveries* of our report entitled “*Transport Statement Report, 224 Clontarf Road Hamilton Hill, Service Station Proposal*” due to the revised site layout being adopted. The remaining elements of the report such as traffic generation, distribution and the subsequent assessment of the crossovers and adjacent road network are not altered by the revised internal site layout and thus are still relevant.

The transport assessment outlined in this letter demonstrates that with the revised internal site layout all services vehicles i.e. tankers, service delivery vehicle and garbage trucks can access, circulate and exit the site safely. On this basis the proposed site layout is considered to be acceptable from a traffic and road safety perspective.

If you have any queries in regards to this assessment or require clarifications, please contact me at your earliest convenience on 08 9274 7076.

Yours sincerely,



Donald Veal  
Director

Enc. Figures 1,2,3,4 and 5

**Figure 1: Swept Path Small Tanker (5km/h)**

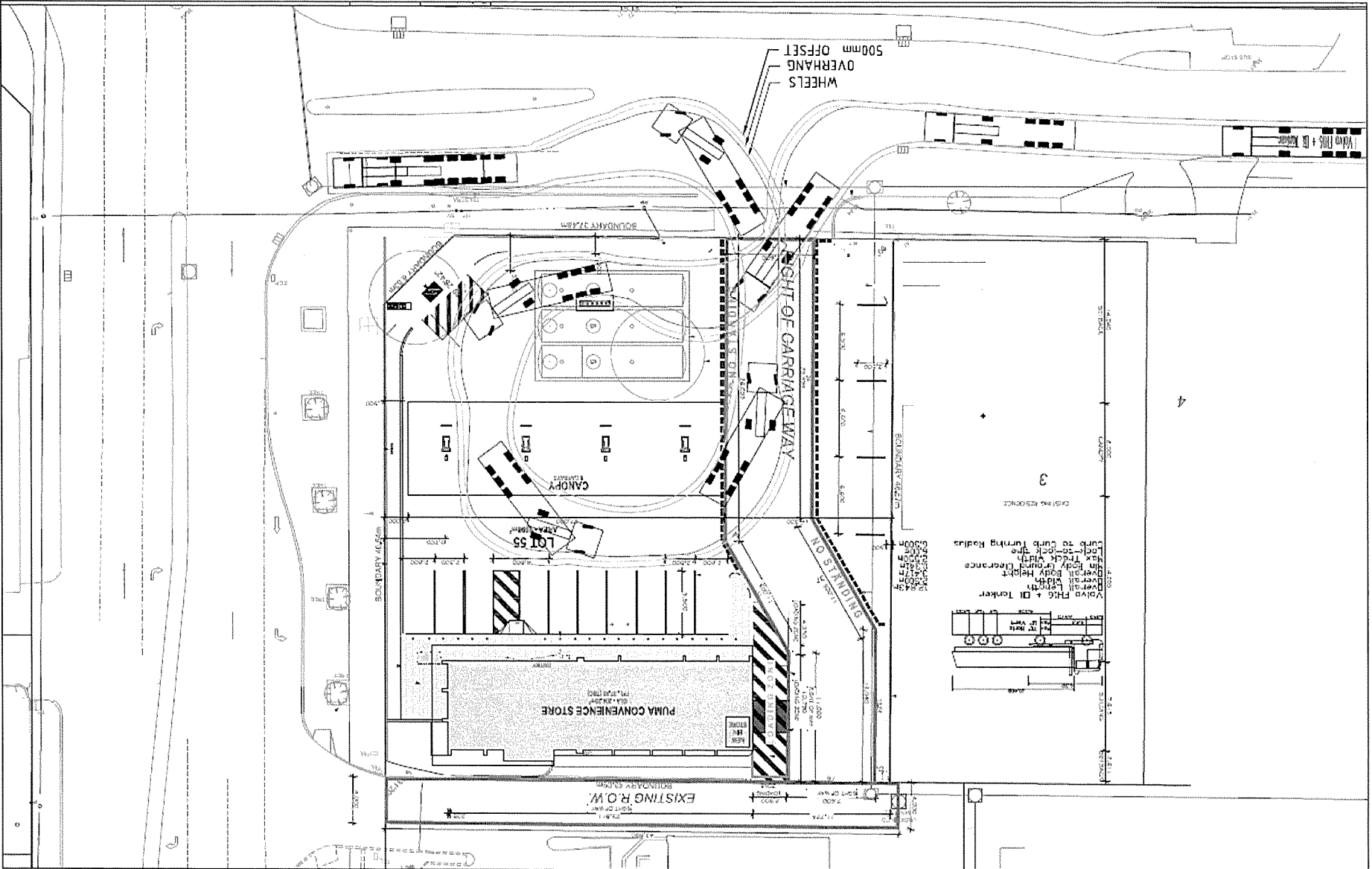


Figure 2: Swept Path Medium Rigid Vehicle – Service Delivery (5km/h) –Option 1

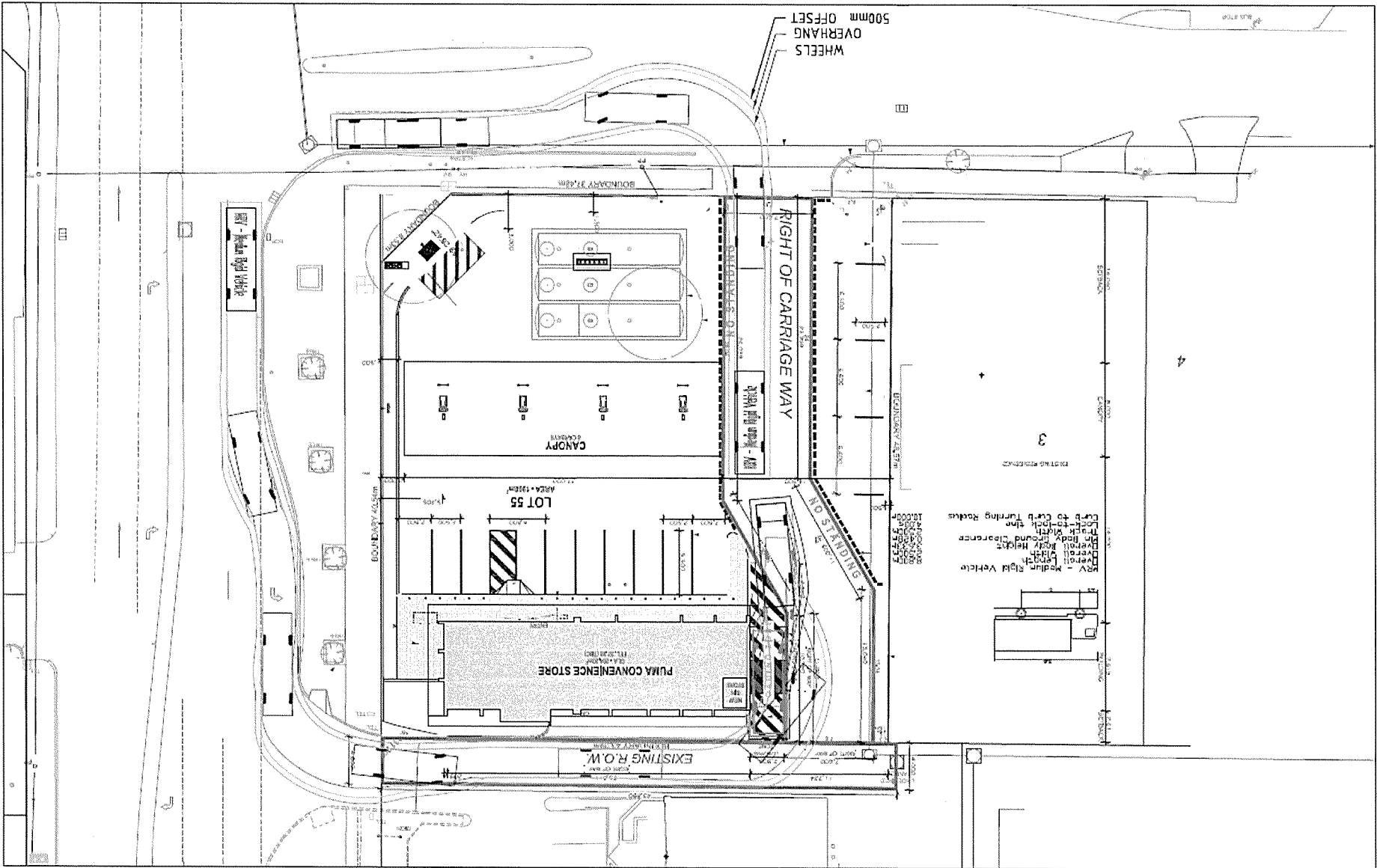




Figure 3: Swept Path Rear Load Garbage Truck (5km/h) – Option 1

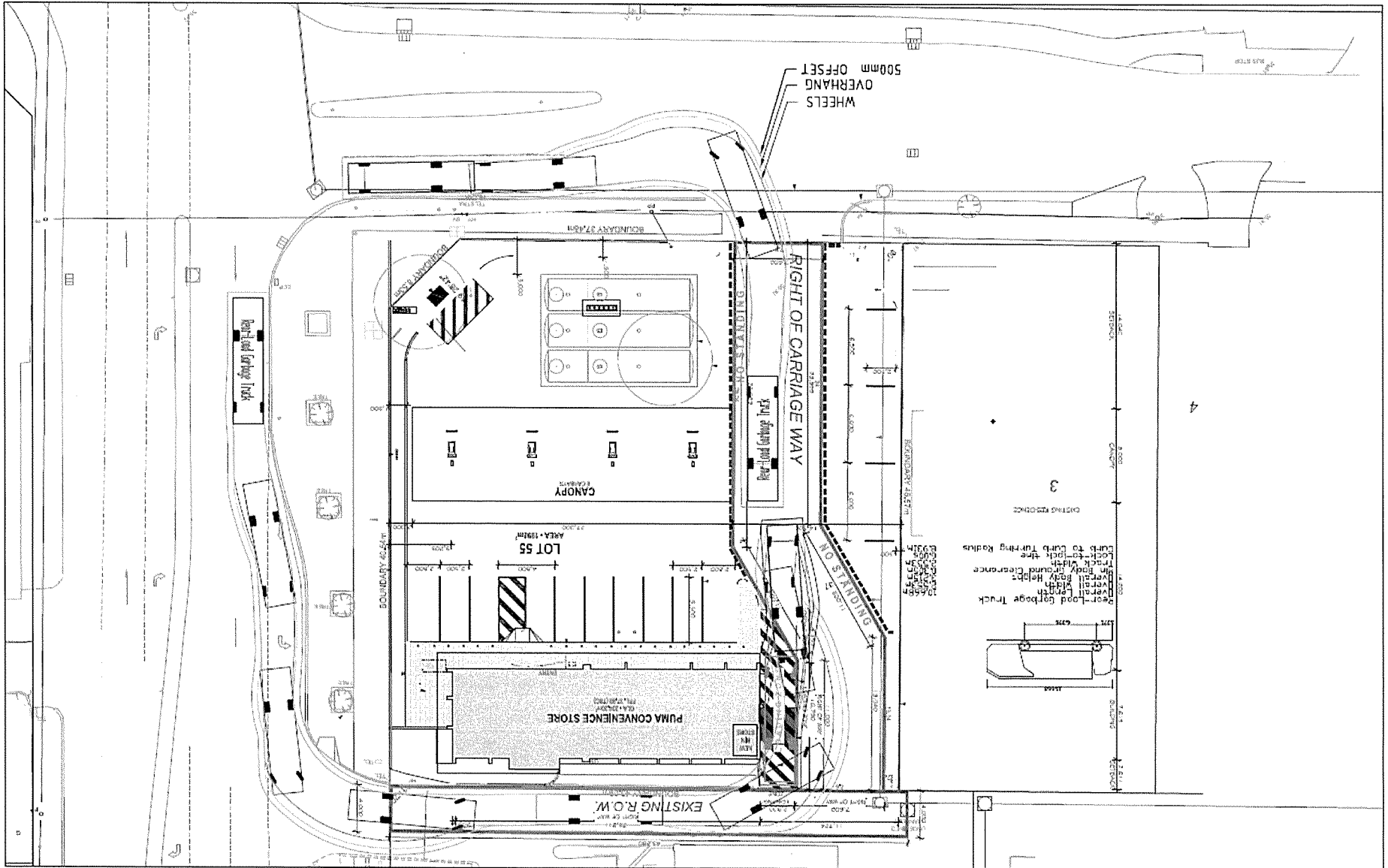
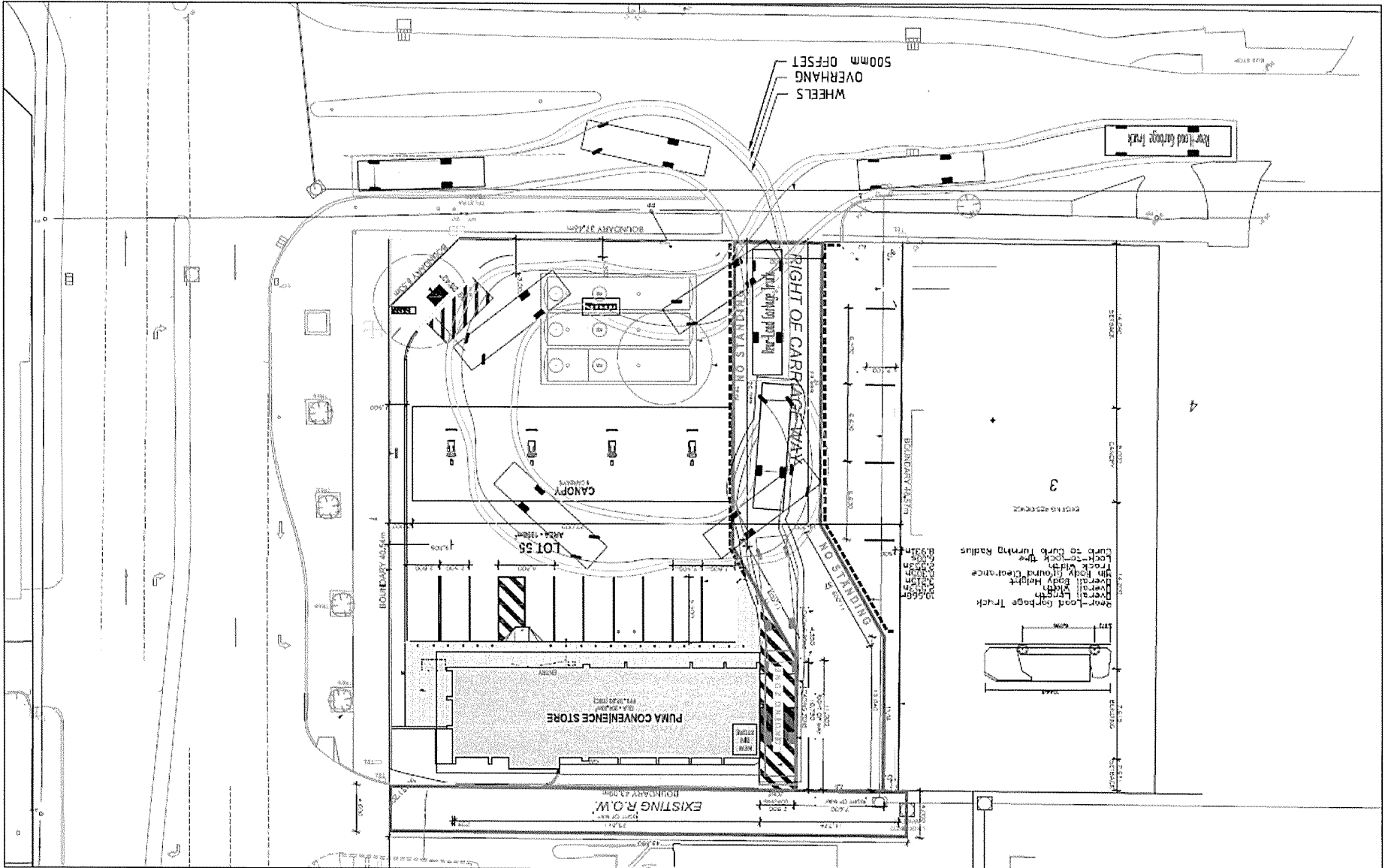




Figure 5: Swept Path Rear Load Garbage Truck (5km/h) – Option 2







Consulting Civil & Traffic  
Engineers, Risk Managers.

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SOUTH PERTH  
WA 6951

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16<sup>th</sup> June 2015

Mr. Andrew Lefort  
City of Cockburn  
9 Coleville Crescent  
SPEARWOOD WA 6163

Dear Andrew:

**Re: Peer Review of Transport Impact Statement– Proposed Service Station and Kiosk, 224 Clontarf Road, Hamilton Hill of Review – Lot 9500, Thomas Road, Byford Local Structure Plan: Transport Assessment (Prepared by TARSC, 29/08/13) – Response to Updated Transport Assessment (prepared by Applicant's Consultant DVC – dated May 2015)**

Shawmac has undertaken a detailed peer review of the updated Transport Impact Statement prepared by Donald Veal Consultants for the proposed Puma Service Station and Kiosk, to be located at 224 Clontarf Road, Hamilton Hill, in the City of Cockburn, following the SAT mediation which occurred on Friday 8<sup>th</sup> May 2015. This updated review has been prepared on behalf of the City in the current State Administrative Tribunal Proceedings for the application and is to be presented at the SAT mediation scheduled for 16<sup>th</sup> June 2015.

This detailed review has been based upon the applicant's updated Transport Statement Report dated May 2015 with the following a summary of the key issues which have been identified in the context of this review:

*Background and Existing Conditions:*

- The proposal consists of a petrol station and kiosk to consist of 8 fuelling bays plus a kiosk.
- The previous land uses on the site consisted of a KFC fast food outlet; however, the site has been effectively vacant for several years with existing ambient traffic volumes on the adjacent road network reflective of the existing lack of activity on the subject site. The updated assessment is reflective of no reduction in site-generated traffic as a result of the previous uses on the site.

- The existing traffic volumes documented for the site were sourced from MRWA and the City of Cockburn for 2011, 2012 and 2013 operating conditions. These traffic volumes cannot be considered current as more up-to-date data was sourced from MRWA for March 2015 conditions. Based upon a review of the existing traffic volumes, the DVC assessment did not consider the traffic volumes north of Winterfold Road or on Winterfold Road, east of Carrington Street with a focus only on the adjacent roads. It is not clear if the existing volumes documented in the assessment are reflective of traffic conditions prior to the KFC outlet being decommissioned on the site.
- Additional traffic surveys undertaken by DVC in April 2015 on Clontarf Road are not reflective of typical weekday traffic demands as some counts were undertaken on 21<sup>st</sup> April 2015 when two of the major local schools were not operating to full capacity and therefore the traffic volumes would not be representative of base traffic demands.
- Current traffic volumes for Carrington Street and Winterfold Road have not been used as a basis for the assessment (i.e. 2015).
- SCATS data obtained by Shawmac for the signalised intersection of Carrington Street/Winterfold Road is reflective of current traffic demands as the data used for the basis of this review was distilled from the week of 23<sup>rd</sup> March 2015. It should be noted that the DVC updated assessment has been based on sourcing up-to-date and current ambient boundary road network volumes.

#### *Review of Updated DVC Traffic Assessment*

- The estimated traffic generation for the proposal is reasonable and consistent with standard traffic engineering practice with the absolute impact associated with the proposal considered in terms of potential impacts on the boundary road network as it was conveyed in previous communication and at the 8<sup>th</sup> May 2015 mediation that the KFC fast food outlet had been decommissioned several years prior and hence existing road network volumes were reflective of this.
- The proposed distribution of traffic with 50% of the site-generated activity originating from and destined to the west of the site via Clontarf Road is not reasonable or reflective of spatial land use distribution patterns in the area, existing road traffic patterns or proposed access arrangements to and from the site as noted in the April 2015 DVC assessment. The proposal will clearly generate a significant amount of passing trade, as noted in the report, in the order of 60% which is typically drawn from the major road frontage along the site, namely Carrington Street. It is unlikely therefore that such a significant proportion of custom associated with the proposal would draw from the local area to the west of the site and a trip distribution pattern of 20 to 25% would be far more reasonable and reflective of existing custom on Clontarf Road. Therefore, the impacts on Carrington Street are not correctly reflected in the report with the proposed traffic generated at the Carrington Street crossover and at the unsignalised intersection of Carrington Street/Clontarf Street to accommodate inbound and outbound right-turns would be significantly increased from that documented in the April 2015 DVC report. The updated site traffic distribution and assignment documented in the May 2015 assessment is now reflective of expected desire lines for customers including passing trade.
- Based upon a detailed SIDRA assessment undertaken for Shawmac for the signalised Carrington Street/Winterfold Road intersection using typical midweek March 2015 traffic data, it can be concluded that this intersection is currently operating close to capacity during the existing weekday a.m. and p.m. peak hours with the 95<sup>th</sup> percentile queue estimated on all approaches to the intersection, including a downstream queue past the proposed

crossover to Carrington Street during both peak hours and past the Carrington Street/Clontarf Street during the a.m. peak hour. The updated DVC assessment has included consideration of the impacts of the site under a future weekday a.m. and p.m. peak hour scenario and the results are reasonable with a limited impact associated with the proposal on the traffic operations at this location.

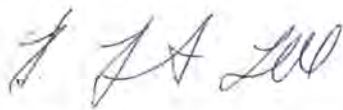
- A review of the queuing and gap surveys at the Carrington Street/Clontarf Road intersection are reasonable and reflective of existing conditions and the results of the adjusted SIDRA assessment are considered to be acceptable.
- The absolute increase in traffic associated with the proposal should be considered in the context of existing 2015 ambient base traffic volumes with the net difference between the former KFC outlet and the proposal irrelevant as the previous activity on the site ceased some time ago. The updated assessment still compares the traffic generated by the previous decommissioned uses on the site with the proposed uses and this is not relevant in this assessment. However, the increase in site-generated traffic in the context of the boundary roads can be accommodated within the practical capacity of the higher order road network, namely Carrington Street and Winterfold Road; however, the increase in traffic on Clontarf Road is significant west of Carrington Street and has been noted incorrectly in the updated assessment in Section 5.3 with an increase of 142 vehicles per day associated with the proposal as this represents the previous assumptions of 50% to 60% of site-generated traffic would be passing trade and would apply to traffic on Clontarf Road. It is more reasonable to assume that due to the proposed development crossover to Clontarf Road functioning as the primary site crossover that there will be significant increase in traffic on a short section of Clontarf Road immediately west of Carrington Street, regardless of the quantum of passing trade which would reduce through volumes on Carrington Street. The quantum of site-generated traffic west of the development crossover to Clontarf Road can be accommodated within the practical capacity of the road.
- The proximity of the proposed crossover to Carrington Street approximately 30m south of stop line to the northbound approach to the signalised Carrington Street/Winterfold Road signalised intersection was identified as potentially an issue with regard to the potential unsafe weaving manoeuvres for vehicles attempting to cross two through lanes to gain access to the northbound right-turn lane. A weave assessment has not been provided as part of the updated assessment and should be undertaken to confirm if this manoeuvre is safe and efficient and does not present any impacts to the existing risk profile for Carrington Street along the frontage of the site.
- The proposal to facilitate tanker movements on the site inbound at Carrington Street and outbound at Clontarf Road is preferable than the converse (inbound at Clontarf Road and outbound at Carrington Street); however, issues associated with this manoeuvre have been addressed in the updated assessment with a detailed series of AutoTurn schematics provided. The manoeuvring into the site at Carrington Street and out via the Clontarf Road crossover is considered to be acceptable with the required modifications to the site plan with regard to the width of the Carrington Street crossover satisfactory to accommodate this movement. A site management plan for the proposal should confirm that that delivery protocols will be restricted to entering via Carrington Street and exiting via Clontarf Road.
- Rubbish and service/delivery entry and exit manoeuvring is acceptable as noted in the updated report.
- A design audit should be undertaken to identify the any roadside and on-site safety and conflict points and any modifications to existing median islands and road seal, line marking and signage which may be required to accommodate site-generated traffic.



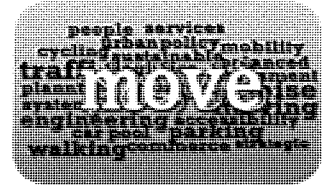
In summary, a review of the updated DVC Transport Assessment for the proposed Puma Service Station and kiosk indicates that the additional information documented therein and revised assumptions have confirmed that the site-generated traffic associated with the proposal can generally be accommodated within the practical capacity of the boundary road network. The proposed entry/exit protocols for fuel tankers and service/delivery and rubbish collection vehicles via entry at Carrington Street and exit at Clontarf Road are deemed a preferable and safer option than the original proposal. Confirmation of safe manoeuvring of eastbound outbound vehicles from the Carrington Street crossover to navigate into the northbound-eastbound right-turn pocket at the signalised Carrington Street/Winterfold Road intersection is still required as a design audit of the site as noted previously in this advice. My recommendation to Council would be that subject to confirmation of the manoeuvring issue, delivery/service/fuel tanker entry/exit protocols and satisfactory signage, line marking and way finding elements included in the detailed design of the site, the proposal's layout is satisfactory and consistent with acceptable traffic engineering standards and guidelines and that the boundary road network can accommodate the site-generated traffic with minimal impacts to queuing, delay or efficient operations.

Should you have any queries, please do not hesitate to contact me at 9355 1300 or on my mobile 0434 189 788.

Yours sincerely,



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1<sup>st</sup> September 2015

MC\_City of Cockburn Puma Service Station Peer Review\_Letter\_V1\_310815

Mr. Andrew Lefort  
City of Cockburn  
Quadrant Building, 1 William Street  
PERTH WA 6000

Via Email: [alefort@cockburn.wa.gov.au](mailto:alefort@cockburn.wa.gov.au)

Dear Andrew:

**Re: Peer Review of Revised Access Arrangements and Traffic Engineering Issues – Proposed Service Station and Kiosk, 224 Clontarf Road, Hamilton Hill**

Move Consultants has undertaken a revised peer review of the updated Transport Impact Statement prepared by Donald Veal Consultants for the proposed Puma Service Station and Kiosk, to be located at 224 Clontarf Road, Hamilton Hill, in the City of Cockburn, following Council determination of deferral of the revised application lodged following the SAT mediation which occurred on Friday 8<sup>th</sup> May 2015. Subsequent to the deferral, the Applicant has undertaken to revise the proposal to modify the proposed servicing arrangements to the site, including access and egress by fuel tankers, relocation of the underground storage tanks and the service and loading area at the rear of the proposed kiosk near the north-western boundary of the site. This updated peer review has been prepared on behalf of the City as part of the ongoing consideration of the revised proposal as part of the State Administrative Tribunal proceedings.

This detailed review has been based upon a review of the Applicant's transport advice associated with the revised proposal appended to the letter prepared by Planning Solutions dated 21<sup>st</sup> August 2015 as well as the legal advice sought by the City and provided by its solicitors Macleods documented in correspondence dated 1<sup>st</sup> September, 2015.

*Revised Proposal:*

- The proposal still consists of a petrol station and kiosk to consist of 8 fuelling bays plus a kiosk.
- The proposal has relocated the petrol storage tanks to the south-eastern corner of the site.

- Loading, service and delivery as well as bin collection area access has been relocated in order to minimise the right-of-carriageway located along the western boundary of the site and shared with the immediately adjacent property to the west of the site.
- Design petrol tanker vehicles have been designated as 13m tankers only. Conventional 19m petrol tankers will not be able to access the site as a result of the revised access arrangements which have been proposed to consist of access and egress to and from Clontarf Road utilising a left-hand turn movement inbound from Clontarf Road west and outbound via a left-turn movement to Clontarf Road to access Carrington Street.
- Access to the relocated service, loading and bin collection area is proposed to be afforded via the existing right-of-way adjacent to the existing commercial premises along the northern boundary of the site via the existing Carrington Street crossover.

#### *Review of Updated DVC Traffic Advice*

- The estimated traffic generation for the proposal is reasonable and consistent with standard traffic engineering practice with the absolute impact associated with the proposal considered in terms of potential impacts on the boundary road network as it was conveyed in previous communication and at the 8<sup>th</sup> May 2015 mediation that the KFC fast food outlet had been decommissioned several years prior and hence existing road network volumes were reflective of this. The modified Transport Assessment submitted post-mediation has been reviewed and has been considered to be acceptable with regard to the supplementary traffic operations assessment at the Carrington Street crossover, the signalised intersection of Carrington Street/Winterfold Road and the unsignalised intersection of Carrington Street/Clontarf Road.
- The updated DVC assessment dated May 2015 has included consideration of the impacts of the site under a future weekday a.m. and p.m. peak hour scenario and the results are reasonable with a limited impact associated with the proposal on the traffic operations at this location with no changes to external boundary traffic operations associated with the revised proposal.
- A review of the queuing and gap surveys at the Carrington Street/Clontarf Road intersection is considered to be reasonable and reflective of existing conditions and the results of the adjusted SIDRA assessment are considered to be acceptable and are not expected to change as a result of the relocation of various elements on the site including storage tanks and entry and exit protocols associated with the petrol tanker movements and service/loading/rubbish collection activities noted on the revised plans.
- The general quantum of site-generated traffic west of the development crossover to Clontarf Road can be accommodated within the practical capacity of the road inclusive of the revised tanker movements and service/loading/rubbish access and egress arrangements to the site.
- The revised proposal to facilitate fuel tanker movements on the site inbound and outbound via the Clontarf Road crossover due to the reallocation of various elements on the site including the siting of storage tanks to the south-eastern corner and minimisation of delivery, loading and rubbish collection activities via the Carrington Street is generally acceptable and a review of the AutoTurn movements outlined in the updated advice provided by DVC is considered reasonable and consistent with traffic engineering standards. The impacts to the right-of-way adjacent to the northern boundary of the site through inbound access associated with rubbish collection and service/delivery (medium rigid) vehicles will be minimal under both Options 1 and 2 with the redesign of the site allowing for stopping and unloading or collection to occur immediately adjacent to the western boundary of the site external to the right-of-carriageway along the western boundary with a one-way inbound movement westbound then southbound afforded and then a reversing manoeuvre completely contained on the subject site with exit in forward gear via the Clontarf Road crossover. These movements have been demonstrated to be safe and efficient with safe inbound and outbound movements afforded in forward gear with risks associated with manoeuvring impacts to the right-of-carriageway therefore considered to be safe and effective under the preferred Option 1 with minimal impacts to other traffic utilising this area.
- The manoeuvring into and out of the site with regard to the 13m tanker movements has also been reviewed and while the swept path analysis shown in the updated traffic advice rendered by DVC correctly demonstrates that these vehicles generally remain lane correct entering and exiting the site via Clontarf Road, it is considered that it would be preferable for these vehicles to enter the site via a right-turn movement from Clontarf Road via a direct entry from Carrington Street rather than the left-turn movement from Clontarf Road travelling from the west through the local community. This would minimise the impacts of the tanker movements on the lower order road network, namely Clontarf Road and other local roads and intersection to the west of the site, and allow for direct



access via Carrington Street. Our previous advice indicated that the preferred routing for the tanker vehicles to access and egress the site would occur at the Carrington Street crossover via a northbound to westbound movement into the existing right-of-way to the north and out of the site via a right-turning movement at the Clontarf Road crossover; however, the redesign of the site, including the relocation of the fuel storage tanks and relocation of the service/loading and bin storage areas, effectively prohibits this manoeuvre. Therefore, the preferred manoeuvre would be to enter the site via a right-turn movement from Clontarf Road; however, this would need to be confirmed by an additional AutoTurn assessment to ensure that there is no impact to the right-of-carriageway along the western boundary of the site and that there is sufficient room beneath the fuel canopy to accommodate the manoeuvring which would be required to allow for efficient access to the relocated storage tankers and still allow for an outbound left-turn movement onto Clontarf with minimal conflict with other vehicles on the site. It has been agreed that a 19m standard fuel tanker cannot be accommodated on the site and the exclusive use of 13m tankers should be confirmed within the site management as part of the delivery protocols for tankers and other vehicles and in absence of the ability of 13m fuel tankers to effectively enter the site via a right-turn movement from Clontarf Road, the proposed number of vehicle movements and routing via the local road network to the west of the site should be included in the Site Management Plan.

- A design audit should be undertaken to identify the any roadside and on-site safety and conflict points and any modifications to existing median islands and road seal, line marking and signage which may be required to accommodate site-generated traffic, specifically service/delivery, rubbish collection and fuel tanker vehicles. This requirement can be included as part of the conditions of development approval.

In summary, a review of the updated traffic engineering advice contained within the letter dated 21<sup>st</sup> September 2015 prepared by Planning Solutions for the proposed Puma Service Station and kiosk indicates that the additional information documented therein and revised assumptions have confirmed that the site-generated traffic associated with the proposal can generally be accommodated within the practical capacity of the boundary road network. The proposed revised entry/exit protocols for service/delivery and rubbish collection vehicles via entry at Carrington Street and exit at Clontarf Road are deemed safe and acceptable. A design audit of the site as noted in previous advice and above should also be undertaken but can be conditioned as part of a development approval by Council. The assessment of revised entry/exit protocols to and from the site via the Clontarf Road crossover should be modified to include an option whereby the 13m fuel tankers enter the Clontarf Road crossover via a right-turn inbound movement with primary access afforded via Carrington Street directly rather than traversing the local road network to the west of the site to enter the site. If this movement is not possible due to constraints associated with the layout of the relocated storage tanks and fuel canopy, then confirmation of the number of tanker movements on a daily or weekly basis will be required and the proposed routing of these vehicles noted within a Site Management Plan in order to definitively confirm that the proposed access or entry to the site is acceptable.

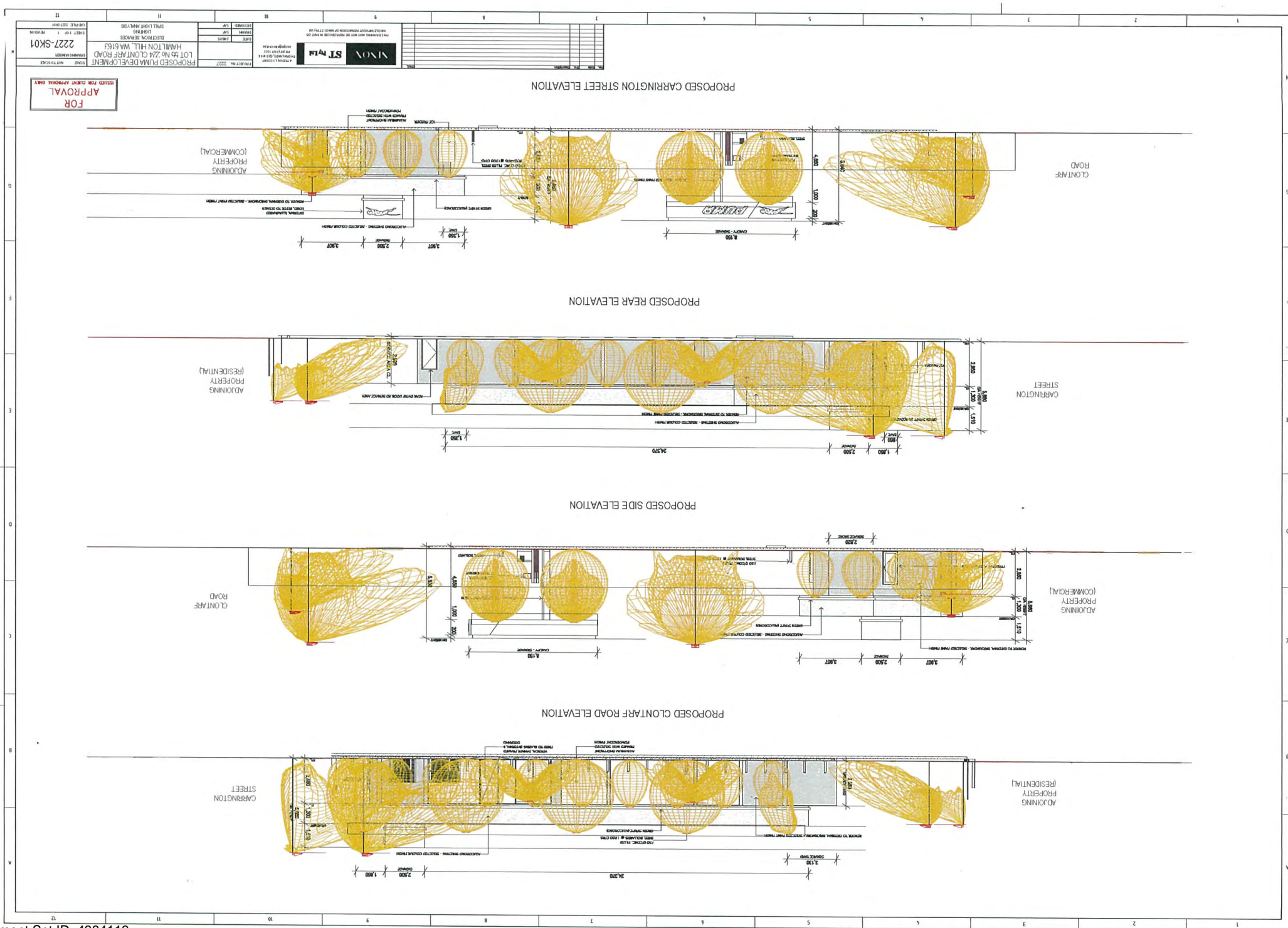
My recommendation to Council would be that subject to confirmation of the inbound manoeuvring issue associated with the 13m fuel tankers as well as inclusion within the Site Management Plan of satisfactory entry /exit protocols for fuel tanker, service/delivery and rubbish collection vehicles as well as the requirement for satisfactory signage, line marking and way finding elements included in the detailed design of the site as part of conditions of development approval, the revised proposal's layout is satisfactory and consistent with acceptable traffic engineering standards and guidelines and that the boundary road network can accommodate the site-generated traffic with minimal impacts to queuing, delay or efficient operations.

Should you have any queries, please do not hesitate to contact me at 9355 1300 or on my mobile 0434 189 788.

Yours sincerely,



Heidi Herget, B.ASc. (Civil), MUDIA, MAITPM, MCILT, MPIA (Assoc.)  
Principal Transport Consultant





## Summary of the Residents ongoing concerns SAT mediation 17 June 2015

We acknowledge the receipt of the additional information gained by Puma Energy Australia from Planning Solutions (dated 29 May 2015), DVC Consultants (Traffic Report) and Herring Storer Acoustics (Noise report).

This is Puma's third occasion on which it has provided expert evidence. This confirms the residents' concerns that Puma's expert reports lacked the necessary detail to support the proposed development on this site. Even with this third attempt to amend the expert evidence there are still significant gaps and errors in the information which will be highlighted in this response.

Residents do not want the petrol station built on the proposed site, regardless of restricted operating hours or other conditions that might be imposed. Residents have raised on numerous occasions their concerns in respect to the amenity of life and the significant impact on their health and safety should this proposal be approved. These areas have not been address satisfactorily with no additional information being provided on these core issues therefore the residents' views have not changed; their concerns have not been allayed. The proposed development is not supported with the only key limitations being made to operating hours.

At the previous mediation session we raised a number of concerns that have not been addressed in the additional information provided. Issues raised that still need to be addressed include:

1. When considering an application *Part 10 Procedure for dealing with Applications* of the City of Cockburn Town Planning Scheme No 3, needs to be considered, specifically:
  - **Compatibility** - need to be able to coexist with a proposed 24 hour business where 50% of boundaries are residential. Resident within 2 metres of site plus multistorey dwellings including over 55yrs
  - **Amenities of life** - for local residences many of whom are retired and home for most of the day and night. Living in close proximity of a 19 hours plus (when including set up and pack up) business. Impact of odour/emissions, noise - including potential for anti social behaviour late at night, lighting and traffic.
  - **Relationship** - to adjoining land and the impact on local residents and local restaurants - odour and traffic flow including right of way
  - **Access** - the updated report does not take into account the two way right of way and the impact on the existing traffic who use this route
  - **Traffic** - Puma has determined the level of transport assessment as '**moderate impact**' i.e. 10-100 vehicle trips (Western Australian Planning Commission's *Transport Assessment Guidelines for Developments Volume 4 Individual Developments 2006*) although it is expected that **over 100 vehicles trips** are expected in peak hour it was determined that a significant number are passing traffic and therefore **not likely to impact on overall traffic**. We previously asked the question as to whether this determination was confirmed by the approving authority and as yet we have not received a response.

The additional information provided does not address any of the above concerns.



2. **Odour, emissions and lighting pollution** - this is a significant concern for residents. At the previous mediation session we outlined specific concerns with the report provided by Puma however these have not been addressed:
- no mention of spillage - which is a regular occurrence at a petrol filling station
  - that report noted that odour and/or vapour omitted is unlikely to extend much past 4m from the bowser
  - we raised a question as to whether Vapour Recovery System 2 was to be installed however this has not been addressed
  - the proposed fill box location required confirmation that no ignition source would be within 3m however the neighbouring residence is within this clearance. This point has not been addressed
  - the impact on the health of residents - as discussed at the last mediation there are many research articles that link benzene to health issues - again no information has been provided to address this major concern.

3. **Spills and Safety** - as discussed at mediation, there have been three metropolitan petrol filling incidents in recent years. We referred to the explosion at a Maddington site which had this occur on the proposed site, the neighbouring residence would have been totally destroyed and resident's lives put at risk given the resident's issues with mobility, this increases the issue of safety within such a close proximity to the tanker filling box.

4. **Business hours and lack of need**

- Puma had raised the argument that the proposed extended hours (5-6am and 10pm-12am) are consistent with the hours of other businesses in the area. At the previous mediation we were clearly able to confirm that all local businesses other than the Chinese Restaurant and the United Petroleum petrol station, close by 10pm. Despite this, Puma have again restated this argument as follows:

*The proposed trading hours are also consistent with the established 'night time' trade in the local centre, which includes a Red Rooster restaurant, Hamilton Tavern, and other restaurants. Observation of the local centre indicates these businesses trade up to and beyond 10:00pm. (Numbered paragraph 3 on page 4 of Puma's covering letter to the Third Revision).*

This blatant attempt on Puma's behalf to continue this point when it has been proven incorrect makes residents concerned that it may be attempting to mislead the Tribunal.

- Previously, Puma claimed it would lose 9% of total sales if it were not permitted to open from 5-6am and 10pm-12am daily; a total of three hours. Puma now alleges it will lose 61 sale transactions that on average occur in those three hours. These figures were identified through a preliminary investigation which has a number of flawed assumptions. It is unclear if Puma has taken into account the existence of the United Petroleum petrol station which is 100m from the proposed site and would be currently providing a service to these 'potential' customers.
- Economic loss to Puma is irrelevant - Puma's potential 'lost sales' should not be taken into account in determining the hours of operation. As stated at the previous mediation, if this is

to be considered then so too should the collective economic loss (due to the devaluation of their properties/homes) residents will suffer if the petrol station is approved.

## **5. Traffic Statement Report**

Much of the new traffic data was difficult to interpret and in some areas we feel that the details are incorrect or potentially misleading.

There has been several drastic changes in the updated DVC report. For example the previous traffic report stated a 13m tanker that has now become a 19m tanker.

The DVC data is based on a four-hour survey of traffic at the intersection of Carrington Street and Clontarf Road on 14 May 2015. We continue to believe that this statistical sample is far too small to be meaningful and is not an acceptable basis to make conclusions about the effect of the proposed development upon current traffic conditions. Similarly, the queuing and gap surveys detailed in Section 3.4 of the DVC report is flawed in that it too is based on a statistical sample spanning one four hour period of time on one day.

### **Incomplete data and hence analysis**

The Western Australian Department of Planning and Infrastructure identifies matters to be considered when assessing projected traffic congestion expected to be created by individual developments. These are set out in its report titled *Transport Assessment: Guidelines for Developments, Volume 4 – Individual Developments, Version for Trial & Evaluation August 2006*. Part C of the report discusses the scope of the assessment that should be undertaken in assessing the impact of a proposed development on traffic flow. Section 6.3 looks at the parameters to be considered, identifying them as:

- *trip generation rates*
- *proportions of pass-by, diverted and new trips*
- *directional distribution of trips*
- *future year base flows*
- *traffic growth rates.*

DVC's report is deficient when compared against this measure as it does not consider future year base flows and traffic growth rates. This indicates that the analysis undertaken is limited, thereby making it unreliable.

### **Dangerous congestion at Carrington Street**

#### **(a) Twice daily peak hours**

DVC's report analyses the statistics and concludes traffic will not bank up onto busy Carrington Street behind vehicles travelling westbound on Clontarf Road seeking to enter the proposed site for the petrol station. However, this statistical analysis is contrary to the reality of the situation based upon the experience of residents in the area, including residents who live within 50 metres of the relevant intersection.

Local residents know that traffic banks up onto busy Carrington Street at least during morning and afternoon peak hours.

The facts are as follows:

- Clontarf Road, which is the main entrance, is only 30 metres from the intersection with Carrington Street.
- At the point of the entrance to the proposed site, Clontarf Road is one lane wide heading west and two lanes wide heading east.
- Carrington Street is classified as a District Distributor A road under Main Roads WA's *Functional Road Hierarchy*. As such it is a very busy road, as Puma's own expert reports show (20,000 vehicles per day).
- Many large vehicles travel the route from Carrington Street turning onto Clontarf Road past the entrance to the proposed site including buses (two bus routes use this section of road) and trucks as long as buses and even longer. It is important to note that **this is not a fact that DVC takes into account in its report**. If it did, it might significantly change its conclusions thereby bringing its opinion in line with the residents' observed reality.

Traffic congestion is highly likely to be the result if you build a busy petrol station on the proposed site. This was the case some years ago at the height of KFC's popularity when it operated on the site; and this is the situation the residents envisage as being likely to happen again every peak hour if a busy petrol station is in essence substituted for what was once a busy KFC store. In particular:

- Cars travelling east along Clontarf Road already regularly bank up past the Clontarf Road entrance to the proposed site, hence blocking that entrance off to vehicles seeking to access it travelling west along Clontarf Road.
- Vehicles travelling west along Clontarf Road will bank behind any vehicle seeking to turn into the proposed petrol station.
- As there are only 30 metres to Carrington Street, it only takes one bus and two or three cars before traffic banks back onto Carrington Street congesting what is a very busy road and intersection.

Even without a busy KFC store operating on the site, as was once the case, DVC's report makes this concession stating:

*It is acknowledged that during the peak hours the queue along Clontarf Street from its intersection with Carrington Street does at times block the driveway.* (First paragraph under Table 5.2 on page 22)

The experience of residents suggests that the description "does at times" rather significantly undersells the true position. At peak hour, traffic is almost always banked back past the site's Clontarf Road entrance. This was certainly the case when the KFC store was in its prime.

The report goes on to say:

*While the Clontarf Road queue extended to the crossover, temporarily restricting access, the queue does clear quickly and provides numerous gaps to allow for traffic to exit/enter the site.* (First paragraph under Table 5.2 on page 22)

Again, residents' experience suggests otherwise. The queue does not clear quickly during peak periods. Further, the suggestion that there will be "numerous gaps" for cars to enter/exit the site is fanciful, which means that DVC's entire congestion analysis is not reflective of reality.

First, gaps sufficient to allow traffic turning right into the site from Clontarf Road have to span two lanes of banked up traffic. This reduces the chances of there being a sufficient gap to drive through. Without a gap this will cause a banking of traffic back into the Carrington Street intersection.



It is very important to realise that at the same time as traffic trying to enter the petrol station will also need to contend with cars attempting to leave the site. These cars will be turning either left onto Clontarf Road to then turn right into Carrington Street or turning right into Clontarf Road which is even more problematic. Traffic trying to find 'gaps' in peak hour traffic at this entry/exit driveway is extremely problematic which is compounded by the close proximity of the Carrington Street intersection.

The DVC report's failure to consider these practical details not only means its gap analysis is flawed, but has broader implications as it is indicative of its overall failure to consider the realities of the situation.

We request that the Tribunal take into serious consideration the real life experience of local residents who live on that intersection, (all of whom were also in residence when KFC was fully functional) to the limited and flawed analysis offered by DVC.

**(b) Petrol price wars**

In addition to peak hour traffic levels, the situation will be far worse if Puma adopts a competitive pricing strategy, which might be likely to allow its new business to get a foothold in the market by undercutting its closest competitor merely 100 metres away. This might likely result in greater traffic congestion than seen during current peak periods. This has not been considered in any reports provided.

**Road safety concerns**

Congestion in itself is undesirable and proper planning should seek to minimise it. However, far worse is the dangerous conditions this scenario creates on a District Distributor A road. The road safety implications must be given greater weight.

**DVC's unfounded assumptions**

We find that the latest version of DVC's report is greatly altered from their previous version with no reason stated as to why it has done so, even though the circumstances previously reported on have not changed. **This has resulted in residents becoming sceptical on the objectiveness of this report.**

The latest version of DVC's report makes assumptions that are glaringly different to those it made in its earlier versions. For instance, DVC looks at the route 'passing trade' customers are likely to take in entering the site. Its:

1. Second revision of its 'Final Report' dated 24 April 2015 makes the following assumptions:
  - 25% westbound along Clontarf Road;
  - 25% eastbound along Clontarf Road;
  - 25% northbound along Carrington Street; and
  - 25% southbound along Carrington Street.
2. Third revision of its 'Final Report' dated 28 May 2015 makes the following assumptions:
  - 55% northbound along Carrington Street;
  - 25% westbound along Clontarf Road from Carrington Street (north or south);
  - 15% eastbound along Clontarf Road and
  - 5% southbound along Carrington Street.

(See section 5.2 of both versions of the report)

The third revision states:

*The percentages have been based on the passing traffic flows with only a small percentage allocated to Carrington Street southbound as passing trade on a divided carriageway is likely to look for a service station on the same side of the road. (First paragraph, page 19)*

Yet, the second revision states the assumptions it made "to be appropriate" (second paragraph on page 16).

It clearly appears that DVC does not now believe the assumptions it made in the second revision were appropriate, yet at the time it stood behind those figures and would have the Tribunal rely on them.

Another example of a flawed assumption it has made is in its conclusion. Here, the report states:

*SIDRA analyses of the [sic] Clontarf Road and Carrington Street indicates there is minimal difference in the operation of the intersection with the additional traffic from the development. The additional traffic represents approximately a 3% and 4% increase in traffic volumes already passing through the intersection in the am and pm peak hours, hence the minimal difference in the results. (Second last paragraph on page 31)*

This is based on the assumption that customers who are otherwise passing by should not be included in the congestion analysis, this assumption does not take into consideration that in fact a passing vehicle that actually stops at the site and spends time at the site is actually building to the congestion for a longer period of time. Instead of merely passing through it now needs to enter and exit the site creating more congestion and wait time at this already busy intersection.

The DVC data at pages 44-46 of its latest report only considers the number of vehicles waiting in traffic at the Carrington Street and Clontarf Road intersection, it does not consider the period of time they waited for.

### **Conclusion: Traffic congestion**

We strongly feel that the weight that can be afforded to the DVC report must be diminished as it not only fails to look at the practicalities and the likely reality that the residents will be left to bear but its conclusions and assumptions appear to change whenever a concern is raised by the residents. It continues to rely on out-of-date statistics and large quantities of data that may or may not have any bearing on the core concerns of the local residents who have seen a number of traffic calming initiatives in nearby streets in fact increase the traffic along Clontarf Road.

We feel that Puma has in fact failed to establish the true impact its proposed development will have on the current and projected future traffic flow. They have failed to even mention that two bus routes travel along Clontarf Road with a bus stop a mere 100 metres from the intersection and even less to the entry and exit of the site.

### **6. Refuelling tanker Route and filling point**

Puma is proposing that refuelling tankers access the site from Carrington Street. The following problems have been identified with this route:

1. The refuelling tankers (which are now noted as 19 metres long not 13 metres as in the previous update) will cause traffic congestion heading north along Carrington Street as one approaches the traffic lights at the intersection with Winterfold Road as it will require the



full width of Carrington Street to enable this turn to occur. This impact has not been acknowledged in the traffic report. The third updated DVC report assumes the refuelling tankers are 19 metres in length and states "The refuelling tanker will be able to stop along the western boundary of the site to refuel without blocking the access on Clontarf Road or disrupting general access to the refuelling bowzers used by the public." (Second paragraph on page 8 of the report). Residents are sceptical as to how increasing the length of the tanker by almost 50% results in less disruption when all else remains the same. A 19-metre tanker has the potential to not only cause disruption to the site, but also off site if it blocks the right-of-way Puma propose to use to access the site.

2. The right-of-way takes traffic in two directions, however, this will not be possible when a tanker is present in the right-of-way. Potentially dangerous situations might arise whereby traffic will be required to back-out of the right-of-way to allow the tankers to pass.
3. The site is really just too small for the proposed development. The 'tight fit' of the tanker route, the impact to traffic on Carrington Street and the narrow existing dual lane right of way is problematic. In addition the tanker refuelling point which is located within 2 metres of a residential property is completely inappropriate and undesirable. The proposed refuelling point is in fact located in the worst position possible on the site, but the small size of the site means that relocating it to another location poses a significant challenge.

#### **Widening of the Carrington Street crossover**

DVC relies upon Main Roads policy to justify the widening of the Carrington Street crossover to enable a 19m tanker to enter the right of way. The DVC report states:

*The Main Roads WA driveway policy states the following: "Service stations on a corner lot may have one driveway up to 11.0m wide to a State road and another to the minor road. Those not on a corner may have two driveways, each up to 11.0m wide." (Fourth last paragraph on page 8)*

DVC rely on this policy to justify a widening of the Carrington Street driveway. However, the Carrington Street driveway is not a driveway on the proposed site. The proposed site has two driveways: one exiting onto Clontarf Road and the other exiting onto the existing right of way at its northwest corner. It does not currently have any driveway exiting onto Carrington Street.

It would seem that Puma cannot rely on the Main Roads policy by applying it to the existing Carrington Street driveway on the neighbouring property. Clarity needs to be sought on this issue. If Puma does wish to rely on this policy it seems that it will need to create its own driveway onto Carrington Street and this no doubt will cause the layout of the site to be altered resulting in reduced bowzers and required parking bays potentially making the business unviable.

## **7. Noise Pollution**

#### **No site inspection**

We are very concerned that from the report we received it would appear that once again Herring Storer Acoustics have not actually visited the site. This, we feel, is vital for gaining a true understanding of how the residents surrounding the site will be impacted especially given that bedroom windows are a mere metre away from the boundary fence that adjoins the site.



### Undisclosed substantive changes

In the Third Revision the Herring Storer report states that the additional acoustic report has been undertaken to 'address and clarify' the matters discussed at mediation yet we feel that this is not the case. In fact it would appear that Herring Storer's letter dated 28 May 2015 does more than merely 'address and clarify' as it has altered the receiver locations without providing an explanation as to why. (Compare figure 1 on page 6 of Herring Storer's (revised) report dated 22 April 2015 ('the **HS Report**') with figure 1 on page 5 of its letter dated 28 May 2015 (HS's 'Third Revision')). This just raises more questions by residents:

- Have other changes been made?
- How have the changes influenced the results?

### Tyre air fill point and petrol bowser noise

Herring Storer (HS) has chosen not to provide any analysis or data on the noise that would be emitted from a tyre filling point based entirely on Puma telling them that there would not be a 'beep' sound. They therefore conclude that noise levels would comply.

We understand from our own anecdotal investigations of similar sites that the beeping noise emitted from the tyre filling point **and** the petrol bowser pumping fuel is very loud and intrusive at night. Given that the neighbouring resident's bedroom window is a mere metre from the boundary fence regardless of the location of the tyre filling point night time noises will be very loud and intrusive.

### Mechanical services

As noted above, HS has changed its receiver locations. One change was to omit completely receiver location A. If a site visit had been undertaken it would have been obvious that receiver point A was by far the closest of the receiver points to the mechanical services (air-conditioning units, exhaust fans and refrigeration units). Its omission raises concerns about the veracity of Herring Storer's finding, and arguably Herring Storer's impartiality.

We feel that HS makes statements in its Third Revision are plainly wrong where it states the following:

*For the mechanical services, the critical location is the first storey of residence E. (Second note at the foot of page 2)*

We feel that the most critical location is receiver location A as shown in the HS Report, which is omitted from HS's Third Revision. A simple site visit noting the extremely close location of the bedroom window of the neighbouring residence would have noted this.

It is clear from HS's Third Revision that its conclusions are all hypothetical. It concedes this by stating:

*We note that the mechanical services have not been designed at this stage. However, from another similar project (i.e. proposed petrol station located at Lot 216 Rockingham Road, Hamilton Hill) the mechanical services would comprise:*

- 6 off air conditioning condensing units; 52 dB(A) @ 1m;
- 3 exhaust systems; 1 at 47 dB(A) @ 3m and 2 at 57 dB(A) @ 3m; and
- 3 refrigeration units at 63 dB(A) @ 3m.

(First paragraph under 'Mechanical Services' heading on page 2 of HS's Third Revision)

No basis is given for why the proposed petrol station located at Lot 216 Rockingham Road, Hamilton Hill is similar to that proposed for this site. Some of the more obvious questions that arise are:

- What is the size of each of the buildings?
- What are the sizes of the respective refrigeration units in the respective proposed petrol stations?
- How likely is it that the proposed petrol station located at Lot 216 Rockingham Road, Hamilton Hill will actually be built in the manner described here?
- Are there any residential building in such close proximity to the site as is the case here?

Without answers to these questions it is not possible to test Herring Storer's reliance on the plans for the alleged 'similar' proposed site. Did they for example test the noise levels at any neighbouring residences to conclude that all noise levels comply?

### **Night-time noise**

Finally, HS's Third Revision also contains a note stating that its analysis "*does not consider any diversification that would occur during the night / evening period.*" (First note at the foot of page 2)

We are not certain what is meant by diversification in this context, but it is concerning that the report's findings are limited when it comes to evening and especially night-time noise levels. As previously stated we have spoken to residents who live within close proximity of a petrol filling station and they state that noise levels at night are a significant factor that impacts on their amenity of life.

Given that the neighbouring residence has its bedroom windows so close to the site and the fact that both residents are elderly and suffer from various health conditions we feel that the noises coming from the petrol filling station will be significant and distracting.

### **Air compressor location**

In its Third Revision Herring Storer state:

- "the exact location of the air compressor has not been determined"
- "From information received we understand that the air compressor will be an [sic] Royce RC20/100" (First paragraph page 3)

This assessment is speculation upon speculation and proves nothing. Our own investigations have revealed that in fact air compressors are not located at the tyre filling station but rather at the back of the building. HS concede that this may be the case but still insist that the noise emissions would comply at all times. They also identify the 'worse case location' as the first floor of receiver E (Refer to Figure 1 of the Third Revision to identify the location of the receiver points).

We dispute this and feel that receiver A should be considered the 'worse case location' especially given that the neighbouring residence that runs along the common boundary with the proposed site has its bedroom windows located along this boundary.

### **Tanker start and air brake release**

#### **Failure to disclose testing conditions**

Herring Storer state “[t]o determine the noise emissions from [the refuelling tanker starting and air brake air release], noise level measurement were undertaken of a tanker.” (First paragraph under heading ‘Tanker Start and Air Brake Air Release’ on page 3)

Herring Storer fail to provide information as to where it chose to take its measurements

Up until its Third Revision of expert evidence, Puma had referred to a 13-metre long refuelling tanker, but in the Third Revision it refers to a 19-metre tanker without mention of the former 13-metre tanker or explanation for the increase in size by almost 50%.

Herring Storer do not disclose whether the tanker it measured was 13 or 19 metres in length, or indeed some other length. This would presumably make a material difference as a larger tanker would have a larger and therefore louder engine, this would be especially crucial at tanker start-up and move-off given that it is sitting right on the boundary fence with the neighbouring property.

Herring Storer has shielded its methodology from scrutiny by not disclosing its testing conditions. With that must come a corresponding diminishing in the weight that can be given to its results.

#### **No explanation for inconsistent results**

Herring Storer considered the tanker start noise in the HS Report, where it said “we have calculated the noise level at the closest neighbouring residence based on sound power level of 89 dB(A)” (HD Report, first paragraph in section 4.3 on page 5). It appears that this would exceed the maximum noise level for compliance, which is 72 dB(A) (HD Report, second paragraph in section 4.3 on page 5).

However, in HS’s Third Revision it finds engine start noise at the same location to merely be 59 dB(A), to which 10 dB(A) is added as a penalty due to the impulsive nature of the noise. Herring Storer now concludes that the engine start noise of 69 dB(A) is compliant with relevant standards.

HS’s Third Revision completely ignores its own inconsistent findings in its earlier HS Report. **How Herring Storer went from a noncompliant 89 dB(A) to a compliant 69 dB(A) is not even mentioned, or explained.**

A discrepancy this large should be addressed. Failure to do so seriously detracts from the weight that can be afforded to Herring Storer’s opinion.

#### **Air brake air release**

Curiously, air brake air release noise was the one source of noise that Herring Storer did not earlier consider in the HS Report; and as it happens it is the one and only noise it now finds to be noncompliant. But for the mediation process directing it to consider this noise, it would not have done so.

The consequence of this is significant.

- In the HS Report, Herring Storer concludes the existing 1.8 metre high colourbond boundary fence on the western boundary of the proposed site “is adequately [*sic*] and does not need to be upgraded.” (Last paragraph on page 10)
- In HS’s Third Revision, Herring Storer now concede that for the noise emissions from the air brake to comply with the assigned noise level, a 20 metre long 2.4 metre high barrier is required to be installed along the western boundary of the proposed site. (Last paragraph on page 3)



Puma has put Herring Storer forward as expert in noise emissions, yet Herring Storer has completely changed its findings. It has gone from saying everything is fine and there is no need to take any noise abatement measures; to stating the construction of a 20 metre long by 2.4 metre high fence is now required if noise pollution levels are to be met. Worse still, it has only changed its opinion in this regard when directed to do so following concerns raised in the mediation process.

## **8. Vibrations**

Another factor that seems to be completely overlooked in this assessment is the adverse effects of vibrations.

A 19-metre long tanker parallel parked within a metre of your boundary and 3 metres from your bedroom wall, sitting idly potentially with its engine on for several minutes at a time will produce significant vibration and exhaust emissions.

There has been no assessment of the extent to which these vibrations would be felt in the neighbouring property and the potential damage it might cause.

It is also to be noted that while Puma say refilling will be limited to daytime hours, it does not disclose how many times a week refilling will take place, nor how long it will take to refill the underground tanks.

**Andrew Lefort**

**From:** Kenneth Manolas <ken.manolas@yahoo.com.au>  
**Sent:** Friday, 28 August 2015 9:35 AM  
**To:** Steve Allarding; Andrew Lefort  
**Subject:** Puma petrol filling station - Lot 55 - Clontarf Road, Hamilton Hill - Neighbouring commercial site Lot 41 - 337 Carrington St. - Deed of Easement C638260

27.8.2015.

Dear Mr. Steve Allarding

We the owners of Lot 41, 337 Carrington St. believe the Application for a Puma Filling Station on Lot 55, Clontarf St. will compromise our rights under the Deed of Easement No. C638260. The right of carriageway over Lot 55 from Clontarf Road is the main entrance for vehicles to enter Lot 41.

The Deed of Easement No. C638260 over Lot 55 was **written to a Standard** and the legal intent of the Deed of Easement was clear – (refer to Deed of Easement page 2 Clause 1 and 2.) This is how we understand our rights and obligations of the right of carriageway on both properties.

***"to Lot 41 full and free right liberty to the Grantee and the Grantee's tenants, servants..... for all lawful purposes connected with the use of Lot 41 at all times hereafter to pass and repass over the subject land for the purposes of gaining access to and egress from Lot 41 and to and from the roadways which adjoin Lot 55 and Lot 41. ."***

***"none of the rights hereby granted shall be modified surrendered released or abandoned either wholly or partially and NO PARTY shall make application to any court or to any competent authority for the said rights or any of them to be modified or extinguished either wholly or partially or removed. "***

**Clarification required:**

1. **Can Puma make an Application without ensuring the Deed of Easement No. C638260, is not compromised? e.g. to modify surrender release or abandon either wholly or partially any of the rights hereby granted under the terms of the Deed of Easement ? and**
2. **Can Puma make an Application to a "competent authority", Cockburn Council, wherein an Application can compromise the rights of the Grantee under the Terms of the Deed of Easement No. C638260**
3. **Once Cockburn Council is aware of the Terms and Conditions of the Deed of Easement C638260, does Council in its consideration of the Application have an obligation to ensure the terms and conditions are upheld.**
4. **If there is an excess of vehicles on Lot 55, blocking the right of carriageway to Lot 41, is our rights under the terms of the Deed of Easement compromised?**
5. **Who will be liable if our primary access to Lot 41 is wholly or partially modified , surrendered released, abandoned or extinguished during any time?**

You requested as we were leaving the meeting, to provide details of how we see the congestion problem in relation to our rights granted under the Deed of Easement No. C638260, being "*the full and free right at all times hereafter to pass and repass over the subject land*" and how the impact of vehicles entering Lot 55 via the right of carriageway from Clontarf Road to Lot 41 will be significant in relation to the use of the right of carriageway during peak hour or special periods of time, for vehicles endeavouring to enter Lot 41, thereby for that period of time , "*surrendering or abandoning our access wholly or partially to Lot 41. "*

**PROOF OF CONGESTION WITHIN THE PUMA SITE AND AT THE ENTRANCE OF CLONTARF:**

**It is no longer a perceived problem that congestion may occur.** Below are details from the Applicant's own Application; Attachment 6 – May 2015 final revision 2.

- Page 18 Traffic Assessment – \* Trip Generation manual, Institution of Transportation Engineers (2003), an American document (\* note: **this is not an Australian study and therefore, does not take into consideration the West Australian love of car use**) states:

Page 18: "5.1 the trip generation for the proposed service station and convenience store is estimated as follows: "

**PM peak hour trips = 107 trips per hour**

Service stations typically attract a significant percentage of passing through trade. Based on the likelihood of passing trade, the additional trips generated by the development are expected to be considerably less being:

**PM peak hour trips = 47 trips/hour**

**Therefore total = 107 + 47 = 154 trips per hour.**

**This may be a moderate impact to Carrington St,(a District distributor) but a significant impact to the right of carriageway entrance at Clontarf St to our property 41.**

**\*note: this is the mean/average. Therefore 154 trips divided by 60 minutes = 2.6 vehicles per minute. (Peak hour and specialising time periods)**

- Refer to page 2 – WA Planning Commission – Transport Assessment Guidelines for Developments Volume 4 individual Developments (2003), states a "moderate impact" development is one that generates between 10-100 vehicles trips in the development peak hour. The figures above of 154 Peak hour vehicle per hour is a significant impact on the Clontarf Entrance as well as impact within the Puma site. The right of carriageway would be blocked with vehicles waiting on the Puma site to navigate to the petrol bowers
- The DVC Report only considers impact on Carrington St (District Distributor) and Clontarf Rd (local Distributor Rd) as moderate, however, it is a significant impact to the right of carriageway entrance to Clontarf St. and the use of vehicles endeavouring to exercise the right under the Deed of Easement to enter Lot 41.
- The DVC report page 22 – acknowledges during the tenancy of KFC, Clontarf Street and Carrington St would at times be blocked, however, the report again only considered the impact on Carrington St and Clontarf, whilst KFC was a tenant. The Petrol station application will generate a significant increase in traffic over what was previously a KFC site.
- The impact of a Petrol filling station on the access of the right of carriageway to Lot 41 over Lot 55 would be significantly higher as there would a much higher volume of constant moving of traffic using 8 petrol bowers and the convenience store, rather than just one drive-thru and parking for inside KFC dining. The Report again only addresses the impact on the district distributor road, Carrington St and local Districtor road, Clontarf Road, **NOT on the right of carriageway to Lot 41, nor on the impact of the ability of vehicles once on the puma site, Lot 55 to navigate around the stopped vehicles lining up waiting for a bowser to access Lot 41, or just waiting behind vehicles lined up for a petrol bowser to gain an opening to access Lot 41.**
- The DVC Report page 30, Kentucky Fried Chicken at peak hour was typically 100 vehicles per hour. This rise in vehicles per hour is a significant increase creating a significant impact on egress and queuing on the Easement from Clontarf Road.
- The DVC Report does not take into consideration the impact on the Clontarf St. Entrance in relation to the right of Carriageway and the rights of Lot 41 as it is the primary entrance into Lot 41. It only takes into consideration the impact on Carrington St., a District Distributor.
- Page 3 of Summary of the Residents ongoing concerns SAT mediation 17<sup>th</sup> June 2015.  
*"DVC's report analyses the statistics and concludes traffic will not bank up onto busy Carrington St behind vehicles travelling westbound on Clontarf Rd seeking to enter the proposed site for the petrol station."* However **this statistical analysis is contrary to the reality of the situation** based upon the experience of residents in the area, including residents who live within 50 metres of the relevant intersection.
- The DVC Report relies on Mains Road policy to widen Carrington St. crossover on Lot 41. This is not part of the land of the Puma Site development.



- The peer review by SHAWMAC states the **traffic surveys undertaken by DVC understates the traffic counts** as they were taken when two of the major schools in the area were NOT fully operational as evidenced by the quote below:

The report by SHAWMAC: Peer Review of Transport Impact Statement on page 2.

*"Additional traffic surveys undertaken by DVC in April 2015 on Clontarf Road are not reflective of typically weekday traffic demands as some counts were undertaken on 21<sup>st</sup> April 2015 when two of the major local schools were not operating to full capacity and therefore, the traffic volumes would not be representative of base traffic counts."*

In summary, the DVC report understates the impact on the primary access from Clontarf Road. In relation to Carrington Street and Clontarf Road (District and Local Distributor Roads), this may be a moderate impact, but the primary access from Clontarf Road to Lot 41 will have a significant impact.

The inability to access the right of carriageway from Clontarf Road due to traffic congestion and build up of waiting vehicles within Lot 55 including blocking access completely of the right of carriage during peak hour and special periods, will render our primary access of the right of carriageway to Lot 41, useless.

- We further advise, under the rights granted under the Deed of Easement No. C638261, Puma may only use the right of carriage way over lot 41 to a **width of 4 metres and a length of 43.89 metres as stated on the Certificate of Title Volume 1653 Folio 515.** Page 4 figure 2: Swept Path for Service Delivery and Page 5, figure 3: Swept path rear load garbage truck - forwarded undercover of your letter dated 21 August 2015, does not meet the guidelines set out under the Deed of Easement No. C638261 as the trucks are shown using part of our property not in the "right of carriageway of 4 meters." The sketch plan shows it as a R.O.W. not as a right of carriageway.

We await to be appropriately consulted in this regard. Our expectation would include discussions to clarify differing perspectives, noting that we stated at the Council meeting August 2015 and at the informal meeting 25<sup>th</sup> August, **we support development**, however, the application must meet community standards, regulations and the Deed of Easements . We want to be involved in reaching good planning outcomes and community standards with any development including the current one.

Our initial preference of consultation is for face to face meeting rather than emails. We are available most days **except Tuesday and Wednesday.**

We look forward to receiving your reply.

Kind regards

Marcia and Ken Manolas

On behalf of Kupal Investments Pty. Ltd.

Snowdonia Nominees Pty. Ltd. and

Chris Somas. ( 0403 005 293 ; 9367 8604: 0406 456 149)

cc. A Lefort – Council Officer

cc Cr. Kevin Allen

cc. Deputy Mayor Carol Reeve-Fowkes

cc. Cr. Lyndsey Wetton.



T: +61 8 9274 7076 6 Burgess St Midland WA 6056  
 F: +61 8 9274 4854 PO Box 5060 Midland WA 6056  
 ABN 13 101 084 940 Admin@dvcworld.com

DVC 224 Clontarf Rd Hamilton Hill Puma Letter 20150827

27<sup>th</sup> August 2015

Puma Energy  
 Level 4, 59 Albany Highway  
 Victoria Park  
 WA 6100

Attention: Deborah Burrows

Via Email: [Deborah.Burrows@pumaenergy.com](mailto:Deborah.Burrows@pumaenergy.com)

Dear Deborah,

### **224 Clontarf Road, Hamilton Hill, Service Station Proposal**

This letter documents the queuing assessment of the revised internal site layout of the proposed service station at 224 Clontarf Road, Hamilton Hill. In particular, we have considered the likely peak queueing demand for the site and any likely impact on the Right of Carriageway through the site.

Drivers typically arrange themselves to enable others to exit the site and thereby will tend to keep the right of carriageway trafficable even at exceptionally high periods of traffic demand.

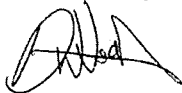
The site will be equipped with high speed pumps that deliver fuel at quicker rates than those typically installed at existing service stations. Typically, no vehicle remains at the refueling pump for more than 10 minutes and most vehicles have exited the bay by 5 minutes. There are some exceptions because people buy goods in the shop and at busy times some customers pull forward into the parking bays in front of the store to allow others to refuel. Adopting a conservative approach, an average dwell time at the refueling bay, from arrival to departure, has been assumed to be 7 minutes.

It has been estimated that the peak hour trip generation for the site would be in the order of 107 vehicles (53 inbound and 54 outbound) during the pm peak. This equates to almost one vehicle arrival per minute and with 8 bowsers, there would be no queueing if the arrival rate were uniform. However, arrival times are unlikely to be uniform over the whole hour and therefore, allowing for half of the customers to arrive in a single 15-minute period would result in up to 16 vehicles being present at any one time. Thus, with 8 vehicles at the pumps, a further 8 vehicles would be queueing. **Figure 1** shows this typical 'peak within the peak' queueing scenario.

The site layout can readily accommodate many more queuing vehicles and **Figure 2** illustrates that there is space for at least 21 vehicles on the forecourt either refueling or waiting to do so. This would cater for a massive 75% of peak hour demand to arrive in a single 15-minute period, which is highly unlikely. If this rare event did occur then the Right of Carriageway would still be trafficable.

If you have any queries in regards to this assessment or require clarifications, please contact me at your earliest convenience on 08 9274 7076.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'D Veal', written over a horizontal line.

Donald Veal  
Director

Enc. Figures 1 and 2

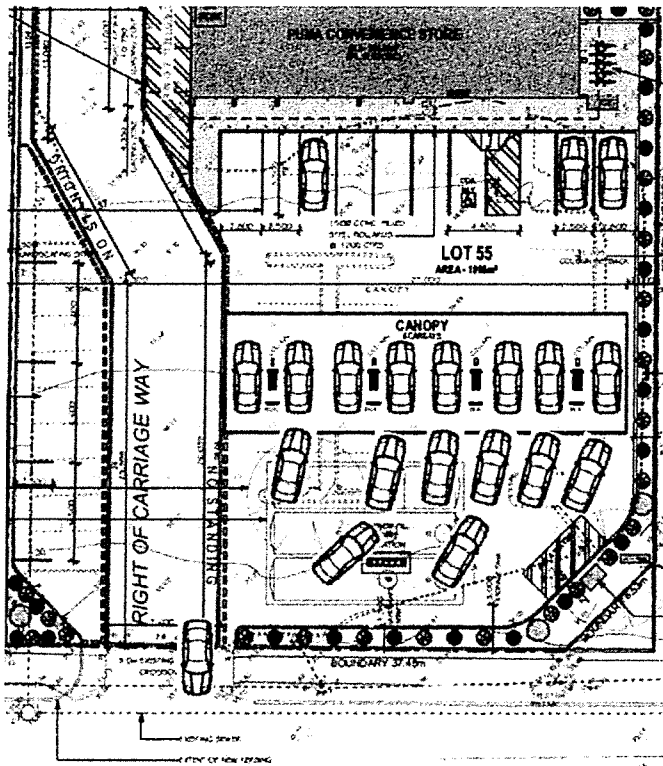


Figure 1: Expected Peak within the Peak Queuing Demand

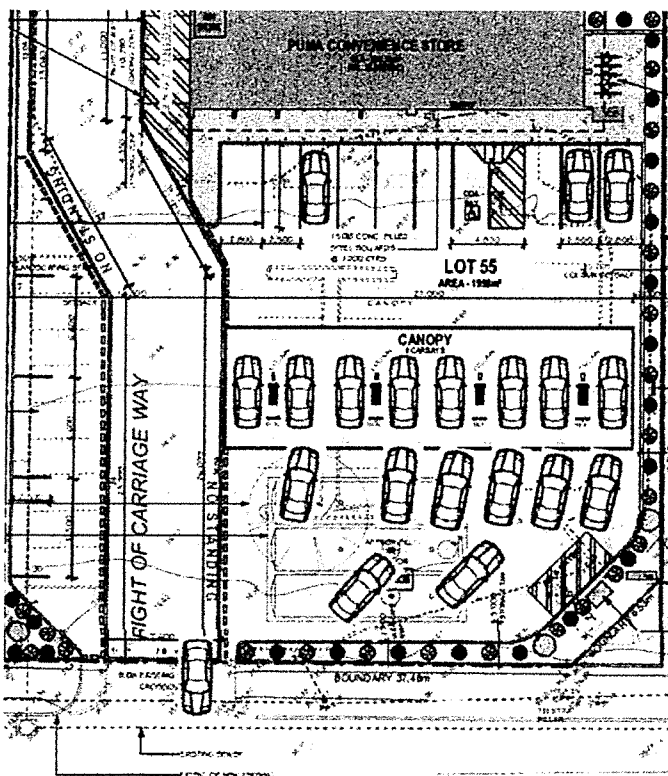


Figure 2: Theoretical Queuing Capacity within the Site



# RAV DG Services

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PO Box 35 Madeley WA 6065 | ABN: 39 093 873 573 | Ph:0417 872 973 | ravisser@ravdg.com.au

**April 15, 2015**

**Puma Energy  
PO Box 695  
Victoria Park WA 6979**

**Attention: The State Manager WA**

**Dear Rosemarie**

**Re: Dangerous Goods Licencing Assessment Process – 224 Clontarf Road Hamilton Hill**

Thank you for your time yesterday to enable me to explain the WA Dangerous Goods Storage and Handling Licencing endorsement service that I provide. I am a Department of Mines and Petroleum Accredited Compliance Consultant with over 40 years hands-on experience in the fuel industry. In addition to the many hundreds of facilities that I have assessed for licencing in Western Australia over the years I have also designed, constructed, upgraded and remediated many service stations in Perth and overseas.

In this letter I attempt to detail our conversation though I have quoted few specific Regulations or Standards. These can be provided if necessary.

For a service station to store and sell petrol it must have a Dangerous Goods Storage and Handling Licence commonly referred to as a DG Licence.

To obtain a DG Licence the facility must comply with the WA Dangerous Goods Act and Regulations where the prime criteria is “No Harm” to people, property or the environment. The facility must be designed and constructed to a level where a comprehensive risk assessment would determine the operating risk to be As Low As Reasonably Practicable (ALARP).

Unfortunately WA Regulations do not distinguish between a highly complex hazardous chemical manufacturing plant and a relatively low risk service station as the levels of scrutiny and required documentation are very similar.

To achieve a low facility risk or ALARP, WA Regulations and Australian Standards provide detailed guidance that assist with the assessment process. There are many components to the assessment process for a Dangerous Goods Storage and Handling facility to be licensed, they include:

- Separation distances to boundaries, to public places, to protected places and impact on adjoining premises
- Site accessibility for fuel delivery tankers and vehicles

- Spill containment
- Emergency preparedness and management
- Operator training
- Maintenance provisions
- Lighting
- Equipment to be installed

One of the key aspects in determining risk is hazardous zones.

Australian Standard AS/NZS60079 provides guidance on Explosive Gas Atmospheres and Hazardous Zones and it provides the tools to delineate the extent of a hazardous zone. From a practical perspective if there is a petrol odour then there are petrol vapours and one could expect there to be a hazardous zone.

Petrol vapours are heavier than air and the hazardous zone around a petrol bowser extends in a 500mm thick layer 4m in distance in all directions from the base of the bowser. The 500mm directly adjacent the petrol bowser to 1.2m above ground level is also a hazardous zone. At the underground tank vent stack there is a 1.5m diameter zone around the vent outlet.

The hazardous zone delineation coincides with required minimum separation distances where:

- the petrol bowser must be no closer than 4m to the property boundary
- the petrol tank vents must not be closer than 4m to any opening on a building
- the underground tank fill points must not be closer than 2m from any building opening or 3m from any ignition source
- the underground tanks must not be closer than 2m from the property boundary

During normal operation it is unlikely that the petrol odours/vapours will extend much past the defined hazardous zone or separation distance. This is somewhat due to the speed at which the vehicle can refuel. The filling nozzle spout is generally a close fit into the vehicle fuel tank and that close fit restricts both flow rate in and limits the vapour/odours that are generated trying to escape from the tank. Attempts to increase the filling speed will cause increased fuel turbulence into the vehicle fuel tank resulting in an increase of fuel vapours or pressure trying to escape from the vehicle fuel tank. This increase in pressure in the vehicle fuel tank receiving pipe causes the filling nozzle to shut off thereby reducing escaping vapours.

When a fuel tanker makes a delivery petrol vapours from the underground tank being filled are drawn back into the fuel tanker being emptied and returned to the supply terminal where the vapours are re-condensed into liquid.

The Dangerous Goods Licencing process assesses the likely impact from vapours. There must be no impact for the assessment process to continue.

Fuel storage and handling equipment criteria also affects licencing. All tanks and underground pipes must be double contained and non-corrodible. There must be containment sumps under the bowzers and spill catchment and containment at the fill points. The tanks and pipes must be extensively tested before being put into service and then monitored for leaks during operation. The Dangerous Goods Licence assessment looks at all aspects of the planned equipment installation to ensure compliance is met and the risk of operation is ALARP.

As with equipment selection, spill containment of the forecourt vehicle filling area must be correctly designed for the facility to obtain a Dangerous Goods Storage and Handling Licence. The cost of petrol along with filling nozzle design have reduced the likelihood of significant spills but there are often droplets of petrol that may escape when the customer tries to overfill his vehicle and then removes the nozzle from the fuel tank. The droplets when washed away will accumulate and could impact on the environment if not captured, contained and processed. The DG assessment process reviews the design and how the system will be operated. If the system is deemed unsuitable the licencing process stops and the design sent for rework.

Emergency Planning and Emergency Preparedness are also key aspects of the licencing regime. The site's Emergency Plan is reviewed to determine if adequate measures have been identified to assist site personnel in contacting the emergency services and safely attend to a situation prior to the arrival of emergency professionals i.e. fire department, police, ambulance. The DG Licencing provision requires a site plan with services and storage identified along with an after-hours contact list for responsible personnel.

The proposed site plan, DA01 Rev A dated 04.11.2014 for Clontarf Road, indicates that the tanks and bowsters more than meet minimum legislated separation distances. Although not indicated on the plan, the least intrusive underground tank vent termination point would be near the air and water dispensing area. The proposed fill box location also appears to be well within the 2m separation distance to any building opening, however, a physical inspection of the area over the fence to the adjoining property is required to confirm there are no ignition sources within 3m of the fill box. Further design detail will need to be provided before a complete Dangerous Goods Licencing Assessment can be made, however, early indications are that the proposed site will be fully compliant with legislated requirements.

Although the intended licensee pays for the DG Assessment Service, Regulations require the licensee to acknowledge their responsibilities and prohibit commercial pressure for a less than vigorous assessment towards a favourable outcome. The assessing DG Consultant is required to acknowledge that a thorough review has been conducted. The Regulator randomly visits each site periodically to inspect for assessment defects and/or operational deviations from regulations.

As the DG Compliance Consultant is effectively an independent agent acting on behalf of the WA Mines Department, licencing submissions are regularly audited by the Department. A less than favourable assessment of a licencing submission may well result in a termination of accreditation.

I trust this information provides you with a level of confidence that your facilities are vigorously reviewed prior to sign off for licencing.

Yours faithfully  
RAV DG Services



Ron Visser  
Accredited Assessor 6IM 068

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF086532	11867	<b>KEVIN JOHN ALLEN</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086533	12740	<b>MAYOR LOGAN HOWLETT</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	11,158.33
EF086534	19059	<b>CAROL REEVE-FOWKES</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	4,398.96
EF086535	20634	<b>LEE-ANNE SMITH</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086536	21185	<b>BART HOUWEN</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086537	23338	<b>STEVE PORTELLI</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086538	23339	<b>STEPHEN PRATT</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086539	23340	<b>SHAHYAZ MUBARAKAI</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086540	25352	<b>LYNDSEY WETTON</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086541	25353	<b>PHILIP EVA</b> MONTHLY COUNCILLOR ALLOWANCE	3/07/2015	2,575.00
EF086542	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	6/07/2015	4,936.18
EF086543	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	6/07/2015	330,257.00
EF086544	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	6/07/2015	10,970.86
EF086545	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	6/07/2015	1,486.20
EF086546	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES EM</b> PAYROLL DEDUCTIONS	6/07/2015	1,067.00
EF086547	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	6/07/2015	15,031.36
EF086548	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	6/07/2015	3,971.90
EF086549	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	6/07/2015	567.62
EF086550	99997	<b>JESSY BROWN</b> MISSED SCCB PAYMENT	16/07/2015	110.35
EF086551	99997	<b>LEAH BYRNE</b> MISSED SCCB PAYMENT	16/07/2015	434.35
EF086552	99997	<b>SHARON DU TOIT</b> MISSED SCCB PAYMENT	16/07/2015	851.89
EF086553	99997	<b>MARIE DUTTON</b> MISSED SCCB PAYMENT	16/07/2015	1,895.58
EF086554	99997	<b>PETRINA DWYER</b> MISSED SCCB PAYMENT	16/07/2015	231.66
EF086555	99997	<b>DENISE DYSON</b> MISSED SCCB PAYMENT	16/07/2015	316.57
EF086556	99997	<b>SONYA FITZPATRICK</b> MISSED SCCB PAYMENT	16/07/2015	204.33



CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque / EFT	Account No.	Account / Payee	Date	Value
EF086557	99997	<b>ALANA HULSTON</b> MISSED SCCB PAYMENT	16/07/2015	984.08
EF086558	99997	<b>ROS LATTER</b> MISSED SCCB PAYMENT	16/07/2015	455.75
EF086559	99997	<b>DEBRA LOGAN</b> MISSED SCCB PAYMENT	16/07/2015	1,137.18
EF086560	99997	<b>CAROLE LONGDON</b> MISSED SCCB PAYMENT	16/07/2015	869.53
EF086561	99997	<b>JEANETTE MILLER</b> MISSED SCCB PAYMENT	16/07/2015	366.75
EF086562	99997	<b>SARAH SHERIDAN</b> MISSED SCCB PAYMENT	16/07/2015	1,778.19
EF086563	99997	<b>JUNKO SUZUKI</b> MISSED SCCB PAYMENT	16/07/2015	270.88
EF086564	99997	<b>REBECCA THOMAS</b> MISSED SCCB PAYMENT	16/07/2015	229.98
EF086565	99997	<b>MAUREEN TURTON</b> MISSED SCCB PAYMENT	16/07/2015	457.43
EF086566	99997	<b>AMY WALKER</b> MISSED SCCB PAYMENT	16/07/2015	1,294.30
EF086567	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	20/07/2015	1,659.80
EF086568	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	20/07/2015	310,928.00
EF086569	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	20/07/2015	3,638.76
EF086570	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	20/07/2015	495.40
EF086571	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES</b> <b>EMPLOYEES UNION</b> PAYROLL DEDUCTIONS	20/07/2015	410.00
EF086572	12740	<b>MAYOR LOGAN HOWLETT</b> REIMBURSEMENT OF CONFERENCE & TRAVEL	20/07/2015	874.34
EF086573	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	20/07/2015	13,372.93
EF086574	19059	<b>CAROL REEVE-FOWKES</b> EXPENSES REIMBURSEMENT - LAUNDRY & TRAVEL	20/07/2015	1,059.54
EF086575	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	20/07/2015	1,331.70
EF086576	21691	<b>ZETTANET PTY LTD</b> INTERNET/WEB SERVICES	20/07/2015	7,199.94
EF086577	23338	<b>STEVE PORTELLI</b> MILEAGE CLAIM REIMBURSEMENT APRIL - JUNE 15	20/07/2015	1,354.15
EF086578	23339	<b>STEPHEN PRATT</b> MILEAGE CLAIM REIMBURSEMENT OCT 13 - JULY 15	20/07/2015	1,778.13
EF086579	25352	<b>LYNDSEY WETTON</b> MILEAGE CLAIM REIMBURSEMENT APRIL - JUNE 15	20/07/2015	883.52
EF086580	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	20/07/2015	567.62

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EF086581	99997	<b>KATHLEEN MCCORMACK</b> CAT STERILISATION CONTRIBUTIONS	20/07/2015	250.00
EF086582	99997	<b>ROBERTA BUNCE</b> VOLUNTEER EXPENSES REIMBURSEMENT	20/07/2015	75.00
EF086583	99997	<b>COOGEE BEACH PROGRESS ASSOCIATION</b> CONTRIBUTION - FEBRUARY NEWSLETTER	20/07/2015	213.50
EF086584	99997	<b>COOGEE BEACH PROGRESS ASSOCIATION</b> CONTRIBUTION - APRIL NEWSLETTER	20/07/2015	213.50
EF086585	99997	<b>COOGEE BEACH PROGRESS ASSOCIATION</b> CONTRIBUTION - JUNE NEWSLETTER	20/07/2015	233.50
EF086586	99997	<b>CONNECTING SOUTH LAKE</b> CONTRIBUTION - MARCH NEWSLETTER	20/07/2015	567.45
EF086587	99997	<b>ANTONIO CARVAJAL</b> RATES REFUND	20/07/2015	30.00
EF086588	99997	<b>ATWELL NETBALL CLUB</b> SPORTING EQUIPT GRANT	20/07/2015	546.65
EF086589	99997	<b>CANCER COUNCIL WESTERN AUSTRALIA</b> BIGGEST MORNING TEA FUNDRAISER	20/07/2015	2,000.00
EF086590	99997	<b>ZURICH INSURANCE AUSTRALIA</b> INSURANCE EXCESS PAYMENT	20/07/2015	1,000.00
EF086591	99997	<b>SOUTH COOGEE VOLUNTEER BUSH FIRE BRIGADE</b> EXPENSES REIMBURSEMENT	20/07/2015	509.96
EF086592	99997	<b>JANDAKOT VOLUNTEER BUSH FIRE BRIGADE</b> EXPENSES REIMBURSEMENT	20/07/2015	6,160.44
EF086593	99997	<b>BRUCE MENTZ</b> EXPENSES REIMBURSEMENT	20/07/2015	135.00
EF086594	99997	<b>CONOR MCGRATH</b> TRAINING EXPENSES REIMBURSEMENT	20/07/2015	518.00
EF086595	99997	<b>OEIJ PROPERTY TRUST</b> INSURANCE CLAIM REIMBURSEMENT	20/07/2015	300.00
EF086596	99997	<b>LUKE SMITH</b> DASH FOR CASH WINNER	20/07/2015	50.00
EF086597	99997	<b>WILMARI NEL</b> STUDY FEES CONTRIBUTION	20/07/2015	1,175.00
EF086598	99997	<b>KAYLEE BAZELY</b> STUDY FEES CONTRIBUTION	20/07/2015	297.25
EF086599	99997	<b>J GUILFOIULE</b> U FUND APPLICANT	20/07/2015	400.00
EF086600	99997	<b>SUSANNA GRAVES</b> DASH FOR CASH WINNER	20/07/2015	50.00
EF086601	99997	<b>NATHAN SHARP</b> STUDY FEES CONTRIBUTION	20/07/2015	548.00
EF086602	99997	<b>AMY WYTHES</b> STUDY FEES CONTRIBUTION	20/07/2015	1,283.00
EF086603	99997	<b>JADRANKA KIURSKI</b> STUDY FEES CONTRIBUTION	20/07/2015	2,675.00
EF086604	99997	<b>ADAM HARRIS</b> STUDY FEES CONTRIBUTION	20/07/2015	548.00
EF086605	99997	<b>LEAH HORTON</b> STUDY FEES CONTRIBUTION	20/07/2015	1,283.00

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EF086606	99997	<b>NISHA BURTHERM</b> STUDY FEES CONTRIBUTION	20/07/2015	1,283.00
EF086607	99997	<b>COCKBURN VOLUNTEER SES</b> EXPENSES REIMBURSEMENT	20/07/2015	2,380.41
EF086608	99997	<b>COCKBURN VOLUNTEER SES</b> EXPENSES REIMBURSEMENT	20/07/2015	5,210.01
EF086609	99997	<b>COCKBURN BMX STADIUM</b> REIMBURSEMENT OF ELECTRICITY COSTS	20/07/2015	1,398.21
EF086610	99997	<b>ZURICH INSURANCE AUSTRALIA</b> INSURANCE EXCESS PAYMENT	20/07/2015	1,000.00
EF086611	99997	<b>BRUCE ROSS</b> REIMBURSEMENT - HIGH RISK LICENCE	20/07/2015	70.00
EF086612	99997	<b>THOMAS COOKE</b> PRESCRIPTION SAFETY GLASSES CONTRIB.	20/07/2015	300.00
EF086613	99997	<b>DOUGLAS OGDEN</b> PRESCRIPTION SAFETY GLASSES CONTRIB.	20/07/2015	238.00
EF086614	99997	<b>SAMANTHA BARON</b> EXPENSES REIMB. - QUIT SMOKING INITIATIVE	20/07/2015	127.60
EF086615	21739	<b>EXCEL TRAFFIC DATA</b> TRAFFIC SURVEYING SERVICES	23/07/2015	4,670.60
EF086616	23929	<b>ANTIQUITEA</b> HIRE-FUNCTION EQUIPMENT	23/07/2015	5,869.00
EF086617	11856	<b>WA LOCAL GOVERNMENT SUPER PLAN</b> PAYROLL DEDUCTIONS	20/07/2015	515,613.83
EF086618	18005	<b>COLONIAL FIRST STATE</b> PAYROLL DEDUCTIONS	20/07/2015	619.82
EF086619	18432	<b>HESTA SUPER FUND</b> PAYROLL DEDUCTIONS	20/07/2015	5,561.01
EF086620	18718	<b>FIRST STATE SUPER</b> PAYROLL DEDUCTIONS	20/07/2015	2,355.25
EF086621	19010	<b>SUMMIT PERSONAL SUPER PLAN PASQUALE CARR</b> PAYROLL DEDUCTIONS	20/07/2015	657.04
EF086622	19193	<b>REST SUPERANNUATION</b> PAYROLL DEDUCTIONS	20/07/2015	1,566.00
EF086623	19727	<b>MTAA SUPER FUND</b> PAYROLL DEDUCTIONS	20/07/2015	604.59
EF086624	19997	<b>AUSTRALIANSUPER</b> PAYROLL DEDUCTIONS	20/07/2015	28,902.02
EF086625	20056	<b>CBUS</b> PAYROLL DEDUCTIONS	20/07/2015	2,880.41
EF086626	20217	<b>DOWNING SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	20/07/2015	6,078.60
EF086627	20300	<b>CATHOLIC SUPER &amp; RETIREMENT FUND</b> PAYROLL DEDUCTIONS	20/07/2015	1,519.44
EF086628	20406	<b>HOSTPLUS SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	20/07/2015	1,551.65
EF086629	20755	<b>COLONIAL FIRST STATE - ROBERT GRAEME WATS</b> PAYROLL DEDUCTIONS	20/07/2015	64.85
EF086630	21365	<b>ING LIFE - ONEANSWER PERSONAL SUPER</b> PAYROLL DEDUCTIONS	20/07/2015	165.26

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EF086631	21921	<b>MAURICIO FAMILY</b> PAYROLL DEDUCTIONS	20/07/2015	3,730.71
EF086632	22067	<b>STEPHENS SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	20/07/2015	1,113.38
EF086633	22901	<b>FONTANA SUPER PLAN</b> PAYROLL DEDUCTIONS	20/07/2015	1,969.80
EF086634	23695	<b>NETWEALTH INVESTMENT &amp; SUPERANNUATION</b> PAYROLL DEDUCTIONS	20/07/2015	930.54
EF086635	24620	<b>E &amp; B PINTO SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	20/07/2015	1,763.37
EF086636	24642	<b>TWUSUPER</b> PAYROLL DEDUCTIONS	20/07/2015	1,030.56
EF086637	24813	<b>KINETIC SUPER</b> PAYROLL DEDUCTIONS	20/07/2015	697.23
EF086638	25043	<b>COLONIAL FIRST STATE - KERRY MARGARET RO</b> PAYROLL DEDUCTIONS	20/07/2015	277.82
EF086639	25051	<b>ANZ SMART CHOICE SUPER (ONEPATH MASTERFU</b> PAYROLL DEDUCTIONS	20/07/2015	1,863.33
EF086640	25394	<b>CONCEPT ONE THE</b> PAYROLL DEDUCTIONS	20/07/2015	6.03
EF086641	25495	<b>ONEPATH CUSTODI</b> PAYROLL DEDUCTIONS	20/07/2015	758.22
EF086642	25538	<b>NORTH PERSONAL SUPERANNUATION PLAN</b> PAYROLL DEDUCTIONS	20/07/2015	649.40
EF086643	25590	<b>FIRST CHOICE WHOLESALE PERSONAL SUPER - M</b> PAYROLL DEDUCTIONS	20/07/2015	1,142.52
EF086644	25649	<b>COMMONWEALTH BANK GROUP SUPER</b> PAYROLL DEDUCTIONS	20/07/2015	674.88
EF086645	25950	<b>BT LIFETIME SUPER - EMPLOYER PLAN</b> PAYROLL DEDUCTIONS	20/07/2015	914.57
EF086646	25956	<b>COLONIAL FIRST STATE - KHRISTINE ANNE RYAN</b> PAYROLL DEDUCTIONS	20/07/2015	306.37
EF086647	25963	<b>ONEPATH SUPER - RACHEL PLEASANT</b> PAYROLL DEDUCTIONS	20/07/2015	942.78
EF086648	26071	<b>NORTH PERSONAL SUPERANNUATION PLAN</b> SUPERANNUATION FUND	20/07/2015	298.02
EF086649	26089	<b>ESSENTIAL SUPPERANNUATION FUND</b> SUPPERANNUATION	20/07/2015	1,863.33
EF086650	26144	<b>COLONIAL FIRST STATE - GLENN PETHICK</b> PAYROLL DEDUCTIONS	20/07/2015	903.03
EF086651	26154	<b>AMP FLEXIBLE LIFETIME SUPER RAYMOND DORE</b> PAYROLL DEDUCTIONS	20/07/2015	1,041.78
EF086652	26161	<b>THE TRUSTEE FOR ELDER CLAN SUPERANNUATIO</b> SUPERANNUATION FUND	20/07/2015	310.87
EF086653	26311	<b>SUNSUPER PTY LTD</b> PAYROLL DEDUCTIONS	20/07/2015	1,536.39
EF086654	26373	<b>ONE PATH MASTERFUND - ERIN MAE RUKMINI KE</b> PAYROLL DEDUCTIONS	20/07/2015	522.88
EF086655	26374	<b>IOOF SUPERANNUATION FUND - IOOF SUPERANNU</b> PAYROLL DEDUCTIONS	20/07/2015	1,199.05



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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF086656	26405	<b>ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND)</b> PAYROLL DEDUCTIONS	20/07/2015	403.78
EF086657	26445	<b>ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND)</b> PAYROLL DEDUCTIONS	20/07/2015	348.10
EF086658	26468	<b>SULLIVAN SUPER FUND PTY LTD</b> PAYROLL DEDUCTIONS	20/07/2015	6,451.11
EF086659	26504	<b>NGS SUPER SHANTELLE TYLOR</b> PAYROLL DEDUCTIONS	20/07/2015	716.49
EF086660	26538	<b>BT RETIREMENT WRAP ASANKA VIDANAGE 3588</b> PAYROLL DEDUCTIONS	20/07/2015	1,160.13
EF086661	26553	<b>ONE PATH MASTERFUND 3597 LEEANNE DAVIS</b> PAYROLL DEDUCTIONS	20/07/2015	22.80
EF086662	26569	<b>THE TRUST COMPANY(SUPERANNUATION) LTD</b> PAYROLL DEDUCTIONS	20/07/2015	418.45
EF086663	26570	<b>FIRST CHOICE PERSONAL SUPER - BRENTON BULL</b> PAYROLL DEDUCTIONS	20/07/2015	495.94
EF086664	26575	<b>INTRUST SUPER</b> SUPERANNUATION	20/07/2015	9.88
EF086665	11741	<b>WATC</b> LOAN REPAYMENTS	28/07/2015	210.09
EF086666	11753	<b>WASTE MANAGEMENT &amp; RECYCLING FUND</b> QUARTERLY LANDFILL LEVY PAYMENT	28/07/2015	853,082.56
EF086667	10888	<b>LJ CATERERS</b> CATERING SERVICES	27/07/2015	4,645.30
EF086668	10000	<b>21ST CENTURY BUSINESS EQUIPMENT</b> OFFICE SUPPLIES AND EQUIPMENT	31/07/2015	1,204.50
EF086669	10010	<b>AAC ID SOLUTIONS</b> SECURITY & PROMOTIONAL PRODUCTS	31/07/2015	2,323.85
EF086670	10058	<b>ALSCO PTY LTD</b> HYGIENE SERVICES/SUPPLIES	31/07/2015	2,488.85
EF086671	10071	<b>AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD</b> LICENCE - PERFORMING RIGHTS	31/07/2015	180.75
EF086672	10082	<b>ARMANDOS SPORTS</b> SPORTING GOODS	31/07/2015	2,639.87
EF086673	10091	<b>ASLAB PTY LTD</b> ASPHALTING SERVICES/SUPPLIES	31/07/2015	5,280.06
EF086674	10118	<b>AUSTRALIA POST</b> POSTAGE CHARGES	31/07/2015	7,903.88
EF086675	10160	<b>DORMA AUSTRALIA PTY LTD</b> AUTOMATIC DOOR SERVICES	31/07/2015	16,067.10
EF086676	10170	<b>MACRI PARTNERS</b> AUDITING SERVICES	31/07/2015	13,200.00
EF086677	10207	<b>BOC GASES</b> GAS SUPPLIES	31/07/2015	2,750.00
EF086678	10219	<b>BOUSFIELDS MENSWEAR</b> CLOTHING SUPPLIES	31/07/2015	767.00
EF086679	10221	<b>BP AUSTRALIA LIMITED</b> DIESEL/PETROL SUPPLIES	31/07/2015	9,375.48
EF086680	10226	<b>BRIDGESTONE AUSTRALIA LTD</b> TYRE SERVICES	31/07/2015	43,012.36

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EF086681	10244	<b>BUILDING &amp; CONST INDUSTRY TRAINING FUND</b> LEVY PAYMENT	31/07/2015	181,013.51
EF086682	10246	<b>BUNNINGS BUILDING SUPPLIES PTY LTD</b> HARDWARE SUPPLIES	31/07/2015	3,444.08
EF086683	10247	<b>BUNZL AUSTRALIA LTD</b> PAPER/PLASTIC/CLEANING SUPPLIES	31/07/2015	874.17
EF086684	10256	<b>CABLE LOCATES &amp; CONSULTING</b> LOCATING SERVICES	31/07/2015	3,368.53
EF086685	10287	<b>CENTRELINE MARKINGS</b> LINEMARKING SERVICES	31/07/2015	550.00
EF086686	10333	<b>CJD EQUIPMENT PTY LTD</b> HARDWARE SUPPLIES	31/07/2015	2,018.76
EF086687	10346	<b>COATES HIRE OPERATIONS PTY LTD</b> EQUIPMENT HIRING SERVICES	31/07/2015	229.02
EF086688	10348	<b>COCA COLA AMATIL</b> SOFT DRINK SUPPLIES	31/07/2015	774.09
EF086689	10349	<b>COCKBURN BASKETBALL ASSOC INC</b> ELECTRICITY REIMBURSEMENTS	31/07/2015	220.00
EF086690	10351	<b>COCKBURN BMX STADIUM</b> SPORTING EQUIPT GRANT/REGISTRATION FEES	31/07/2015	112.00
EF086691	10357	<b>COCKBURN ICE ARENA PTY LTD</b> ENTERTAINMENT SERVICES	31/07/2015	253.00
EF086692	10358	<b>COCKBURN LIQUOR CENTRE</b> LIQUOR SUPPLIES	31/07/2015	1,284.01
EF086693	10359	<b>COCKBURN PAINTING SERVICE</b> PAINTING SUPPLIES/SERVICES	31/07/2015	1,205.60
EF086694	10360	<b>COCKBURN PARTY</b> HIRE OF PARTY EQUIPMENT	31/07/2015	6,528.10
EF086695	10371	<b>COLIN LOCKLEY</b> TRANSPORT SERVICES	31/07/2015	5,555.00
EF086696	10375	<b>VEOLIA ENVIRONMENTAL SERVICES</b> WASTE SERVICES	31/07/2015	7,949.39
EF086697	10380	<b>COLQUHOUNS FREMANTLE BAG COMPANY</b> WOVEN BAGS	31/07/2015	418.00
EF086698	10384	<b>PROGILITY PTY LTD</b> COMMUNICATION SERVICES	31/07/2015	4,964.63
EF086699	10386	<b>COMMUNITY NEWSPAPER GROUP</b> ADVERTISING SERVICES	31/07/2015	25,732.17
EF086700	10426	<b>CROATIA BOOKS</b> VARIOUS MAGAZINES	31/07/2015	1,151.00
EF086701	10446	<b>CY O'CONNOR COL</b> TRAINING SERVICES	31/07/2015	720.42
EF086702	10483	<b>LANDGATE</b> MAPPING/LAND TITLE SEARCHES	31/07/2015	93,833.31
EF086703	10485	<b>DEPARTMENT OF SPORT AND RECREATION</b> ACCOMMODATION DEPOSIT	31/07/2015	424.00
EF086704	10512	<b>DOMUS NURSERY</b> VARIOUS PLANTS	31/07/2015	3,339.30
EF086705	10526	<b>E &amp; MJ ROSHER PTY LTD</b> MOWER PARTS	31/07/2015	8,323.55

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EF086706	10528	<b>EASIFLEET MANAGEMENT</b> VEHICLE LEASE	31/07/2015	3,078.38
EF086707	10535	<b>WORKPOWER INCORPORATED</b> EMPLOYMENT SERVICES - PLANTING	31/07/2015	33,932.28
EF086708	10580	<b>FC COURIERS</b> COURIER SERVICES	31/07/2015	3,356.83
EF086709	10588	<b>FINANCIAL COUNSELLORS ASSOC OF WA INC</b> MEMBERSHIP RENEWAL	31/07/2015	370.00
EF086710	10590	<b>DEPARTMENT OF FIRE AND EMERGENCY SERVICE</b> ESL LEVY & RELATED COSTS	31/07/2015	10,714.42
EF086711	10611	<b>FORPARK AUSTRALIA</b> PLAYGROUND EQUIPMENT	31/07/2015	24,761.83
EF086712	10636	<b>FUJI XEROX AUSTRALIA PTY LTD</b> PHOTOCOPY CHARGES	31/07/2015	5,675.48
EF086713	10641	<b>GALVINS PLUMBING SUPPLIES</b> PLUMBING SERVICES	31/07/2015	9,568.19
EF086714	10655	<b>GHD PTY LTD</b> CONSULTANCY SERVICES	31/07/2015	55,258.41
EF086715	10679	<b>GRASSTREES AUSTRALIA</b> PLANTS & PLANTING SERVICES	31/07/2015	308.00
EF086716	10692	<b>AECOM AUSTRALIA PTY LTD</b> CONSULTANCY SERVICES	31/07/2015	38,659.50
EF086717	10708	<b>HEAVY AUTOMATICS PTY LTD</b> EQUIPMENT MAINTENANCE SERVICES	31/07/2015	1,496.76
EF086718	10709	<b>HECS FIRE</b> FIRE SYSTEM MAINTENANCE	31/07/2015	5,517.05
EF086719	10711	<b>HERALD PUBLISHING COMPANY PTY LTD</b> ADVERTISING SERVICES	31/07/2015	2,633.40
EF086720	10726	<b>HOLTON CONNOR ARCHITECTS &amp; PLANNERS</b> ARCHITECTURAL SERVICES	31/07/2015	29,634.00
EF086721	10757	<b>INDOOR KART HIRE O'CONNOR</b> ENTERTAINMENT SERVICES	31/07/2015	1,600.00
EF086722	10779	<b>J F COVICH &amp; CO PTY LTD</b> ELECTRICAL SERVICES	31/07/2015	151,497.87
EF086723	10781	<b>JANDAKOT EARTHMOVING &amp; RURAL CONTRACTOR</b> FIREBREAK CONSTRUCTION	31/07/2015	20,000.00
EF086724	10787	<b>JANDAKOT ACCIDENT REPAIR CENTRE</b> PANEL BEATING SERVICES	31/07/2015	2,000.00
EF086725	10792	<b>JASOL AUSTRALIA</b> CLEANING PRODUCTS	31/07/2015	656.48
EF086726	10794	<b>JASON SIGNMAKERS</b> SIGNS	31/07/2015	6,160.00
EF086727	10814	<b>JR &amp; A HERSEY PTY LTD</b> SAFETY CLOTHING SUPPLIES	31/07/2015	1,563.60
EF086728	10836	<b>KERB DOCTOR</b> CONCRETE KERBING - SUPPLY & LAYING	31/07/2015	34,434.07
EF086729	10872	<b>LAWN DOCTOR</b> TURF MAINTENANCE SERVICES	31/07/2015	3,043.70
EF086730	10879	<b>LES MILLS AEROBICS</b> INSTRUCTION/TRAINING SERVICES	31/07/2015	1,105.38

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EF086731	10884	<b>WSP BUILDINGS PTY LTD</b> CONSULTANCY SERVICES	31/07/2015	16,500.00
EF086732	10893	<b>LOCAL GOVT SUPERVISORS ASSOC OF WA INC</b> CONFERENCE/SEMINARS	31/07/2015	77.00
EF086733	10906	<b>AUSTRALIAN PLANT WHOLESALERS</b> VARIOUS PLANTS	31/07/2015	297.00
EF086734	10912	<b>M2 TECHNOLOGY PTY LTD</b> MESSAGING SERVICES	31/07/2015	396.00
EF086735	10913	<b>BUCHER MUNICIPAL PTY LTD</b> PURCHASE OF NEW PLANT / REPAIR SERVICES	31/07/2015	17,644.52
EF086736	10923	<b>MAJOR MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	31/07/2015	637.20
EF086737	10931	<b>MARLBROH BINGO ENTERPRISES</b> BINGO EQUIPMENT	31/07/2015	61.75
EF086738	10938	<b>MAXWELL ROBINSON &amp; PHELPS</b> PEST & WEED MANAGEMENT	31/07/2015	649.00
EF086739	10939	<b>LINFOX ARMAGUARD</b> BANKING SECURITY SERVICES	31/07/2015	1,394.40
EF086740	10942	<b>MCGEES PROPERTY</b> PROPERTY CONSULTANCY SERVICES	31/07/2015	907.50
EF086741	10944	<b>MCLEODS</b> LEGAL SERVICES	31/07/2015	53,219.28
EF086742	10950	<b>MELVILLE MITSUBISHI</b> MOTOR VEHICLES & PARTS	31/07/2015	197.68
EF086743	10960	<b>METRO FILTERS</b> FILTER SUPPLIES	31/07/2015	22.50
EF086744	10968	<b>MINIQUIP</b> HIRING SERVICES	31/07/2015	19,559.10
EF086745	10990	<b>MOWER CITY SALES &amp; SERVICES PTY LTD</b> LAWN MOWING EQUIPMENT	31/07/2015	1,426.00
EF086746	10991	<b>BEACON EQUIPMENT</b> MOWING EQUIPMENT	31/07/2015	450.00
EF086747	11004	<b>MURDOCH UNIVERSITY</b> ANALYSING SERVICES	31/07/2015	3,300.00
EF086748	11028	<b>NEVERFAIL SPRINGWATER LTD</b> BOTTLED WATER SUPPLIES	31/07/2015	624.60
EF086749	11036	<b>NORTHLAKE ELECTRICAL</b> ELECTRICAL SERVICES	31/07/2015	10,069.77
EF086750	11039	<b>NOVUS AUTO GLASS</b> WINDSCREEN REPAIR SERVICES	31/07/2015	395.00
EF086751	11077	<b>P &amp; G BODY BUILDERS PTY LTD</b> PLANT BODY BUILDING SERVICES	31/07/2015	3,239.50
EF086752	11079	<b>P &amp; M AUTOMOTIVE EQUIPMENT</b> VEHICLE INSPECTION SERVICES	31/07/2015	114.40
EF086753	11136	<b>DONEGAN ENTERPRISES</b> FENCING REPAIRS/MAINTENANCE	31/07/2015	7,843.00
EF086754	11178	<b>ERIK POSTMUS</b> CONSULTANCY SERVICES - QUANTITY SURVEY	31/07/2015	880.00
EF086755	11182	<b>PREMIUM BRAKE &amp; CLUTCH SERVICE</b> BRAKE SERVICES	31/07/2015	12,532.08



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EF086756	11205	<b>QUALITY TRAFFIC MANAGEMENT PTY LTD</b> TRAFFIC CONTROL SERVICES	31/07/2015	248,156.79
EF086757	11208	<b>QUICK CORPORATE AUSTRALIA PTY LTD</b> STATIONERY/CONSUMABLES	31/07/2015	9,465.91
EF086758	11235	<b>REINFORCED CONCRETE PIPES PTY LTD</b> CONCRETE PIPE SUPPLIES	31/07/2015	23,166.55
EF086759	11264	<b>ROCLA PIPELINE PRODUCTS</b> CONCRETE LINER SUPPLIES	31/07/2015	565.40
EF086760	11267	<b>ROLLOWAYS</b> ENTERTAINMENT SERVICES	31/07/2015	333.00
EF086761	11268	<b>TASKERS PTY LTD</b> REPAIRS/MAINTENANCE TO SAILS	31/07/2015	589.05
EF086762	11294	<b>SAFEMAN (WA) PTY LTD</b> PROTECTIVE CLOTHING/EQUIPMENT	31/07/2015	284.60
EF086763	11304	<b>SANAX MEDICAL &amp; FIRST AID SUPPLIES</b> MEDICAL SUPPLIES	31/07/2015	373.89
EF086764	11307	<b>SATELLITE SECURITY SERVICES PTY LTD</b> SECURITY SERVICES	31/07/2015	8,381.57
EF086765	11308	<b>SBA SUPPLIES</b> HARDWARE SUPPLIES	31/07/2015	6,189.52
EF086766	11331	<b>SHAWMAC PTY LTD</b> CONSULTANCY SERVICES - CIVIL	31/07/2015	13,719.11
EF086767	11333	<b>SHELFORD CONSTRUCTIONS PTY LTD</b> CONSTRUCTION SERVICES	31/07/2015	186,236.60
EF086768	11337	<b>SHERIDANS FOR BADGES</b> NAME BADGES & ENGRAVING	31/07/2015	232.60
EF086769	11361	<b>SIGMA CHEMICALS PTY LTD</b> CHEMICAL SUPPLIES	31/07/2015	644.30
EF086770	11373	<b>SKIPPER TRUCK PARTS</b> SPARE PARTS & MAINTENANCE SERVICES	31/07/2015	3,798.79
EF086771	11380	<b>SNAP PRINTING FREMANTLE</b> PRINTING SERVICES	31/07/2015	3,465.00
EF086772	11406	<b>SOUTH LAKE OTTEY FAMILY &amp; NEIGHBOURHOOD</b> DONATION	31/07/2015	2,796.75
EF086773	11425	<b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b> WASTE DISPOSAL GATE FEES	31/07/2015	430,384.79
EF086774	11453	<b>SPEARWOOD NEWSROUND</b> NEWSPAPER SUPPLIES	31/07/2015	1,332.35
EF086775	11459	<b>SPEARWOOD VETERINARY HOSPITAL</b> VETERINARY SERVICES	31/07/2015	1,376.00
EF086776	11463	<b>SPECTRUM CABINETS</b> CABINET SUPPLIES	31/07/2015	517.00
EF086777	11469	<b>SPORTS TURF TECHNOLOGY</b> TURF CONSULTANCY SERVICES	31/07/2015	21,824.00
EF086778	11474	<b>SPYDUS USERS NETWORK</b> MEMBERSHIP	31/07/2015	100.00
EF086779	11496	<b>STANLEE WA LTD</b> CATERING EQUIPMENT/SUPPLIES	31/07/2015	832.10
EF086780	11502	<b>STATE LAW PUBLISHER</b> ADVERTISING SERVICES	31/07/2015	204.00

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EF086781	11505	<b>STATE LIBRARY OF WESTERN AUSTRALIA</b> BOOK SUPPLIES	31/07/2015	1,477.30
EF086782	11520	<b>STOP &amp; COPY PRINT CENTRE PTY LTD</b> COPYING SERVICES	31/07/2015	176.00
EF086783	11531	<b>SUNNY INDUSTRIAL BRUSHWARE PTY LTD</b> BRUSH/ROAD BROOM SUPPLIES	31/07/2015	1,367.30
EF086784	11533	<b>SUPERBOWL MELVILLE</b> ENTERTAINMENT SERVICES	31/07/2015	445.20
EF086785	11557	<b>TECHNOLOGY ONE LTD</b> IT CONSULTANCY SERVICES	31/07/2015	3,036.00
EF086786	11625	<b>TOTAL EDEN PTY LTD</b> RETICULATION SUPPLIES	31/07/2015	8,432.24
EF086787	11642	<b>TRAILER PARTS PTY LTD</b> TRAILER PARTS	31/07/2015	508.53
EF086788	11651	<b>TREE WATERING SERVICES</b> TREE WATERING SERVICES	31/07/2015	9,056.00
EF086789	11652	<b>TRENCHBUSTERS</b> HIRING SERVICES	31/07/2015	651.20
EF086790	11657	<b>TRUCKLINE PARTS CENTRES</b> AUTOMOTIVE SPARE PARTS	31/07/2015	3,386.05
EF086791	11659	<b>TRUGRADE MEDICAL SUPPLIES</b> MEDICAL SUPPLIES	31/07/2015	319.76
EF086792	11665	<b>TUNNEL VISION</b> PLUMBING SERVICES	31/07/2015	308.00
EF086793	11667	<b>TURFMASTER FACILITY MANAGEMENT</b> TURFING SERVICES	31/07/2015	5,353.33
EF086794	11697	<b>VAT MAN-FAT FILTERING SYSTEMS</b> FILTER CLEANING SERVICES	31/07/2015	254.30
EF086795	11699	<b>VERNON DESIGN GROUP</b> ARCHITECTURAL SERVICES	31/07/2015	352.00
EF086796	11701	<b>VIBRA INDUSTRIA</b> FILTER SUPPLIES	31/07/2015	1,030.70
EF086797	11704	<b>VINIDEX PTY LTD</b> STORM PIPES	31/07/2015	4,721.69
EF086798	11708	<b>VITAL PACKAGING PTY LTD</b> PACKAGING SUPPLIES	31/07/2015	2,337.50
EF086799	11710	<b>VOLUNTEERING WA</b> SUBSCRIPTIONS	31/07/2015	200.00
EF086800	11715	<b>WA BLUEMETAL</b> ROADBASE SUPPLIES	31/07/2015	26,722.01
EF086801	11722	<b>WA HINO SALES &amp; SERVICE</b> PURCHASE OF NEW TRUCKS / MAINTENANCE	31/07/2015	2,965.00
EF086802	11726	<b>WA LIMESTONE</b> LIMESTONE SUPPLIES	31/07/2015	10,563.70
EF086803	11749	<b>WARRENS EARTHMOVING CONTRACTORS</b> EARTHMOVING SERVICES	31/07/2015	6,308.50
EF086804	11787	<b>DEPT OF TRANSPORT</b> WA GOVT DEPARTMENT	31/07/2015	618.95
EF086805	11789	<b>WALGA</b> ADVERTISING/TRAINING SERVICES	31/07/2015	22,654.38

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EF086806	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	31/07/2015	67,334.37
EF086807	11810	<b>ABAXA PREVIOUSLY WH LOCATIONS</b> LOCATING SERVICES	31/07/2015	20,000.00
EF086808	11828	<b>WORLDWIDE ONLINE PRINTING - O'CONNOR</b> PRINTING SERVICES	31/07/2015	2,901.02
EF086809	11835	<b>WURTH AUSTRALIA PTY LTD</b> HARDWARE SUPPLIES	31/07/2015	905.73
EF086810	11987	<b>SAFETY ZONE AUSTRALIA PTY LTD</b> SAFETY EQUIPMENT	31/07/2015	195.03
EF086811	12007	<b>SHANE MCMASTER SURVEYS</b> SURVEYING SERVICES	31/07/2015	15,015.00
EF086812	12014	<b>TUTT BRYANT EQUIPMENT</b> EXCAVATING/EARTHMOVING EQUIPMENT	31/07/2015	5,839.06
EF086813	12028	<b>CITY OF ARMADALE</b> ANIMAL DISPOSAL SERVICES	31/07/2015	300.00
EF086814	12065	<b>ROMERI MOTOR TRIMMERS</b> AUTOMOTIVE UPHOLSTERY SERVICES	31/07/2015	352.00
EF086815	12123	<b>TRANEN PTY LTD</b> PLANT SUPPLIES	31/07/2015	1,221.50
EF086816	12153	<b>HAYS PERSONNEL SERVICES PTY LTD</b> EMPLOYMENT SERVICES	31/07/2015	9,399.72
EF086817	12207	<b>CIVICA PTY LTD</b> SOFTWARE SUPPORT/LICENCE FEES	31/07/2015	32,475.74
EF086818	12320	<b>MUNDARING GARDEN CENTRE</b> PLANT SUPPLIES	31/07/2015	19,901.25
EF086819	12357	<b>TACTILE INDICATORS WA PTY LTD</b> PAVING SERVICES	31/07/2015	1,755.60
EF086820	12394	<b>MP ROGERS &amp; ASSOCIATES PTY LTD</b> CONSULTANCY SERVICES - MARINE	31/07/2015	2,806.82
EF086821	12536	<b>SCOTT &amp; ASSOCIATES</b> CONSULTANCY SERVICES - CIVIL ENGINEERING	31/07/2015	1,320.00
EF086822	12589	<b>AUSTRALIAN INSTITUTE OF MANAGEMENT</b> TRAINING SERVICES	31/07/2015	875.00
EF086823	12621	<b>SETON AUSTRALIA</b> SIGN SUPPLIES	31/07/2015	148.50
EF086824	12656	<b>COOGEE BEACH SURF LIFESAVING CLUB INC</b> POOR GROVE SLSC DEVELOPMENT COSTS	31/07/2015	560.00
EF086825	12672	<b>NORMAN DISNEY &amp; YOUNG</b> CONSULTANCY SERVICES	31/07/2015	75,458.13
EF086826	12712	<b>MISS MAUD</b> CATERING SERVICES	31/07/2015	458.40
EF086827	12779	<b>WESTERN RESOURCE RECOVERY PTY LTD</b> WASTE DISPOSAL SERVICES	31/07/2015	1,204.80
EF086828	12796	<b>ISENTIA PTY LIMITED</b> MEDIA MONITORING SERVICES	31/07/2015	707.03
EF086829	12863	<b>ANSTAT PTY LTD</b> SUBSCRIPTION RENEWAL	31/07/2015	284.78
EF086830	12883	<b>CONSERVATION VOLUNTEERS AUSTRALIA</b> ENVIRONMENTAL SERVICES	31/07/2015	4,950.00

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EF086831	12999	<b>SV GLASS</b> GLAZING SERVICES	31/07/2015	181.50
EF086832	13037	<b>PPCA LTD</b> LICENCE FEE - SOUND & MUSIC	31/07/2015	160.93
EF086833	13058	<b>SKILLED RAIL SERVICES PTY LTD</b> EQUIPMENT HIRE	31/07/2015	1,210.00
EF086834	13073	<b>CUSTOM BUILT SAUNAS</b> SAUNA EQUIPMENT/SERVICES	31/07/2015	473.00
EF086835	13102	<b>MICHAEL PAGE INTERNATIONAL</b> EMPLOYMENT SERVICES	31/07/2015	12,957.45
EF086836	13111	<b>OCE-AUSTRALIA LIMITED</b> COPIERS/PRINTERS	31/07/2015	30.86
EF086837	13170	<b>COUNTRYWIDE PUBLICATIONS</b> BOOK SUPPLIES	31/07/2015	2,000.00
EF086838	13325	<b>MARTINS ENVIRONMENTAL SERVICES</b> WEED SPRAYING SERVICES	31/07/2015	9,966.00
EF086839	13409	<b>KLEENIT</b> CLEANING SERVICES	31/07/2015	26,466.00
EF086840	13475	<b>BURGESS RAWSON (WA) PTY LTD</b> VALUATION SERVICES	31/07/2015	385.00
EF086841	13582	<b>DBS FENCING</b> FENCING SERVICES	31/07/2015	1,155.00
EF086842	13671	<b>STAPLES AUSTRALIA PTY LTD</b> OFFICE/STATIONERY SUPPLIES	31/07/2015	474.32
EF086843	13767	<b>ELLIOTTS IRRIGATION PTY LTD</b> IRRIGATION SERVICES	31/07/2015	4,345.00
EF086844	13825	<b>JACKSON MCDONALD</b> LEGAL SERVICES	31/07/2015	125,491.37
EF086845	13832	<b>INSIGHT CALL CENTRE SERVICES</b> COMMUNICATION SERVICES	31/07/2015	4,824.39
EF086846	14187	<b>COCKBURN COUGARS SOFTBALL CLUB INC</b> REGISTRATION FEES	31/07/2015	600.00
EF086847	14297	<b>ARTREF PTY LTD</b> OFFICE EQUIPMENT	31/07/2015	11,506.00
EF086848	14459	<b>BIDVEST (WA)</b> FOOD/CATERING SUPPLIES	31/07/2015	191.65
EF086849	14476	<b>COCKBURN PLEASURE BOAT STORAGE</b> STORAGE SERVICES	31/07/2015	1,871.10
EF086850	14593	<b>AUSTREND INTERNATIONAL PTY LTD</b> ALUMINIUM SUPPLIES	31/07/2015	10,780.00
EF086851	14777	<b>LGIS INSURANCE BROKING</b> INSURANCE PREMIUMS	31/07/2015	327,693.20
EF086852	14831	<b>ANGLICARE WA</b> TRAINING SERVICES	31/07/2015	295.00
EF086853	15072	<b>DRUM PRINT &amp; PUBLICATIONS</b> PRINTING SERVICES	31/07/2015	2,793.00
EF086854	15283	<b>LASER CORPS WA</b> AMUSEMENT PARK/CENTRE	31/07/2015	1,890.00
EF086855	15301	<b>JAKO INDUSTRIES PTY LTD</b> AIR CONDITIONING SYSTEMS	31/07/2015	14,835.70



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EF086856	15393	<b>GREENWAY ENTERPRISES</b> HARDWARE SUPPLIES	31/07/2015	2,792.43
EF086857	15541	<b>JANDAKOT NEWS</b> NEWSPAPER SUPPLIERS	31/07/2015	420.40
EF086858	15550	<b>APACE AID</b> PLANTS & LANDSCAPING SERVICES	31/07/2015	34,783.10
EF086859	15588	<b>NATURAL AREA MANAGEMENT &amp; SERVICES</b> WEED SPRAYING	31/07/2015	37,097.50
EF086860	15625	<b>OPUS INTERNATIONAL CONSULTANTS (PCA) LTD</b> CONSULTANCY SERVICES	31/07/2015	15,950.00
EF086861	15678	<b>A2Z PEST CONTROL</b> PEST CONTROL	31/07/2015	2,535.00
EF086862	15764	<b>PITNEY BOWES SOFTWARE PTY LTD</b> EQUIPMENT MAINTENANCE / SOFTWARE LICENCE	31/07/2015	46,301.07
EF086863	16064	<b>CMS ENGINEERING PTY LTD</b> AIRCONDITIONING SERVICES	31/07/2015	64,073.22
EF086864	16108	<b>ALTIFORM PTY LTD</b> OUTDOOR FURNITURE	31/07/2015	16,368.00
EF086865	16132	<b>HASELL PTY LTD</b> CONSULTANCY SERVICE	31/07/2015	4,433.00
EF086866	16291	<b>WA PROFILING</b> ROAD PROFILING SERVICES	31/07/2015	11,550.55
EF086867	16363	<b>ATCO GAS AUSTRALIA</b> GAS SUPPLIES/SERVICES	31/07/2015	402.60
EF086868	16396	<b>MAYDAY EARTHMOVING</b> ROAD CONSTRUCTION MACHINE HIRE	31/07/2015	76,840.37
EF086869	16432	<b>SCARVACI'S IGA</b> GROCERIES	31/07/2015	100.00
EF086870	16510	<b>LLOYD GEORGE ACOUSTICS PTY LTD</b> CONSULTANCY SERVICES - ACOUSTIC	31/07/2015	10,824.00
EF086871	16548	<b>RED HOT DESIGN</b> T-SHIRTS/SCREEN PRINTING	31/07/2015	621.39
EF086872	16704	<b>ACCIDENTAL FIRST AID SUPPLIES - PERTH SOUTH</b> MEDICAL SUPPLIES	31/07/2015	681.54
EF086873	16894	<b>TREBLEX INDUSTRIAL PTY LTD</b> CHEMICALS - AUTOMOTIVE	31/07/2015	1,267.20
EF086874	16985	<b>WA PREMIX</b> CONCRETE SUPPLIES	31/07/2015	28,049.12
EF086875	16997	<b>AUS SECURE</b> SECURITY SERVICES/PRODUCTS	31/07/2015	280.00
EF086876	17078	<b>PHOENIX KNIGHTS FOOTBALL CLUB</b> REGISTRATION FEES	31/07/2015	200.00
EF086877	17097	<b>VALUE TISSUE</b> PAPER PRODUCTS	31/07/2015	718.30
EF086878	17145	<b>CHILDREN'S BOOK COUNCIL OF AUST</b> SUBSCRIPTIONS	31/07/2015	264.00
EF086879	17178	<b>THE CLEAN UP COMPANY</b> WASTE DISPOSAL SERVICES	31/07/2015	2,411.20
EF086880	17213	<b>COCKBURN CITY SOCCER CLUB INC</b> SPORT EQUIPMENT GRANT	31/07/2015	2,000.00

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EF086881	17214	<b>FLAMES NETBALL CLUB</b> SPORTS CLUB	31/07/2015	1,200.00
EF086882	17362	<b>JOHN EARLEY</b> TRAINING	31/07/2015	250.00
EF086883	17383	<b>AUST COMMUNICATIONS &amp; MEDIA AUTHORITY</b> LICENSE RENEWAL	31/07/2015	1,449.00
EF086884	17471	<b>PIRTEK (FREMANTLE) PTY LTD</b> HOSES & FITTINGS	31/07/2015	1,543.91
EF086885	17481	<b>ADS AUTOMATION PTY LTD</b> DOOR/GATE REPAIRS	31/07/2015	1,690.70
EF086886	17511	<b>CSR GYPROCK</b> GYPROCK SUPPLIES	31/07/2015	189.86
EF086887	17587	<b>WEST COAST SHADE</b> SHADE STRUCTURES	31/07/2015	7,254.50
EF086888	17600	<b>ERECTIONS (WA)</b> GUARD RAILS	31/07/2015	22,905.19
EF086889	17608	<b>NU-TRAC RURAL CONTRACTING</b> BEACH CLEANING/FIREBREAK CONSTRUCTION	31/07/2015	9,195.40
EF086890	17798	<b>WESTERN DIAGNOSTIC PATHOLOGY</b> ANALYTICAL SERVICES	31/07/2015	528.39
EF086891	17887	<b>RED SAND SUPPLIES PTY LTD</b> MACHINERY HIRE	31/07/2015	3,542.00
EF086892	17927	<b>SHARYN EGAN</b> ARTISTIC SERVICES	31/07/2015	2,200.00
EF086893	17942	<b>MRS MAC'S</b> FOOD SUPPLIES	31/07/2015	177.85
EF086894	17951	<b>DEVELOPING SKILLS</b> TRAINING SERVICES -	31/07/2015	515.90
EF086895	18038	<b>COCKBURN NETBALL CLUB</b> REGISTRATION FEES	31/07/2015	1,400.00
EF086896	18114	<b>BOLLIG DESIGN GROUP P/L</b> ARCHITECTURAL SERVICES	31/07/2015	176.00
EF086897	18126	<b>DELL AUSTRALIA PTY LTD</b> COMPUTER HARDWARE	31/07/2015	12,454.99
EF086898	18147	<b>AURECON AUSTRALASIA PTY LTD</b> CONSULTANCY - CIVIL ENGINEERING	31/07/2015	3,065.57
EF086899	18203	<b>NATSYNC ENVIRONMENTAL</b> PEST CONTROL	31/07/2015	285.50
EF086900	18217	<b>METROPOLITAN OMNIBUS COMPANY</b> BUS HIRE	31/07/2015	3,619.00
EF086901	18249	<b>LASSO MEDIA</b> ADVERTISING	31/07/2015	550.00
EF086902	18265	<b>FREMANTLE CITY DOCKERS</b> FOOTBALL CLUB	31/07/2015	3,000.00
EF086903	18272	<b>AUSTRACLEAR LIMITED</b> INVESTMENT SERVICES	31/07/2015	55.23
EF086904	18293	<b>EASTERN PRESS</b> PRINTING	31/07/2015	1,763.00
EF086905	18295	<b>FREMANTLE UNITED SOCCER &amp; RECREATIONAL C</b> REGISTRATION FEES	31/07/2015	200.00

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EF086906	18304	<b>JANDAKOT JETS JUNIOR FOOTBALL CLUB</b> SPORTING EQUIPMENT GRANT	31/07/2015	4,600.00
EF086907	18351	<b>TEMPORARY FENCE HIRE</b> FENCING	31/07/2015	302.50
EF086908	18427	<b>ATWELL NETBALL CLUB</b> REGISTRATION FEES	31/07/2015	1,200.00
EF086909	18496	<b>LAKE SIDE JUNIOR BASKETBALL CLUB</b> SPORTING ORGANISATION	31/07/2015	800.00
EF086910	18508	<b>JOHN TURNER</b> BRICK LAYING SERVICES	31/07/2015	2,530.00
EF086911	18613	<b>ECO-HIRE</b> EQUIPMENT HIRE	31/07/2015	10,833.33
EF086912	18639	<b>HAMILTON HILL DELIVERY ROUND</b> NEWSPAPER DELIVERY SERVICE	31/07/2015	51.81
EF086913	18695	<b>MYAREE CRANE HIRE</b> CRANE HIRE	31/07/2015	1,490.50
EF086914	18734	<b>P &amp; R EDWARDS</b> ENTERTAINMENT SERVICES	31/07/2015	600.00
EF086915	18774	<b>PROQUEST LLC</b> SUBSCRIPTION	31/07/2015	1,511.00
EF086916	18941	<b>ALLSTAMPS</b> STATIONERY	31/07/2015	215.75
EF086917	18962	<b>SEALANES (1985) P/L</b> CATERING SUPPLIES	31/07/2015	1,097.43
EF086918	19155	<b>WE LIKE TO PARTY</b> BALLOONS & PARTY SUPPLIES	31/07/2015	121.40
EF086919	19306	<b>ZIP HEATERS (AUST) PTY LTD</b> HEATERS	31/07/2015	1,023.00
EF086920	19423	<b>KWIK KOPY CANNING VALE</b> OFFICE EQUIPMENT	31/07/2015	669.75
EF086921	19436	<b>WHITCHURCH REFRIGERATION &amp; AIRCONDITIONING</b> AIR CONDITIONING SERVICES	31/07/2015	1,412.66
EF086922	19505	<b>ADVANCED WINDOW SHUTTERS</b> WINDOW SHUTTERS	31/07/2015	1,200.00
EF086923	19533	<b>WOOLWORTHS LTD</b> GROCERIES	31/07/2015	2,349.00
EF086924	19541	<b>TURF CARE WA PTY LTD</b> TURF SERVICES	31/07/2015	16,008.28
EF086925	19546	<b>THE BIG PICTURE FACTORY</b> PRINTING SERVICES	31/07/2015	3,182.30
EF086926	19657	<b>BIGMATE MONITORING SERVICES PTY LTD</b> COMPUTER HARDWARE/SOFTWARE	31/07/2015	1,743.50
EF086927	19755	<b>EMBROIDME MYAREE</b> EMBROIDERY	31/07/2015	1,602.70
EF086928	19794	<b>THE SOUTHERN LIONS RUGBY UNION CLUB</b> GRANTS & DONATIONS	31/07/2015	200.00
EF086929	19795	<b>FREMANTLE RUGBY LEAGUE CLUB INC</b> REGISTRATION FEES	31/07/2015	3,265.00
EF086930	19821	<b>STRUCTERRE CONSULTING GROUP</b> STRUCTURAL DESIGN CONSULTANCY SERVICES	31/07/2015	973.50

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EF086931	19847	<b>PFD FOOD SERVICES PTY LTD</b> CATERING SERVICES	31/07/2015	430.65
EF086932	19885	<b>SAFEGUARD INDUSTRIES</b> SECURITY SCREENS/DOORS	31/07/2015	600.00
EF086933	20000	<b>AUST WEST AUTO ELECTRICAL P/L</b> AUTO ELECTRICAL SERVICES	31/07/2015	31,043.34
EF086934	20146	<b>DATA#3 LIMITED</b> CONTRACT IT PERSONNEL & SOFTWARE	31/07/2015	3,215.29
EF086935	20215	<b>POWERVAC</b> CLEANING EQUIPMENT	31/07/2015	383.90
EF086936	20307	<b>OCTAGON-BKG LIFTS</b> MAINTENANCE SERVICES	31/07/2015	1,386.60
EF086937	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	31/07/2015	3,052.50
EF086938	20322	<b>PLANTRITE</b> PLANT SUPPLIES	31/07/2015	6,121.50
EF086939	20341	<b>WILHELMINA MARIA HOUWEN</b> GARDENING SERVICES	31/07/2015	840.00
EF086940	20423	<b>DONMAX PLUMBERS P/L</b> PLUMBING SERVICES	31/07/2015	5,401.00
EF086941	20427	<b>ENVIRONMENT HOUSE INC</b> ENVIRONMENT HOUSE	31/07/2015	5,517.60
EF086942	20457	<b>IAN PERCY</b> NARRATIVE THERAPY	31/07/2015	187.00
EF086943	20535	<b>HOME-GROWN THEATRE</b> DRAMA CLASSES	31/07/2015	4,961.00
EF086944	20547	<b>GARRARDS PTY LTD</b> INSECTICIDES / PESTICIDES	31/07/2015	95.30
EF086945	20549	<b>A1 CARPET, TILE &amp; GROUT CLEANING</b> CLEANING SERVICES - TILES/CARPET	31/07/2015	5,042.40
EF086946	20584	<b>UNITED STATES OF MUSIC</b> WORKSHOP - HIP HOP	31/07/2015	550.00
EF086947	20631	<b>ID CONSULTING PTY LTD</b> CONSULTANCY SERVICES	31/07/2015	5,239.30
EF086948	20748	<b>CRANWORKS AUSTRALASIA</b> HYDRAULIC REPAIR SERVICES	31/07/2015	1,115.90
EF086949	20763	<b>JECODA CONCRETE</b> CONCRETE SUPPLY	31/07/2015	1,958.00
EF086950	20882	<b>BELL-VISTA FRUIT &amp; VEGETABLE</b> FRUIT & VEGETABLE	31/07/2015	1,429.59
EF086951	20934	<b>GREENLINE AG P/L</b> AGRICULTURAL EQUIPMENT	31/07/2015	1,169.17
EF086952	21005	<b>BRAIN TEASERS OZ PTY LTD</b> EDUCATIONAL PRODUCTS	31/07/2015	132.00
EF086953	21120	<b>SHOREWATER MARINE PTY LTD</b> MARINE CONSTRUCTION SERVICES	31/07/2015	396.00
EF086954	21127	<b>JOANNA AYCKBOURN</b> INSTRUCTION - SINGING	31/07/2015	600.00
EF086955	21139	<b>AUSTRAFFIC WA PTY LTD</b> TRAFFIC SURVEYS	31/07/2015	1,848.00



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EF086956	21291	<b>CHITTERING VALLEY WORM FARM</b> ENVIRONMENTAL EDUCATION	31/07/2015	2,101.00
EF086957	21294	<b>CAT HAVEN</b> ANIMAL SERVICES	31/07/2015	576.00
EF086958	21371	<b>LD TOTAL SANPOINT PTY LTD</b> LANDSCAPING WORKS/SERVICES	31/07/2015	4,015.00
EF086959	21463	<b>CAPITAL FINANCE AUSTRALIA LTD</b> FINANCIAL SERVICES - LEASE FINANCES	31/07/2015	31,149.90
EF086960	21527	<b>TOUCHWOOD NURSERY</b> PLANT SUPPLIES	31/07/2015	267.08
EF086961	21529	<b>BRAND SUCCESS</b> PROMOTIONAL PRODUCTS	31/07/2015	2,636.70
EF086962	21556	<b>VITAL INTERPRETING PERSONNEL</b> CONSULTANCY - EDUCATION	31/07/2015	358.60
EF086963	21665	<b>MMJ REAL ESTATE (WA) PTY LTD</b> PROPERTY MANAGEMENT SERVICES	31/07/2015	24,892.54
EF086964	21673	<b>BAG PEOPLE PTY LTD</b> CARRY BAGS	31/07/2015	1,577.40
EF086965	21678	<b>IANNELLO DESIGNS</b> GRAPHIC DESIGN	31/07/2015	858.00
EF086966	21697	<b>ICT EXPRESS PTY LTD</b> CONSULTANCY SERVICES - IT	31/07/2015	32,163.56
EF086967	21782	<b>WEST COAST TIMBER FLOORING</b> FLOORING SUPPLIES	31/07/2015	12,080.00
EF086968	21797	<b>INTERSKILL PTY LTD</b> EDUCATION & TRAINING SERVICES	31/07/2015	9,306.00
EF086969	21815	<b>CIVIL SURVEY SOLUTIONS</b> CONSULTANCY - SURVEYING	31/07/2015	9,180.60
EF086970	21879	<b>SPOTLESS SERVICES AUSTRALIA LTD (CLEANING)</b> CLEANING SERVICES	31/07/2015	85,646.85
EF086971	21915	<b>ECOWATER SERVICES PTY LTD</b> MAINTENANCE SERVICES - WASTE SYSTEMS	31/07/2015	1,896.00
EF086972	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	31/07/2015	2,270.06
EF086973	21990	<b>MEDIBANK HEALTH SOLUTIONS PTY LTD</b> MEDICAL SERVICES	31/07/2015	1,667.01
EF086974	22133	<b>AIR BORN AMUSEMENTS</b> AMUSEMENT SERVICES	31/07/2015	4,238.00
EF086975	22182	<b>KALAMUNDA FENCING &amp; GATEMAKERS</b> FENCING SERVICES	31/07/2015	7,438.20
EF086976	22242	<b>ASPHALT SURFACES PTY LTD</b> ASPHALTING SERVICES	31/07/2015	204,938.38
EF086977	22258	<b>WATERLOGIC AUSTRALIA PTY LTD</b> WATER SUPPLY EQUIPMENT	31/07/2015	247.50
EF086978	22260	<b>SOUTHERN STAR TRAMPOLINE ACADEMY</b> SPORT & RECREATION	31/07/2015	1,150.00
EF086979	22388	<b>CARRINGTON'S TRAFFIC SERVICES</b> TRAFFIC MANAGEMENT SERVICES	31/07/2015	5,358.38
EF086980	22389	<b>PERTH PETROLEUM SERVICES</b> CLEANING SERVICES - OIL SPILLS	31/07/2015	1,003.20

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EF086981	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	31/07/2015	1,145.82
EF086982	22569	<b>SONIC HEALTH PLUS PTY LTD</b> MEDICAL SERVICES	31/07/2015	2,552.00
EF086983	22600	<b>CUBIC PROMOTIONS PTY LTD</b> PROMOTIONAL PRODUCTS	31/07/2015	2,266.00
EF086984	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	31/07/2015	400.00
EF086985	22619	<b>KSC TRAINING</b> TRAINING SERVICES	31/07/2015	1,318.00
EF086986	22653	<b>PCYC FREMANTLE</b> SPONSORSHIP	31/07/2015	208.82
EF086987	22680	<b>LEONARD THORN</b> CULTURAL PRESENTATION SERVICES	31/07/2015	1,100.00
EF086988	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	31/07/2015	47,369.79
EF086989	22720	<b>DIAMONDS NETBALL CLUB WA INC.</b> SPORTS - NETBALL	31/07/2015	200.00
EF086990	22749	<b>PEOPLE SOLUTIONS AUSTRALASIA PTY LTD</b> CONSULTANCY SERVICES - HR	31/07/2015	1,870.00
EF086991	22805	<b>COVS PARTS PTY LTD</b> MOTOR PARTS	31/07/2015	5,244.83
EF086992	22806	<b>AUSTRALIAN FUEL DISTRIBUTORS PTY LTD</b> FUEL SUPPLIES	31/07/2015	129,358.25
EF086993	22854	<b>LGISWA</b> INSURANCE PREMIUMS	31/07/2015	961,511.45
EF086994	22859	<b>TOP OF THE LADDER GUTTER CLEANING</b> GUTTER CLEANING SERVICES	31/07/2015	4,125.00
EF086995	22870	<b>FOOD TECHNOLOGY SERVICES PTY LTD</b> TRAINING SERVICES	31/07/2015	852.50
EF086996	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LLC</b> DEBT COLLECTORS	31/07/2015	640.00
EF086997	22913	<b>AUSTRALIAN OFFICE LEADING BRANDS.COM.AU</b> ENVELOPES	31/07/2015	4,119.64
EF086998	22953	<b>EAST FREMANTLE TRICOLORE SOCCER CLUB INC</b> TRAINING SERVICES - SOCCER	31/07/2015	1,590.00
EF086999	23148	<b>CHRIS ANTILL PLANNING &amp; URBAN DESIGN CONSU</b> CONSULTANCY SERVICES - URBAN	31/07/2015	10,560.00
EF087000	23213	<b>SPOTLESS FACILITY SERVICES PTY LTD (LAUNDRY</b> LAUNDRY SERVICES	31/07/2015	300.80
EF087001	23253	<b>KOTT GUNNING</b> LEGAL SERVICES	31/07/2015	7,097.78
EF087002	23254	<b>IBIS INFORMATION SYSTEMS PTY LTD</b> COMPUTER SOFTWARE	31/07/2015	5,467.00
EF087003	23302	<b>BUILDING SERVIC</b> BUILDING SERVICES LEVIES	31/07/2015	49,016.67
EF087004	23309	<b>FUN IN TRAINING AUSTRALIA PTY LTD</b> FITNESS CLASSES-INSTRUCTIONS	31/07/2015	1,149.50
EF087005	23348	<b>ZUMBA WITH HONEY</b> FITNESS CLASSES	31/07/2015	1,408.00

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EF087006	23351	<b>COCKBURN GP SUPER CLINIC LIMITED</b> LEASING FEES	31/07/2015	23,404.88
EF087007	23356	<b>NORDIC ACADEMY AUSTRALIA PTY LTD</b> WALKING EQUIPMENT	31/07/2015	897.00
EF087008	23409	<b>GLOBAL SYNTHETICS PTY LTD</b> DRAINAGE, GEOTEXTILES	31/07/2015	6,296.29
EF087009	23457	<b>TOTALLY WORK WEAR FREMANTLE</b> CLOTHING - UNIFORMS	31/07/2015	2,452.26
EF087010	23516	<b>BOS SURVEYING PTY LTD SURVEY RESULTS</b> SURVEYING SERVICES	31/07/2015	23,606.78
EF087011	23570	<b>A PROUD LANDMARK PTY LTD</b> LANDSCAPE CONTRUCTION SERVICES	31/07/2015	20,659.44
EF087012	23670	<b>LIEBHERR AUSTRALIA PTY LTD</b> SPARE PARTS	31/07/2015	1,521.30
EF087013	23685	<b>ASTRO SYNTHETIC TURF PTY LTD</b> SITE INSPECTIONS	31/07/2015	2,904.00
EF087014	23696	<b>JULIE REIDY</b> DRAFTING SERVICES	31/07/2015	2,200.00
EF087015	23764	<b>ARMADALE CHRISTIAN SOCCER CLUB</b> REGISTRATION FEES	31/07/2015	165.00
EF087016	23818	<b>AM &amp; IE MUTCH ENGINEERING CONSULTANTS</b> CONSULTANCY SERVICES	31/07/2015	308.00
EF087017	23849	<b>JCB CONSTRUCTION EQUIPMENT AUSTRALIA</b> PLANT/MACHINERY	31/07/2015	5,388.02
EF087018	23854	<b>FRATELLE GROUP PTY LTD</b> ARCHITECTUAL SERVICES	31/07/2015	5,775.00
EF087019	23863	<b>HAMMOND PARK JUNIOR FOOTBALL CLUB (INC)</b> REGISTRATION FEES	31/07/2015	1,600.00
EF087020	23971	<b>FIND WISE LOCATION SERVICES</b> LOCATING SERVICES - UNDERGROUND	31/07/2015	2,674.65
EF087021	23973	<b>OUTDOOR CAMERAS AUSTRALIA</b> CAMERAS	31/07/2015	1,004.95
EF087022	23985	<b>WINNACOTT KATS JUNIOR FOOTBALL CLUB INC</b> REGISTRATION FEES-KIDSPORT	31/07/2015	200.00
EF087023	24038	<b>ASHLEY GROUP PTY LTD</b> CCTV	31/07/2015	23,528.56
EF087024	24130	<b>WEST AUSTRALIAN</b> ENTERTAINMENT	31/07/2015	290.00
EF087025	24144	<b>MELVILLE CITY HOCKEY CLUB INC</b> YOUTH ACTIVE PROGRAM REGISTRATION FEES	31/07/2015	1,400.00
EF087026	24156	<b>MASTEC AUSTRALIA PTY LTD</b> PURCHASE OF NEW BINS	31/07/2015	39,501.92
EF087027	24160	<b>WILDTHINGS ANIMAL CONTROL SOLUTIONS</b> FERAL ANIMAL CONTROL SERVICES	31/07/2015	13,805.00
EF087028	24183	<b>WELLARD GLASS</b> GLASS REPAIR SERVICES	31/07/2015	4,329.60
EF087029	24186	<b>ELAN ENERGY MANAGEMENT PTY LTD</b> RECYCLING SERVICES - TYRES	31/07/2015	878.81
EF087030	24281	<b>ECO LOGICAL AUSTRALIA PTY LTD</b> MAPPING SERVICES	31/07/2015	2,507.37

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EF087031	24436	<b>DASH PAINTBALL</b> ENTRY FEES	31/07/2015	1,600.00
EF087032	24506	<b>AMARANTI'S PERSONAL TRAINING</b> PERSONAL TRAINING SERVICES	31/07/2015	375.00
EF087033	24524	<b>CALO HEALTH</b> HEARTMOVE CLASSES	31/07/2015	2,445.00
EF087034	24594	<b>THE GREEN ROOM CREATIVE PTY LTD</b> GRAPHIC DESIGN SERVICES	31/07/2015	946.00
EF087035	24595	<b>CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD</b> PHOTOGRAPHY SERVICES	31/07/2015	1,250.00
EF087036	24599	<b>POOLWERX SPEARWOOD</b> ANALYTICAL SERVICES	31/07/2015	1,487.00
EF087037	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	31/07/2015	2,236.00
EF087038	24734	<b>MYRIAD IMAGES</b> PHOTOGRAPHY SERVICES	31/07/2015	5,940.00
EF087039	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL SERVICE</b> ELECTRICAL SERVICES	31/07/2015	17,431.05
EF087040	24805	<b>KAREN WOOLHEAD</b> DANCING CLASSES	31/07/2015	480.00
EF087041	24812	<b>GARAGE SALE TRAIL FOUNDATION LTD</b> PARTICIPATION FEE	31/07/2015	6,875.00
EF087042	24820	<b>TALES WITH A TWIST</b> ENTERTAINMENT SERVICES	31/07/2015	594.00
EF087043	24860	<b>BREAKERS NETBALL CLUB</b> KID SPORT REGISTRATION FEES	31/07/2015	200.00
EF087044	24861	<b>MELVILLE CITY FOOTBALL CLUB</b> SPORTS FEES	31/07/2015	660.00
EF087045	24869	<b>LIBERTY NETBALL CLUB</b> SPORTING EQUIPMENT GRANT	31/07/2015	200.00
EF087046	24886	<b>A NATURAL SELF</b> ENTERTAINMENT SUPPLIES	31/07/2015	432.00
EF087047	24945	<b>NS PROJECTS PTY LTD</b> PROJECT MANAGEMENT SERVICES	31/07/2015	22,000.00
EF087048	24946	<b>WT PARTNERSHIP</b> QUANTITY SURVEYING SERVICES	31/07/2015	8,910.00
EF087049	24949	<b>BITUMEN SURFACING</b> BITUMEN SUPPLIES	31/07/2015	8,752.70
EF087050	24959	<b>PERTH TEMPORARY AIRBRUSH TATTOOS</b> ENTERTAINMENT SERVICES	31/07/2015	400.00
EF087051	24974	<b>SCOTT PRINT</b> PRINTING SERVICES	31/07/2015	8,834.10
EF087052	24976	<b>SNAP PRINTING - COCKBURN CENTRAL</b> PRINTING SERVICES	31/07/2015	458.70
EF087053	24980	<b>WILLAGEE RUGBY LEAGUE FOOTBALL CLUB</b> REGISTRATION FEES	31/07/2015	1,000.00
EF087054	24981	<b>DALMATINAC NETBALL CLUB</b> REGISTRATION FEES	31/07/2015	200.00
EF087055	25045	<b>KATHY'S DOG TRA</b> TRAINING SERVICES	31/07/2015	490.00



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EF087056	25060	<b>DFP RECRUTIMENT SERVICES</b> EMPLOYMENT SERVICES	31/07/2015	29,261.08
EF087057	25102	<b>FREMANTLE MOBILE WELDING</b> WELDING SERVICES	31/07/2015	6,517.50
EF087058	25115	<b>FIIG</b> INVESTMENT MANAGEMENT SERVICES	31/07/2015	2,750.00
EF087059	25121	<b>IMAGESOURCE DIGITAL SOLUTIONS</b> BILLBOARDS	31/07/2015	2,720.30
EF087060	25128	<b>HORIZON WEST LANDSCAPE &amp; IRRIGATION P/L</b> LANDSCAPING SERVICES	31/07/2015	841.50
EF087061	25158	<b>MPIRE SECURITY</b> SECURITY SERVICES	31/07/2015	8,307.82
EF087062	25262	<b>SANDOVER PINDER ARCHITECTS</b> ARCHITECTURAL SERVICES	31/07/2015	62,873.31
EF087063	25264	<b>ACURIX NETWORKS PTY LTD</b> WIFI ACCESS SERVICE	31/07/2015	1,072.50
EF087064	25325	<b>NATSALES ADVERTISING PTY LTD</b> PRINTING SERVICES	31/07/2015	1,072.50
EF087065	25333	<b>INTELLIGENZ SOLUTIONS</b> COMPUTER SOFTWARE	31/07/2015	330.00
EF087066	25385	<b>CREATIVE PATHWAYS</b> STORYTELLING WORKSHOPS	31/07/2015	825.00
EF087067	25418	<b>CS LEGAL</b> LEGAL SERVICES	31/07/2015	17,923.64
EF087068	25477	<b>SPOTLESS FACILITY SERVICES (PAINTING DIVISION)</b> PAINTING SERVICES	31/07/2015	13,530.00
EF087069	25539	<b>CALIBRE CONSULTING (MELB) PTY LTD</b> CONSULTANCY SERVICES	31/07/2015	55,000.00
EF087070	25644	<b>DYMOCKS GARDEN CITY</b> PURCHASE OF BOOKS	31/07/2015	2,970.77
EF087071	25645	<b>YELAKITJ MOORT NYUNGAR ASSOCIATION INC</b> WELCOME TO THE COUNTRY PERFORMANCES	31/07/2015	800.00
EF087072	25658	<b>GUNDI CORPORATION PTY LTD</b> ABORIGINAL REFERENCE GROUPS	31/07/2015	550.00
EF087073	25708	<b>AMGROW PTY LTD</b> HERBICIDES	31/07/2015	4,392.30
EF087074	25712	<b>MONDLANE, JOROMI MAMBA BOXING STUDIO</b> FITNESS CLASSES	31/07/2015	700.00
EF087075	25713	<b>DISCUS ON DEMAND</b> PRINTING SERVICES	31/07/2015	269.14
EF087076	25720	<b>SOUTH WESTERN SYDNEY MEDICARE LOCAL LTD</b> PURCHASE OF MANUALS	31/07/2015	2,052.60
EF087077	25731	<b>WHEELIE CLEAN</b> CLEANING SERVICES	31/07/2015	2,772.00
EF087078	25733	<b>MIRACLE RECREATION EQUIPMENT</b> PLAYGROUND INSTALLATION / REPAIRS	31/07/2015	38,083.00
EF087079	25736	<b>BLUE TANG (WA) PTY LTD</b> CONSULTANCY SERVICES	31/07/2015	30,489.81
EF087080	25796	<b>DISTRICT AUSTRALIA PTY LTD</b> FURNITURE SUPPLIES	31/07/2015	4,224.00

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EF087081	25813	<b>LGCONNECT PTY LTD</b> DEVELOPMENT CONSULTANCY	31/07/2015	26,400.00
EF087082	25822	<b>FIT2WORK.COM.AU MERCURY SEARCH AND SELE</b> EMPLOYEE CHECK	31/07/2015	38.39
EF087083	25832	<b>EXTERIA</b> ENGINEERING & DESIGN SERVICES	31/07/2015	4,136.00
EF087084	25869	<b>GOSNELLS CITY FOOTBALL, SPORTING &amp; SOCIAL</b> REGISTRATION FEES - KIDSPORT	31/07/2015	200.00
EF087085	25875	<b>COOGEE PLUMBING SERVICES</b> PLUMBING SERVICES	31/07/2015	8,808.80
EF087086	25940	<b>LEAF BEAN MACHINE</b> COFFEE BEAN SUPPLY	31/07/2015	1,200.00
EF087087	25955	<b>ADECCO INDUSTRIAL PTY LTD</b> EMPLOYEMENT SERVICES	31/07/2015	223,550.05
EF087088	25962	<b>ALL LINES</b> LINEMARKING SERVICES	31/07/2015	9,955.00
EF087089	25981	<b>EAST FREMANTLE LACROSSE CLUB INC</b> BUILDING LEVY	31/07/2015	185.00
EF087090	26029	<b>AUTOSWEEP WA</b> SWEEPING SERVICES	31/07/2015	880.00
EF087091	26048	<b>DAVID WILLS AND ASSOCIATES</b> CONSULTANCY SERVICES - ENGINEERING	31/07/2015	4,125.00
EF087092	26067	<b>SPRAYKING WA PTY LTD</b> CHEMICAL WEED CONTROL SERVICES	31/07/2015	49,441.70
EF087093	26068	<b>PROFESSIONAL COMMUNICATION TRAINING</b> TRAINING SERVICES	31/07/2015	299.00
EF087094	26090	<b>FREMANTLE MILK DISTRIBUTORS</b> MILK DISTRIBUTORS	31/07/2015	209.80
EF087095	26110	<b>DASH CIVIL CONTRACTING</b> CONCRETING SERVICES	31/07/2015	33,577.50
EF087096	26112	<b>BROOKE BOBRIDGE</b> GRAPHIC DESIGN SERVICES	31/07/2015	540.00
EF087097	26114	<b>GRACE RECORDS MANAGEMENT</b> RECORDS MANAGEMENT SERVICES	31/07/2015	858.69
EF087098	26116	<b>CAMPBELLS CASH AND CARRY</b> CATERING SUPPLIES	31/07/2015	315.55
EF087099	26121	<b>COCKBURN COMMUNITY MEN'S SHED INC</b> FABRICATION SERVICES	31/07/2015	640.00
EF087100	26146	<b>TOP GEAR PAINTING</b> PAINTING SERVICES	31/07/2015	15,180.00
EF087101	26160	<b>CORROSION CONTROL ENGINEERING (WA) PTY LTD</b> CONSULTANCY SERVICES	31/07/2015	2,433.00
EF087102	26173	<b>SOUTHSIDE PLUMBING</b> PLUMBING SERVICES	31/07/2015	716.10
EF087103	26174	<b>1ST WILLAGEE/KARDINYA SCOUT GROUP</b> REGISTRATION FEES	31/07/2015	400.00
EF087104	26195	<b>PLAY CHECK</b> CONSULTING SERVICES	31/07/2015	330.00
EF087105	26211	<b>AMCOM PTY LTD</b> INTERNET/DATA SERVICES	31/07/2015	6,070.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account t No.	Account/Payee	Date	Value
EF087106	26253	<b>CREATE IT</b> TIME LAPSE CAMERA	31/07/2015	913.00
EF087107	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERVICES	31/07/2015	3,760.00
EF087108	26258	<b>BOKASHI WAY</b> COMPOST BINS	31/07/2015	916.00
EF087109	26272	<b>STEVE WEBSTER CONSTRUCTION SERVICES</b> DEMOLITION & CONSTRUCTION SERVICES	31/07/2015	21,546.53
EF087110	26303	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE MAINT</b> TURF & LANDSCAPE MAINTENANCE	31/07/2015	19,608.60
EF087111	26314	<b>CPE GROUP</b> TEMPORARY EMPLOYMENT SERVICES	31/07/2015	1,311.84
EF087112	26330	<b>KENNARDS HIRE - BIBRA LAKE</b> EQUIPMENT HIRE	31/07/2015	5,953.90
EF087113	26354	<b>ELECTROFEN</b> REPAIR SERVICES - SECURITY FENCES	31/07/2015	4,679.68
EF087114	26370	<b>ESTRAT</b> CONSULTANCY SERVICES - IT	31/07/2015	4,675.00
EF087115	26386	<b>AIRMASTER AUSTRALIA PTY LTD</b> AIRCONDITIONING MAINTENANCE SERVICES	31/07/2015	681.80
EF087116	26391	<b>ANDOVER DETAILERS GOLDFINCH NOMINEES PTY</b> DETAILING SERVICES	31/07/2015	1,866.40
EF087117	26399	<b>PAPERSCOUT</b> GRAPHIC DESIGN SERVICES	31/07/2015	1,661.00
EF087118	26403	<b>CHES POWER GROUP</b> ENGINEERING SOLUTIONS / BACK UP GENERATO	31/07/2015	33,654.68
EF087119	26413	<b>SEALEY, MARITA</b> WORKSHOP FACILITATION SERVICES	31/07/2015	3,630.00
EF087120	26415	<b>SHAWSETT TRAINING &amp; SAFETY</b> DRIVER, FIRST AID & SAFETY TRAINING	31/07/2015	319.00
EF087121	26418	<b>INTEGRANET TECHNOLOGY GROUP PTY LTD</b> ICT CONSULTANCY SERVICES	31/07/2015	33,880.00
EF087122	26419	<b>CORPORATE SCORECARD PTY LTD</b> CREDIT REFERENCE CHECKS	31/07/2015	658.90
EF087123	26423	<b>ALPHA PEST ANIMAL SOLUTIONS</b> PEST CONTROL SERVICES	31/07/2015	594.00
EF087124	26425	<b>GAP FREELANCE</b> PARKS & GARDENS TECHNICAL SERVICES	31/07/2015	750.00
EF087125	26442	<b>BULLANT SECURITY PTY LTD</b> LOCKSMITH & SECURITY SERVICES	31/07/2015	9,642.92
EF087126	26449	<b>ECO SHARK BARRIER PTY LTD</b> LEASING FEE FOR SHARK BARRIER	31/07/2015	21,250.00
EF087127	26460	<b>KISS PHOTOBOOTHS</b> PHOTOBOOTH HIRE	31/07/2015	899.00
EF087128	26461	<b>777 MAINTENANCE PTY LTD</b> MAINTENANCE SERVICES	31/07/2015	4,679.99
EF087129	26470	<b>SCP CONSERVATION AND LAND MANAGEMENT</b> FENCING SERVICES	31/07/2015	2,800.00
EF087130	26474	<b>PENNY LANES MUSIC WORKSHOP</b> ENTERTAINMENT - BAND	31/07/2015	792.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF087131	26476	<b>E-STATION PTY LTD</b> ELECTRICAL SERVICES	31/07/2015	12,970.93
EF087132	26478	<b>WEST COAST WATERFILTER MAN</b> PURCHASE OF BUBBLER FOUNTAIN	31/07/2015	343.00
EF087133	26479	<b>ACTION ASBESTOS REMOVALS</b> ASBESTOS REMOVAL SERVICES	31/07/2015	4,422.00
EF087134	26480	<b>MATTRESS REMOVAL WA</b> MATRESS REMOVAL SERVICES	31/07/2015	3,987.00
EF087135	26512	<b>XCELLERATE IT PTY LTD</b> IT EQUIPMENT - OCR PROJECT	31/07/2015	1,535.78
EF087136	26513	<b>CLAREMONT FINANCE CORPORATION (AUSTRALAS</b> FINANCIAL SERVICES - XCELLERATE LEASE	31/07/2015	12,221.06
EF087137	26515	<b>PRITCHARD BOOKBINDERS</b> BINDING SERVICES	31/07/2015	1,332.65
EF087138	26516	<b>ULTIMATE LIMESTONE</b> CONSTRUCTION SERVICES	31/07/2015	110,000.00
EF087139	26525	<b>ENVIRO CONTRACTING PTY LTD</b> BUILDING MAINTENANCE SERVICES	31/07/2015	55,139.63
EF087140	26526	<b>ANSER TECHNICAL</b> CONSULTANCY SERVICES	31/07/2015	748.00
EF087141	26536	<b>SKYLINE LANDSCAPE SERVICES (WA)</b> LANDSCAPING SERVICES	31/07/2015	26,124.97
EF087142	26539	<b>VITAL BUILDING COMPANY PTY LTD</b> CONSTRUCTION SERVICES	31/07/2015	5,396.60
EF087143	26542	<b>ALTITUDE IMAGING PTY LTD</b> VIDEO PRODUCTION SERVICES	31/07/2015	935.00
EF087144	26543	<b>PUBLIC OUTDOOR PTY LTD</b> OUTDOOR PING PONG TABLE	31/07/2015	9,751.50
EF087145	26545	<b>CANVALE PTY LTD (CORPORATE LIVING)</b> OFFICE CHAIRS	31/07/2015	330.00
EF087146	26551	<b>PAR 3 INDOOR GOLF PTY LTD</b> ENTRY FEES - SCHOOL HOLIDAY PROGRAM	31/07/2015	450.00
EF087147	26558	<b>HEALTHCARE AUSTRALIA PTY LTD</b> TEMPORARY EMPLOYMENT SERVICES	31/07/2015	1,539.15
EF087148	26561	<b>MOSS AND FERN</b> FLORIST	31/07/2015	2,690.00
EF087149	26576	<b>WIZARD TRAINING SOLUTIONS</b> TRAINING SERVICES	31/07/2015	1,650.00
EF087150	26587	<b>GOODMAN DOORS</b> SUPPLY & INSTALLATION DOORS	31/07/2015	990.00
EF087151	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	31/07/2015	324,890.56
EF087152	12025	<b>TELSTRA CORPORATION</b> COMMUNICATIONS SERVICES	31/07/2015	28,612.53
EF087153	17555	<b>ALLEASING PTY LTD</b> LEASE REPAYMENTS	31/07/2015	5,735.31
EF087154	24558	<b>MACQUARIE BANK LIMITED</b> LEASE REPAYMENT	31/07/2015	1,615.13
EF087155	25823	<b>ENIGIN WESTERN AUSTRALIA</b> ELECTRICITY USAGE/SUPPLIES	31/07/2015	12,016.73



CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF087156	99997	<b>NICOLE GERMINARIO</b> BRID BATH REBATE	31/07/2015	50.00
EF087157	99997	<b>KIM DRAVNIKS</b> EXPENSES REIMBURSEMENT - PERTH FREIGHT LINK	31/07/2015	1,980.44
EF087158	99997	<b>P A VONASOC &amp; S DELLA-PENNA</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087159	99997	<b>EJB &amp; MP PREEDY</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087160	99997	<b>JOSHUA KUCAN</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087161	99997	<b>DONG XU &amp; WEIQING YU</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087162	99997	<b>UBHI IMPORT &amp; EXPORT</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087163	99997	<b>MARIA J &amp; MICHAEL J STUTLEY</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087164	99997	<b>SARAH GROSING &amp; PAUL NICHOLLS</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087165	99997	<b>H WILLIAMS</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087166	99997	<b>J &amp; DC ODAK</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087167	99997	<b>HEDWIG MARIA CAILES</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087168	99997	<b>FRANCIS ANTHONY</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087169	99997	<b>FLOYD D'SOUZA</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087170	99997	<b>DANIEL ROWSE</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087171	99997	<b>PARAGKUMAR</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087172	99997	<b>N SMITH</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087173	99997	<b>NIHAL LIYANAGE JOHN &amp; DESHANIE LAWSON</b> CROSSOVER CONTRIBUTION	31/07/2015	300.00
EF087174	99997	<b>DINH HOAND QUOC</b> REFUND OF CANCELLED CROSSOVER PAYMENT	31/07/2015	838.59
EF087175	99997	<b>SHANNON DANTOC</b> COMPOST BIN REBATE	31/07/2015	39.00
EF087176	99997	<b>CATHERINE DONNELLY</b> COMPOST BIN REBATE	31/07/2015	50.00
EF087177	99996	<b>JONES LANG LASALLE</b> RATES REFUND	31/07/2015	1,592.62
EF087178	99996	<b>PROMPT SETTLEMENTS</b> RATES REFUND	31/07/2015	669.99
EF087179	99996	<b>JD BUNTER</b> RATES REFUND	31/07/2015	356.77
EF087180	99996	<b>STACEY &amp; DANIEL HARDING</b> RATES REFUND	31/07/2015	756.23

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account t No.	Account/Payee	Date	Value
EF087181	99996	<b>ARLINDO DE AGUIAR &amp; FATIMA MARIA CORREIA</b> RATES REFUND	31/07/2015	420.84
EF087182	99996	<b>CARISSA VIKAN</b> RATES REFUND	31/07/2015	863.23
EF087183	99996	<b>SHAWN CAMAN</b> RATES REFUND	31/07/2015	1,446.02
026353	13932	<b>ARMAGUARD</b> BANKING SERVICES	2/07/2015	2,454.15
026354	13932	<b>ARMAGUARD</b> BANKING SERVICES	9/07/2015	1,965.95
026355	13932	<b>ARMAGUARD</b> BANKING SERVICES	16/07/2015	1,833.20
026356	10589	<b>FINES ENFORCEMENT REGISTRY</b> FINES ENFORCEMENT FEES	10/07/2015	1,631.00
026357	10589	<b>FINES ENFORCEMENT REGISTRY</b> FINES ENFORCEMENT FEES	21/07/2015	189.00
026358	20751	<b>DEPARTMENT FOR PLANNING AND INFRASTRUCTURE</b> VEHICLE LICENCING REGISTRATIONS	21/07/2015	49,794.75
026359	13932	<b>ARMAGUARD</b> BANKING SERVICES	23/07/2015	2,234.80
026360	99999	<b>PROPERTY WIZARDS DEVELOPMENTS PTY LTD</b> PLANNING APPLICATION REFUND	24/07/2015	147.00
026361	99999	<b>PAUL M DI CARLO</b> PLANNING APPLICATION REFUND	24/07/2015	257.00
026362	99999	<b>DEBORAH R PALACIOS</b> PLANNING APPLICATION REFUND	24/07/2015	1,005.00
026363	99999	<b>JEFF FREEMAN ARCHITECTS</b> PLANNING APPLICATION REFUND	24/07/2015	7,402.02
026364	99999	<b>BERT MAKJANICH E &amp; E DEVELOPMENTS</b> BOND REFUND - LYON RD STAGE 2	24/07/2015	9,958.00
026365	99999	<b>BEAUCHAMP NOMINEES &amp; FOBING HALL</b> BOND REFUND - HAMMOND HEIGHTS STAGE 2	24/07/2015	4,548.56
026366	99999	<b>BEAUCHAMP NOMINEES &amp; FOBING HALL</b> BOND REFUND - HAMMOND HEIGHTS STAGE 3	24/07/2015	6,186.29
026367	99999	<b>BEVERLEY E SKINNER</b> PLANNING APPLICATION REFUND	24/07/2015	147.00
026368	99999	<b>E &amp; G DEVELOPMENTS PTY LTD</b> BOND REFUND - UNIFORM FENCING LYON RD	24/07/2015	34,300.00
026369	99999	<b>MAGA PTY LTD</b> BOND REFUND - COCKBURN INTEGRATED HEALTH	24/07/2015	500.00
026370	99999	<b>PINDAN PTY LTD</b> BOND REFUND - 2 SHOALWATER ST N/COOGEE	24/07/2015	22,000.00
026371	99999	<b>BLUEGOLD PROJECT MANAGEMENT</b> BOND REFUND - LAKESIDE SUCCESS STAGE 1	24/07/2015	12,811.00
026372	99999	<b>TOTAL SURVEY SOLUTIONS PTY LTD</b> PLANNING APPLICATION REFUND	24/07/2015	18.00
026373	99999	<b>CHRISTOPHER J PORTER</b> PLANNING APPLICATION REFUND	24/07/2015	222.00
026374	99999	<b>SHANTHI THIRU</b> HALL BOND REFUND	24/07/2015	150.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account t No.	Account/Payee	Date	Value
026375	13932	<b>ARMAGUARD</b> BANKING SERVICES	29/07/2015	3,082.85
026376	10330	<b>CITY OF STIRLING</b> REPLACEMENT OF LIBRARY SUPPLIES	31/07/2015	9.90
026377	17343	<b>RAC BUSINESSWISE</b> MEMBERSHIP SUBSCRIPTION	31/07/2015	8,747.05
026378	10047	<b>ALINTA ENERGY</b> GAS SUPPLIES	31/07/2015	1,091.35
026379	11758	<b>WATER CORP</b> WATER USAGE SUPPLIES <b>ADD RETENTION HELD</b> NIL <b>LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS</b> NIL	31/07/2015	23,243.32
<b>TOTAL</b>				<b>9,484,573.55</b>
<b>TOTAL AS PER AP SOURCE 15GLACT9991000</b>				9,484,573.55
<b>TOTAL AS PER TR SOURCE 15GLACT9991000</b>				<b>9,484,573.55</b>
<b>ADDITIONAL DIRECT PAYMENTS</b>				
<b>BANK FEES</b>				
MERCHANT FEES COC				4,092.87
MERCHANT FEES SLLC				2,191.28
MERCHANT FEES VARIOUS OUT CENTRES				90.80
NATIONAL BPAY CHARGE				2,245.04
RTGS/ACLR FEE				7.50
NAB TRANSACT FEE				449.42
MERCHANDISE / OTHER FEES				-
				<b>9,076.91</b>
<b>FAMILY DAY CARE AND IN HOME CARE PAYMENTS</b>				
FDC PAYMENTS				77,156.54
IHC PAYMENTS				80,178.29
				<b>157,334.83</b>
<b>PAYROLL TRANSACTIONS</b>				
COC 03/07/15 CITY OF COCKBURN 042958				7,612.12
COC 06/07/15 CITY OF COCKBURN 042958				606.83
COC 14/07/15 CITY OF COCKBURN 042958				1,039,475.25
COC 15/07/15 CITY OF COCKBURN 042958				8,622.73
COC 21/07/15 CITY OF COCKBURN 042958				10,762.02
COC 21/07/15 CITY OF COCKBURN 042958				1,093.90
COC 22/07/15 CITY OF COCKBURN 042958				2,336.27
COC 24/07/15 CITY OF COCKBURN 042958				5,880.82
COC 28/07/15 CITY OF COCKBURN 042958				4,021.22
COC 28/07/15 CITY OF COCKBURN 042958				1,015,897.57
				<b>2,096,308.73</b>

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account t No.	Account/Payee	Date	Value
		<b>CREDIT CARD PAYMENTS</b>		
		CBA CREDIT CARD PAYMENT		50,457.67
				<b>50,457.67</b>
		<b>TOTAL PAYMENTS FOR JULY</b>		<b>11,797,751.69</b>



## **PAYMENT SUMMARY**

### **CHEQUE PAYMENTS**

026353 - 026379

### **CANCELLED PAYMENTS**

Nil.

### **ELECTRONIC FUNDS TRANSFER PAYMENT**

EF086532 – EF087183

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 July 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Governance	90,140,438	90,140,501	0%	(63)	97,258,212	99,121,749
Financial Services	38,006	100,587	-62%	(62,581)	657,050	657,050
Information Services	60	125	-52%	(65)	1,500	1,500
Human Resource Management	8,486	23,833	-64%	(15,347)	286,000	286,000
Library Services	3,672	7,331	-50%	(3,659)	57,790	57,790
Community Services	205,111	376,827	-46%	(171,716)	4,661,929	4,671,929
Human Services	1,029,810	866,723	19%	163,088	6,260,472	6,240,453
Corporate Communications	1,655	50	3209%	1,605	13,400	13,400
Statutory Planning	126,049	144,918	-13%	(18,869)	1,739,015	1,739,015
Strategic Planning	745,546	638,053	17%	107,493	2,430,924	2,435,924
Building Services	345,796	358,088	-3%	(12,292)	1,607,963	1,607,963
Environmental Health	191,288	18,808	917%	172,479	225,500	225,500
Waste Services	2,989,405	3,252,851	-8%	(263,446) X	13,181,768	13,181,768
Parks & Environmental Services	1,080	1,158	-7%	(78)	13,900	13,900
Engineering Services	75,923	24,475	210%	51,449	293,695	293,695
Infrastructure Services	24,218	275	8715%	23,943	92,297	3,297
	95,926,543	95,954,604	0%	(28,060)	128,781,415	130,550,933
<b>Total Operating Revenue</b>	<b>95,926,543</b>	<b>95,954,604</b>	<b>0%</b>	<b>(28,060)</b>	<b>128,781,415</b>	<b>130,550,933</b>
<b>Operating Expenditure</b>						
Governance	(163,330)	(321,574)	-49%	158,245	(5,625,919)	(5,625,919)
Financial Services	(1,430,802)	(1,480,843)	-3%	50,041	(5,444,589)	(5,444,589)
Information Services	(313,210)	(456,047)	-31%	142,836	(4,624,634)	(4,589,733)
Human Resource Management	(153,869)	(232,034)	-34%	78,165	(2,676,655)	(2,676,655)
Library Services	(243,846)	(277,159)	-12%	33,313	(3,503,879)	(3,502,079)
Community Services	(536,852)	(683,533)	-21%	146,681	(9,798,066)	(9,768,892)
Human Services	(580,229)	(683,863)	-15%	103,634	(7,731,171)	(7,646,969)
Corporate Communications	(129,876)	(195,610)	-34%	65,734	(3,040,039)	(3,033,146)
Statutory Planning	(72,558)	(104,024)	-30%	31,465	(1,350,078)	(1,350,078)
Strategic Planning	(115,479)	(137,281)	-16%	21,802	(1,709,443)	(1,689,560)
Building Services	(116,501)	(126,396)	-8%	9,895	(1,650,628)	(1,650,628)
Environmental Health	(106,832)	(141,207)	-24%	34,374	(1,699,818)	(1,690,419)
Waste Services	(1,095,656)	(1,359,357)	-19%	263,700 ✓	(21,754,940)	(21,691,182)
Parks & Environmental Services	(503,544)	(980,051)	-49%	476,507 ✓	(12,070,814)	(12,051,467)
Engineering Services	(748,297)	(652,376)	15%	(95,921)	(8,121,153)	(8,051,738)
Infrastructure Services	(566,074)	(844,234)	-33%	278,160 ✓	(9,194,316)	(8,952,654)
	(6,876,954)	(8,675,588)	-21%	1,798,634	(99,996,142)	(99,415,708)

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 July 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Less:</b> Net Internal Recharging	158,497	308,092	-49%	(149,594)	3,024,460	3,024,460
<b>Add:</b> Depreciation on Non-Current Assets						
Computer & Electronic Equip	(2,674)	(2,674)	0%	-	(32,091)	(32,091)
Furniture & Equipment	(11,977)	(11,977)	0%	(0)	(143,718)	(143,718)
Plant & Machinery	(238,632)	(245,688)	-3%	7,056	(2,949,690)	(2,949,690)
Buildings	(448,570)	(448,583)	0%	13	(5,382,841)	(5,382,841)
Roads	(931,832)	(931,832)	0%	0	(11,181,984)	(11,181,984)
Drainage	(210,351)	(210,351)	0%	0	(2,524,212)	(2,524,212)
Footpaths	(100,110)	(100,110)	0%	0	(1,201,320)	(1,201,320)
Parks Equipment	(251,626)	(251,626)	0%	0	(3,019,512)	(3,019,512)
Landfill	(103,868)	(103,868)	0%	0	(1,246,416)	(1,246,416)
	<b>(2,299,638)</b>	<b>(2,306,709)</b>	<b>0%</b>	<b>7,070</b>	<b>(27,681,784)</b>	<b>(27,681,784)</b>
<b>Total Operating Expenditure</b>	<b>(9,018,095)</b>	<b>(10,674,205)</b>	<b>-16%</b>	<b>1,656,110</b>	<b>(124,653,466)</b>	<b>(124,073,032)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>86,908,449</b>	<b>85,280,399</b>	<b>2%</b>	<b>1,628,050</b>	<b>4,127,950</b>	<b>6,477,902</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant & Machinery	-	(545,488)	-100%	545,488 ✓	72,771	(266,729)
Freehold Land	-	653,334	-100%	(653,334) ✗	24,457,938	8,437,938
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	-	-	0%	-	-	-
	<b>-</b>	<b>107,846</b>	<b>-100%</b>	<b>(107,846)</b>	<b>24,530,709</b>	<b>8,171,209</b>
<b>Asset Acquisitions</b>						
Land and Buildings	(435,246)	(3,523,515)	-88%	3,088,270 ✓	(69,726,005)	(63,968,000)
Infrastructure Assets	(407,760)	(1,642,601)	-75%	1,234,841 ✓	(25,495,012)	(13,135,576)
Plant and Machinery	-	(172,000)	-100%	172,000	(6,189,490)	(4,568,000)
Furniture and Equipment	-	-	0%	-	(6,000)	(6,000)
Computer Equipment	(11,230)	(131,814)	-91%	120,584	(1,041,971)	(503,800)
<b>Note 1.</b>	<b>(854,236)</b>	<b>(5,469,931)</b>	<b>-84%</b>	<b>4,615,695</b>	<b>(102,458,478)</b>	<b>(82,181,376)</b>
<b>Add:</b> Transfer to Reserves	(1,121,968)	(8,944,572)	-87%	7,822,604 ✓	(78,387,125)	(63,087,125)
	<b>84,932,245</b>	<b>70,973,743</b>	<b>20%</b>	<b>13,958,502</b>	<b>(152,186,944)</b>	<b>(130,619,390)</b>



# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 July 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Add Funding from</b>						
Grants & Contributions - Asset Development	1,031,664	1,152,290	-10%	(120,626)	28,444,447	26,705,947
Proceeds on Sale of Assets	-	729,334	-100%	(729,334) X	32,410,500	16,051,000
Reserves	3,425,105	13,523,154	-75%	(10,098,048) X	51,395,486	31,635,188
Loan Funds Raised	-	-	0%	-	25,000,000	25,000,000
	<b>89,389,015</b>	<b>86,378,520</b>	<b>3%</b>	<b>3,010,494</b>	<b>(14,936,511)</b>	<b>(31,227,255)</b>
<b>Non-Cash/Non-Current Item Adjustments</b>						
Depreciation on Assets	2,299,638	2,306,709	0%	(7,070)	27,681,784	27,681,784
Profit/(Loss) on Assets Disposal	-	(107,846)	-100%	107,846	(24,530,709)	(8,171,209)
Loan Repayments	-	-	0%	-	(1,423,320)	(1,423,320)
Non-Current Leave Provisions	(14,487)	-	0%	(14,487)	-	-
	<b>91,674,166</b>	<b>88,577,382</b>	<b>3%</b>	<b>3,096,784</b>	<b>(13,208,756)</b>	<b>(13,140,000)</b>
Opening Funds	13,169,106	13,500,000	-2%	(330,894)	13,500,000	13,500,000
<b>Closing Funds</b>	<b>Note 2, 3.</b>	<b>104,843,272</b>	<b>3%</b>	<b>2,765,775</b>	<b>291,244</b>	<b>360,000</b>
	-	-		-	-	-



## 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
	\$	\$			\$	\$
<b>Assets Classification</b>						
Land and Buildings	(435,246)	(3,058,916)	(3,494,162)	(3,523,515)	(69,726,005)	66,231,843
Infrastructure Assets	(407,760)	(2,652,955)	(3,060,715)	(1,642,601)	(25,495,012)	22,434,297
Plant and Machinery	-	(1,186,423)	(1,186,423)	(172,000)	(6,189,490)	5,003,067
Furniture and Equipment	-	-	-	-	(6,000)	6,000
Computer Equipment	(11,230)	(165,352)	(176,582)	(131,814)	(1,041,971)	865,389
	(854,236)	(7,063,646)	(7,917,882)	(5,469,931)	(102,458,478)	94,540,596

### Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
<b>Current Assets</b>				
Cash & Investments	127,487,454	185,396,778	113,947,104	120,256,114
Rates Outstanding	87,161,087	700,000	700,000	700,000
Rubbish Charges Outstanding	2,414,797	320,000	320,000	320,000
Sundry Debtors	14,342,865	2,700,000	2,700,000	2,700,000
GST Receivable	1,148,499	-	-	-
Prepayments	606,713	350,000	350,000	350,000
Accrued Debtors	322,326	-	-	-
Stock on Hand	21,304	80,000	80,000	80,000
	233,505,045	189,546,778	118,097,104	124,406,114
<b>Current Liabilities</b>				
Creditors	(17,792,617)	(5,935,000)	(5,935,000)	(5,935,000)
Income Received in Advance	-	-	-	-
GST Payable	(469,118)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,741,192)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(1,852,386)	(2,049,665)	(2,595,980)	(2,595,980)
	(22,855,313)	(10,984,665)	(11,530,980)	(11,530,980)
<b>Net Current Assets</b>	210,649,733	178,562,113	106,566,124	112,875,134
<b>Add: Non Current Investments</b>	4,526,104	4,541,761	4,541,761	4,541,761
	215,175,836	183,103,874	111,107,885	117,416,895
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(104,080,569)	(81,026,376)	(112,596,597)	(117,056,895)
Deposits & Bonds Liability *	(6,251,995)	(6,802,184)	(6,802,184)	(6,802,184)
Grants & Contributions Unspent *	-	6,802,184	6,802,184	6,802,184
	104,843,272	102,077,498	(1,488,712)	360,000
<b>Closing Funds (as per Financial Activity Statement)</b>	104,843,272	102,077,498	(1,488,712)	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
					\$	\$	\$	\$
		<b>Budget Adoption</b>		<b>Closing Funds Surplus(Deficit)</b>				<b>360,000</b>
OP	6818	Remove lease income		Operating Income			5,000	<b>355,000</b>
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	<b>291,242</b>
				<b>Closing Funds Surplus (Deficit)</b>	<b>0</b>	<b>0</b>	<b>68,758</b>	<b>291,242</b>

# Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 July 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	88,433,701	88,397,370	36,331	89,067,345	89,031,014	89,031,014
02 Specified Area Rates	337,411	274,438	62,973	337,411	274,438	274,438
05 Fees and Charges	4,760,862	4,906,517	(145,655)	24,971,298	25,116,953	25,121,953
06 Service Charges	1,014,972	1,037,370	(22,398)	1,014,972	1,037,370	1,037,370
10 Grants and Subsidies	886,408	795,135	91,273	7,410,328	7,319,055	9,098,273
15 Contributions, Donations and Reimbursements	40,407	94,137	(53,730)	552,523	606,253	592,253
20 Interest Earnings	449,929	448,794	1,135	5,386,667	5,385,532	5,385,532
25 Other revenue and Income	2,853	842	2,012	12,812	10,800	10,100
<b>Total Operating Revenue</b>	<b>95,926,543</b>	<b>95,954,604</b>	<b>(28,060)</b>	<b>128,753,355</b>	<b>128,781,415</b>	<b>130,550,933</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	(3,224,080)	(3,555,529)	331,450	(46,098,024)	(46,429,474)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(26,791)	(57,260)	30,469	(1,102,715)	(1,133,185)	(1,133,185)
55 Materials and Contracts	(1,517,532)	(3,063,426)	1,545,894	(35,124,094)	(36,669,988)	(36,109,194)
65 Utilities	(504,039)	(412,221)	(91,819)	(4,713,967)	(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	(432,298)	(364,014)	(68,284)	(9,001,848)	(8,933,563)	(8,933,563)
85 Depreciation on Non Current Assets	(2,299,638)	(2,306,709)	7,070	(27,674,714)	(27,681,784)	(27,681,784)
Add Back: Indirect Costs Allocated to Capital Works	158,497	308,092	(149,594)	2,874,866	3,024,460	3,024,460
<b>Total Operating Expenditure</b>	<b>(9,018,095)</b>	<b>(10,674,205)</b>	<b>1,656,110</b>	<b>(122,997,356)</b>	<b>(124,653,466)</b>	<b>(124,073,032)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES</b>	<b>86,908,449</b>	<b>85,280,399</b>	<b>1,628,050</b>	<b>5,755,999</b>	<b>4,127,950</b>	<b>6,477,902</b>
<b>NON-OPERATING ACTIVITIES</b>						
11 Capital Grants & Subsidies	-	7,130	(7,130)	14,695,395	14,702,525	12,964,025
16 Contributions - Asset Development	1,031,664	1,145,160	(113,496)	13,628,426	13,741,922	13,741,922
95 Profit/(Loss) on Sale of Assets	-	107,846	(107,846)	24,422,863	24,530,709	8,171,209
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	-	-
<b>Total Non-Operating Activities</b>	<b>1,031,664</b>	<b>1,260,136</b>	<b>(228,472)</b>	<b>52,746,684</b>	<b>52,975,156</b>	<b>34,877,156</b>
<b>NET RESULT</b>	<b>87,940,113</b>	<b>86,540,535</b>	<b>1,399,578</b>	<b>58,502,684</b>	<b>57,103,106</b>	<b>41,355,058</b>



## 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
	\$	\$	\$	\$
<b><u>Community Services:</u></b>				
Recreational Services	9,692	45,027	540,320	540,320
South Lake Leisure Centre	180,136	251,700	3,020,401	3,020,401
Law and Public Safety	23,689	43,208	518,496	518,496
	213,516	339,935	4,079,217	4,079,217
<b><u>Waste Services:</u></b>				
Waste Collection Services	2,369,312	2,350,222	2,350,222	2,350,222
Waste Disposal Services	625,613	902,629	10,831,546	10,831,546
	2,994,925	3,252,851	13,181,768	13,181,768
	3,208,441	3,592,786	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	(153,515)	(194,574)	(3,238,351)	(3,238,351)
Finance & Corporate Services Division	(511,462)	(583,583)	(7,171,946)	(7,171,946)
Community Services Division	(995,608)	(1,047,984)	(13,656,021)	(13,636,381)
Planning & Development Division	(380,360)	(408,712)	(5,284,832)	(5,284,832)
Engineering & Works Division	(1,183,135)	(1,320,676)	(17,078,324)	(17,078,324)
	(3,224,080)	(3,555,529)	(46,429,474)	(46,409,834)

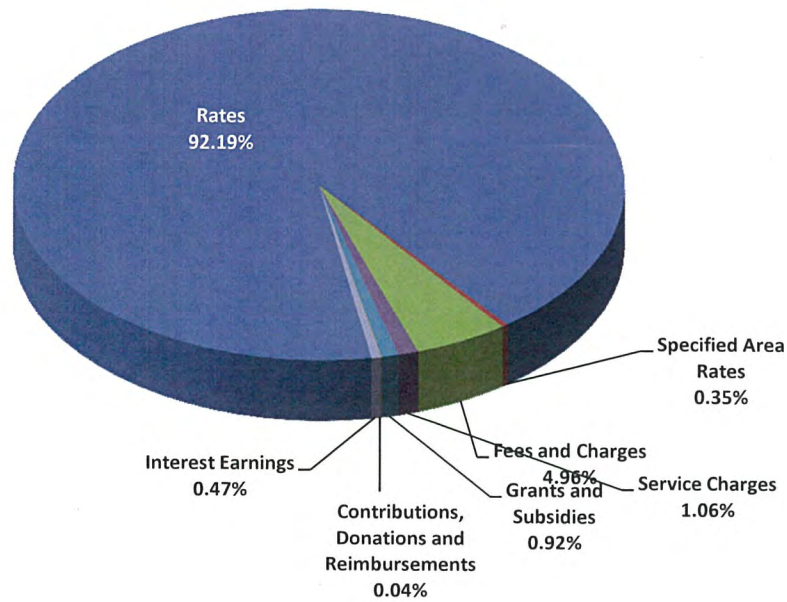
### Note 3

Additional information on Materials and Contracts by each Division.

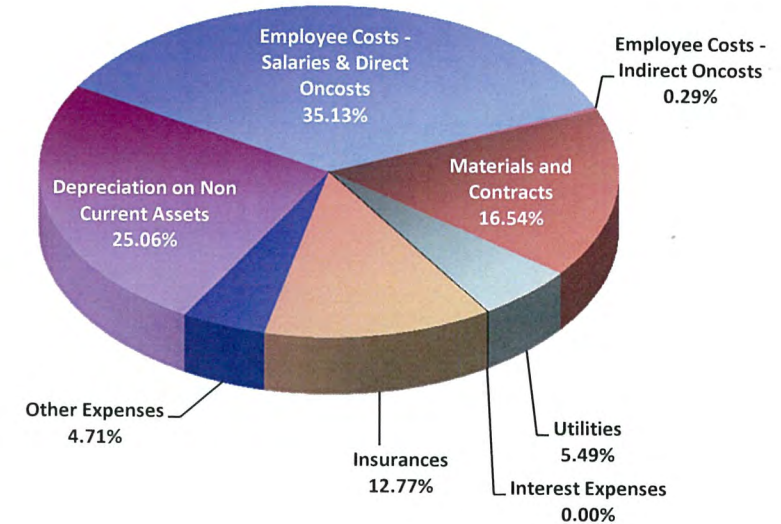
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(9,175)	(110,853)	(2,042,892)	(2,042,892)
Finance & Corporate Services Division	(182,809)	(315,515)	(2,815,773)	(2,780,872)
Community Services Division	(406,222)	(655,318)	(7,937,269)	(7,834,840)
Planning & Development Division	(31,010)	(96,919)	(1,019,679)	(990,397)
Engineering & Works Division	(888,314)	(1,884,822)	(22,854,375)	(22,460,193)
Not Applicable	0	0	0	0
	(1,517,532)	(3,063,426)	(36,669,988)	(36,109,194)



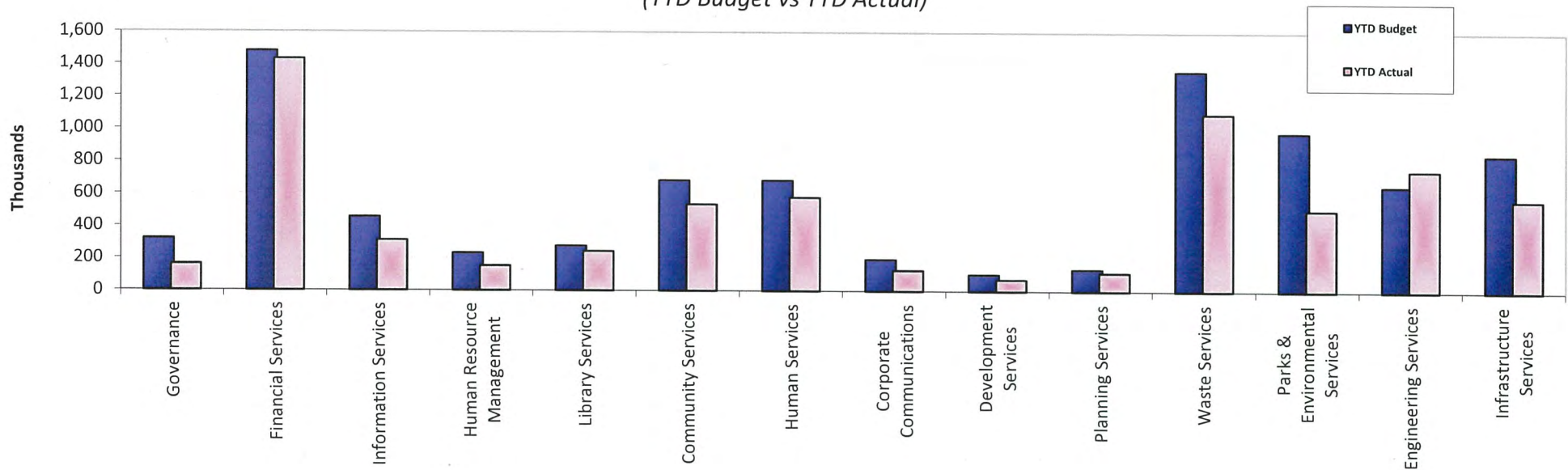
**Operating Income by Nature and Type**  
(YTD Actual)



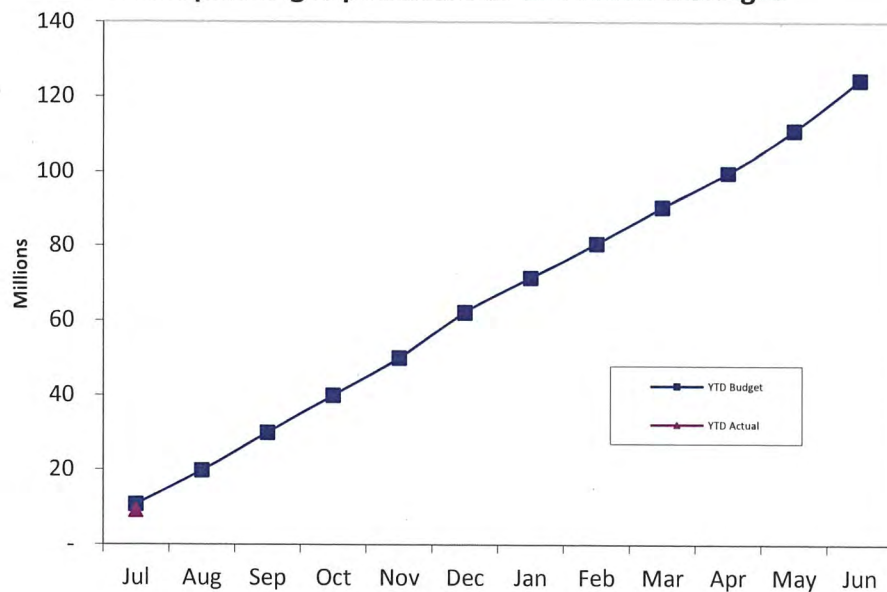
**Operating Expenditure by Nature and Type**  
(YTD Actual)



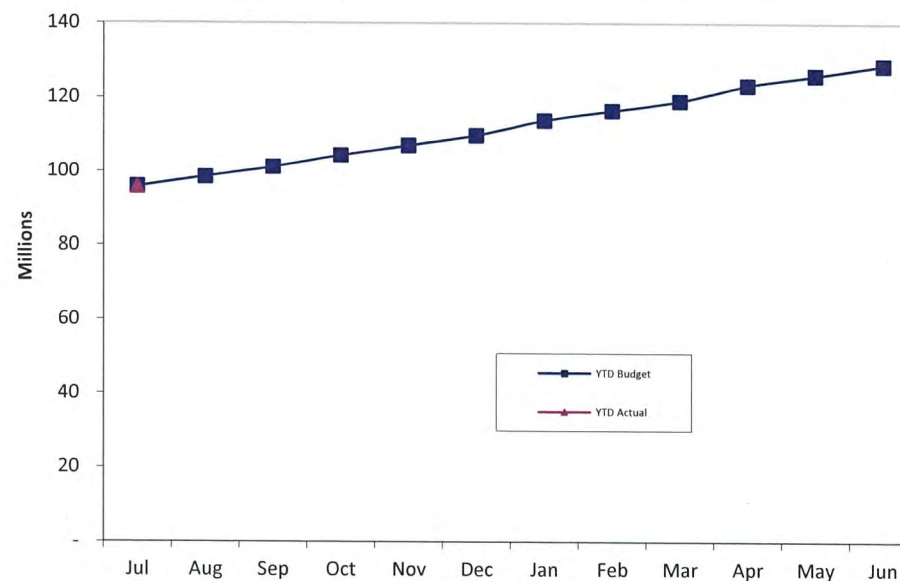
**Operating Expenditure by Business Unit**  
(YTD Budget vs YTD Actual)



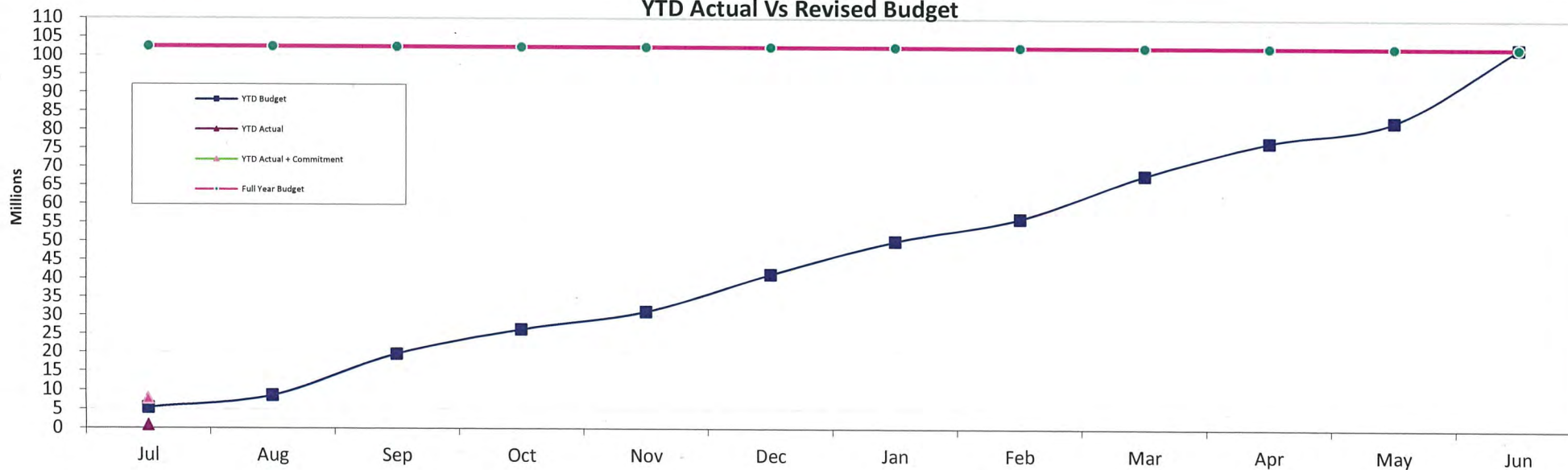
### YTD Operating Expenditure Vs YTD Revised Budget



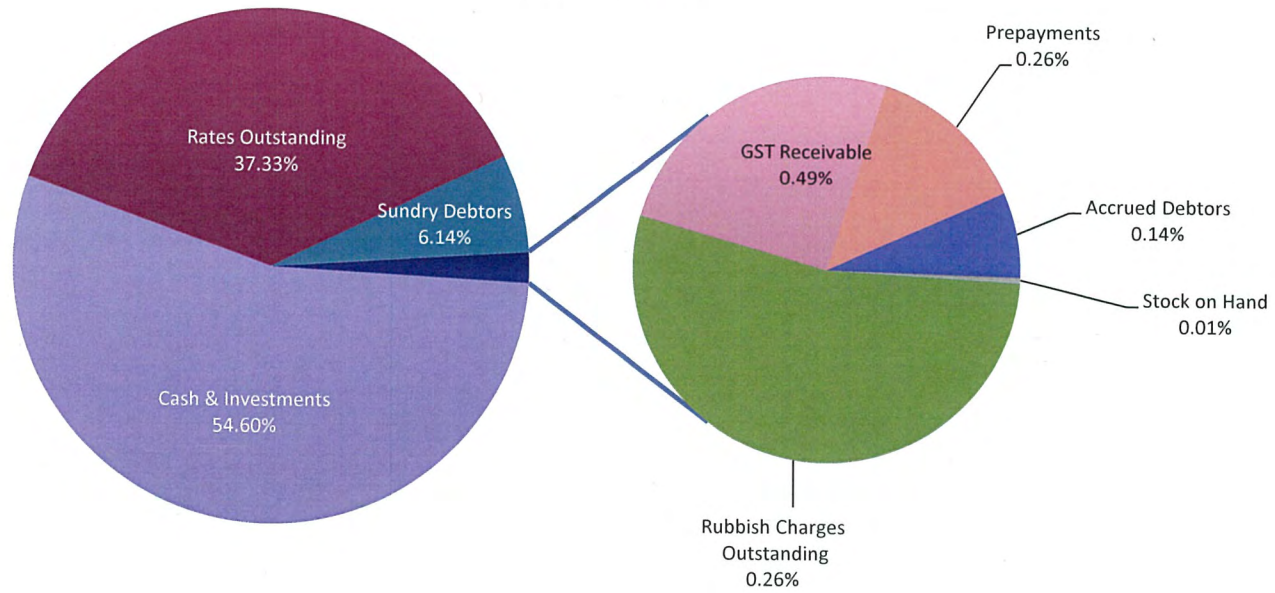
### YTD Operating Income Vs YTD Revised Budget



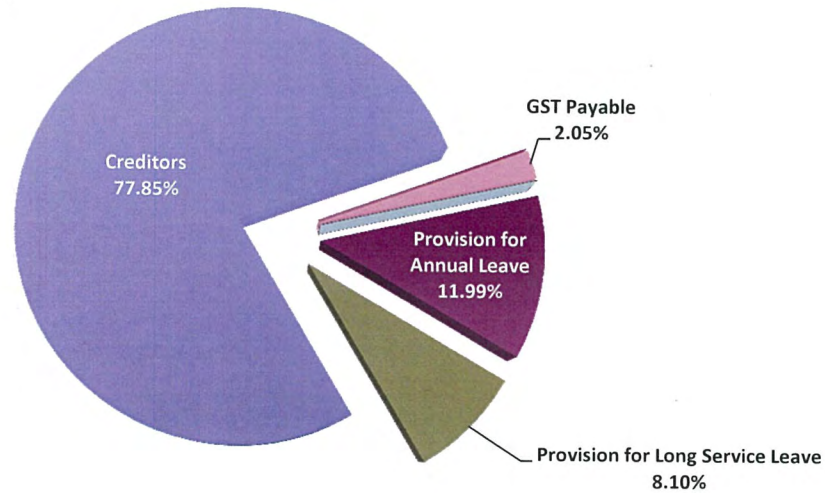
### Capital Expenditure YTD Actual Vs Revised Budget



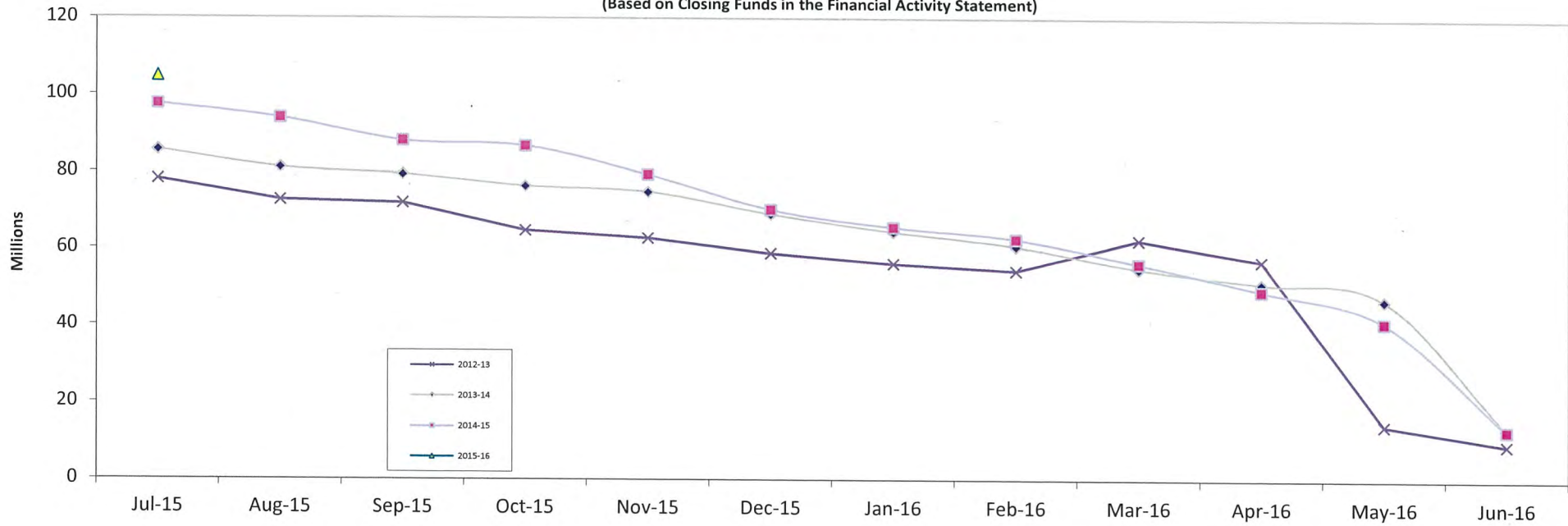
### Current Assets (YTD Actual)



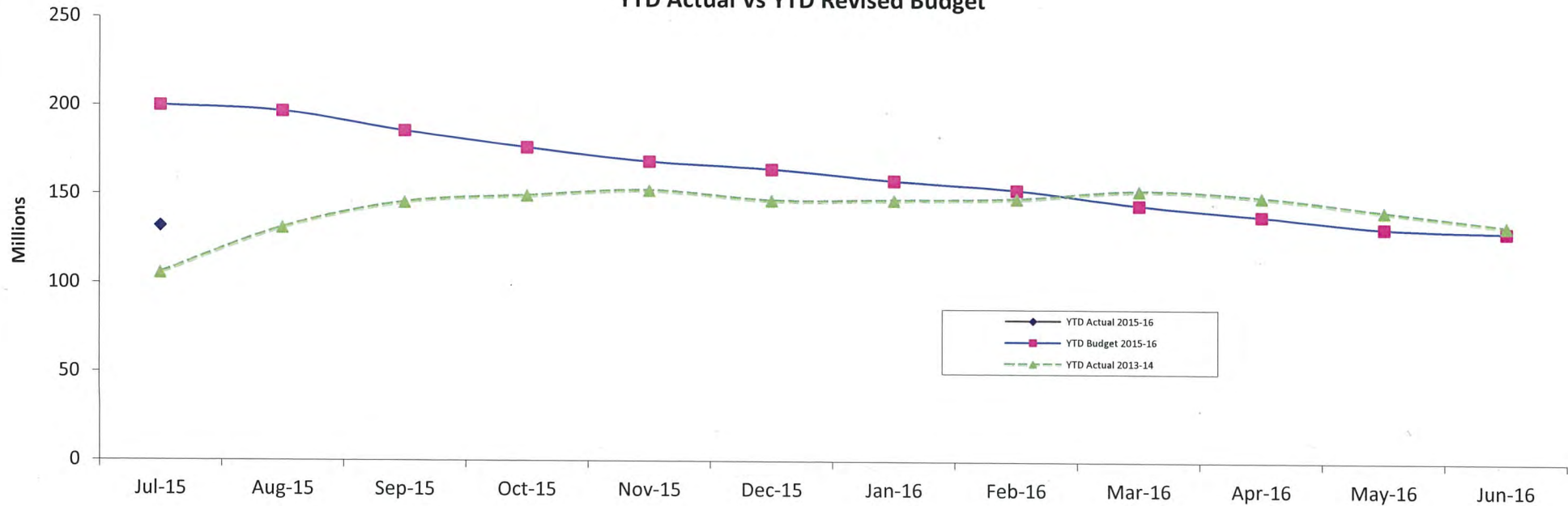
### Current Liabilities (YTD Actual)



**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 July 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
<b>Council Funded</b>										
Bibra Lake Management Plan Reserve	794,506	748,863	-	1,422	-	-	(600,000)	-	194,506	750,285
Bibra Lake Nutrient Managment	319,856	321,564	11,999	611	-	-	-	-	331,855	322,175
C/FWD Projects Reserve	-	-	-	-	10,500,000	-	(9,946,871)	-	553,129	-
CCW Development Fund	-	7,908,607	-	15,017	8,700,000	-	(6,950,000)	-	1,750,000	7,923,624
Community Infrastructure	9,775,774	6,046,925	198,992	11,482	5,300,000	-	(70,000)	(1,179)	15,204,766	6,057,228
Community Surveillance Levy Reserve	518,798	1,378,068	29,127	2,617	-	-	(329,700)	-	218,225	1,380,685
Contaminated Sites	2,512,485	2,488,919	50,542	4,726	-	-	(100,000)	-	2,463,027	2,493,645
DCD Redundancies Reserve	146	39,839	-	76	-	-	-	-	146	39,915
Environmental Offset Reserve	283,039	284,550	-	540	-	-	-	-	283,039	285,091
Green House Emissions Reductions	627,838	636,855	13,617	1,209	200,000	-	(533,961)	(7,910)	307,494	630,154
Information Technology	178,840	279,795	36,514	531	100,000	-	(112,186)	-	203,168	280,326
Land Development & Investment Fund Reserve	5,738,759	5,606,100	278,221	10,645	30,425,432	-	(12,351,884)	(76,529)	24,090,528	5,540,216
Major Buildings Refurbishment	5,524,551	5,452,406	25,439	10,353	4,928,686	-	(220,840)	(54,089)	10,257,836	5,408,670
Mobile Rubbish Bins	-	572	-	1	-	-	-	-	-	573
Municipal Elections	50,738	51,009	13,018	97	150,000	-	(200,000)	-	13,756	51,106
Naval Base Shacks	772,223	886,542	16,109	1,683	158,497	-	(184,447)	(7,140)	762,382	881,085
Plant & Vehicle Replacement	4,214,532	7,416,121	77,520	14,081	2,800,000	-	(3,886,990)	-	3,205,062	7,430,202
Port Coogee Special Maintenance Reserve	906,531	1,224,733	22,623	2,325	274,438	-	(132,305)	-	1,071,287	1,227,059
Roads & Drainage Infrastructure	1,758,452	3,207,854	99,653	6,091	-	-	(1,308,986)	(7,288)	549,119	3,206,657
Staff Payments & Entitlements	1,988,978	2,049,042	154,552	3,891	110,000	-	(180,000)	-	2,073,530	2,052,933
Waste & Recycling	17,940,198	20,941,083	614,391	39,762	2,703,369	-	(713,633)	(38,638)	20,544,325	20,942,207
Waste Collection Levy	52,610	1,007,313	1,511	1,913	1,090,079	-	(580,000)	-	564,200	1,009,226
Workers Compensation	387,255	389,322	15,187	739	-	-	-	-	402,442	390,062
POS Cash in Lieu (Restricted Funds)	5,675,824	5,485,916	130,194	10,416	-	-	(840,692)	(1,123)	4,965,326	5,495,209
	<b>60,021,934</b>	<b>73,851,998</b>	<b>1,789,209</b>	<b>140,227</b>	<b>67,440,501</b>	<b>-</b>	<b>(39,242,495)</b>	<b>(193,895)</b>	<b>90,009,149</b>	<b>73,798,330</b>
<b>Grant Funded</b>										
Aged & Disabled Vehicle Expenses	298,869	430,493	10,728	817	60,317	-	(310,000)	-	59,914	431,311
CIHF Building Maintenance Resrv	-	2,189,423	-	4,157	1,000,000	-	-	-	1,000,000	2,193,581
Cockburn Super Clinic Reserve	-	(3,067)	-	(6)	-	-	-	-	-	(3,073)
Family Day Care Accumulation Fund	-	(470)	-	(1)	-	-	-	-	-	(471)
Naval Base Shack Removal Reserve	340,773	397,285	4,189	754	54,693	-	-	-	399,655	398,040
Restricted Grants & Contributions Resrv	2,108,490	5,533,297	-	-	-	-	(3,279,682)	(3,231,210)	(1,171,191)	2,302,087
UNDERGROUND POWER	769,646	547,667	-	1,040	1,030,000	-	(1,372,063)	-	427,583	548,707
Welfare Projects Employee Entitlements	429,960	432,255	10,719	821	-	-	(11,060)	-	429,619	433,076
	<b>3,947,738</b>	<b>9,526,884</b>	<b>25,636</b>	<b>7,583</b>	<b>2,145,010</b>	<b>-</b>	<b>(4,972,805)</b>	<b>(3,231,210)</b>	<b>1,145,580</b>	<b>6,303,256</b>
<b>Development Cont. Plans</b>										
Aubin Grove DCP	173,956	174,478	4,705	331	-	-	(890)	-	177,771	174,809
Community Infrastructure DCA 13	15,494,450	16,479,668	140,052	31,291	5,000,000	701,903	(7,063,463)	-	13,571,039	17,212,862
Gaebler Rd Development Cont. Plans	1,004,131	1,006,568	18,924	1,911	-	-	(4,543)	-	1,018,512	1,008,479
Hammond Park DCP	465,063	457,825	9,354	869	396,000	126,416	(15,218)	-	855,199	585,110
Munster Development	675,119	692,062	18,147	1,314	443,798	22,192	(13,500)	-	1,123,564	715,568
Muriel Court Development Contribution	(49,321)	(79,429)	-	(151)	206,000	-	(20,689)	-	135,990	(79,580)
Packham North - DCP 12	13,859	7,270	10,529	14	434,388	-	(21,359)	-	437,417	7,283
Solomon Road DCP	425,012	411,393	8,493	781	120,000	79,966	(8,110)	-	545,395	492,140
Success Lakes Development	905,915	909,941	3,817	1,728	-	-	(4,543)	-	905,189	911,668
Success Nth Development Cont. Plans	1,525,721	1,700,726	15,311	3,229	11,700	-	(6,683)	-	1,546,049	1,703,955
Thomas St Development Cont. Plans	12,326	12,392	294	24	-	-	-	-	12,620	12,416
Wattleup DCP 10	11,960	2,647	-	5	-	-	(15,218)	-	(3,258)	2,652
Yangebup East Development Cont. Plans	615,675	851,367	6,026	1,617	130,036	-	(3,270)	-	748,467	852,984
Yangebup West Development Cont. Plans	361,420	377,918	9,195	718	-	-	(2,700)	-	367,915	378,636
	<b>21,635,286</b>	<b>23,004,825</b>	<b>244,847</b>	<b>43,681</b>	<b>6,741,922</b>	<b>930,477</b>	<b>(7,180,186)</b>	<b>-</b>	<b>21,441,869</b>	<b>23,978,983</b>
<b>Total Reserves</b>										
	<b>85,604,958</b>	<b>106,383,707</b>	<b>2,059,692</b>	<b>191,491</b>	<b>76,327,433</b>	<b>930,477</b>	<b>(51,395,486)</b>	<b>(3,425,105)</b>	<b>112,596,597</b>	<b>104,080,569</b>

Variance Analysis						
Municipal Financial Activity Statement for the period ended 31 July 2015						
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	✓ = Favourable ✗ = Unfavourable	Jul-15
	\$	\$	\$	\$		
<b>OPERATING REVENUE</b>						
Waste Services	2,989,405	3,252,851	13,181,768	(263,446)	✗	Income received from Landfill Fees is under ytd budget by \$227k.
<b>OPERATING EXPENDITURE</b>						
Waste Services	1,095,656	1,359,357	21,754,940	263,700	✓	Contract Expenses are under ytd budget by \$294k.
Parks & Environmental Services	503,544	980,051	12,070,814	476,507	✓	Contract Expenses are under ytd budget by \$391k.
Infrastructure Services	566,074	844,234	9,194,316	278,160	✓	Expenses in Facilities Maintenance and Management are under ytd budget by \$174k
<b>ADDITIONAL FUNDING RECEIVED</b>						
Proceeds on Sale of Assets	-	729,334	32,410,500	(729,334)	✗	Many land subdivisions have not been sold yet, they are Lot 40 Cervantes Loop \$150k, Lot 1, 4218 & 4219 Quarimor \$120k, Lot 23 Russell Road \$166k, Lot 33 Davilak Ave \$217k,



# Capital Expenditure

for the period ended 31 July 2015

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	✓ = Favourable ✗ = Unfavourable	Explanation
	\$	\$	\$	\$		
<b>SUMMARY</b>						
Purchase of Land and Buildings	435,246	3,523,515	69,726,005	3,088,270	✓	
Acquisition & Development of Infrastructure Assets	407,760	1,642,601	25,495,012	1,234,841	✓	
Purchase of Plant and Machinery	0	172,000	6,189,490	172,000	✓	
Purchase of Furniture and Equipment	0	0	6,000	0	✗	
Purchase of Computer Equipment	11,230	131,814	1,041,971	120,584	✓	
	854,236	5,469,931	102,458,478	4,615,695		
<b>Material Variances Identified:</b>						
<b><u>Works in Progress - Roads Infrastructure</u></b>						
2989 - Berrigan Dr – [Kwinana Fwy to Jandakot] Construct 2nd cwy	6,985	258,844	2,553,064	251,859	✓	Design in progress.
2475 - Beeliar Drive (Spearwood - Stock)	7,288	544,301	3,965,806	537,014	✓	Design in progress.
Sub Total	14,273	803,145	6,518,870	788,873		
<b><u>Works in Progress - Buildings</u></b>						
026 - Cockburn Central Aquatic Recreation Ctr	264,600	2,320,833	50,000,000	2,056,234	✓	\$1.45m in committed orders. Significant redesign is happening
Sub Total	264,600	2,320,833	50,000,000	2,056,234		