



City of Cockburn  
Ordinary Council Meeting  
**Agenda Paper**

For Thursday, 10 May 2018



City of Cockburn  
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Western Australia 6965

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Coleville Crescent, Spearwood

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### **NOTICE OF MEETING**

Pursuant to Clause 2.4 of Council's Standing Orders, an Ordinary Meeting of Council has been called for Thursday 10 May 2018. The meeting is to be conducted at 7:00 PM in the City of Cockburn Council Chambers, Administration Building, Coleville Crescent, Spearwood.

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

A handwritten signature in black ink, appearing to be 'Stephen Cain', is written above the name and title.

Stephen Cain  
**CHIEF EXECUTIVE OFFICER**



# CITY OF COCKBURN

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## **CITY OF COCKBURN**

### **AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 10 MAY 2018 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 & LEAVE OF ABSENCE**
- 6. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**

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

Nil
- 8. PUBLIC QUESTION TIME**

**9. CONFIRMATION OF MINUTES**

**9.1 MINUTES OF THE ORDINARY COUNCIL MEETING - 12/4/2018**

**RECOMMENDATION**

That Council confirms the Minutes of the Ordinary Council Meeting held on Thursday, 12 April 2018 as a true and accurate record.

**10. DEPUTATIONS**

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

Nil

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

## 13. COUNCIL MATTERS

### 13.1 MINUTES OF GRANTS & DONATIONS COMMITTEE MEETING - 17 APRIL 2018

**Author(s)** G Bowman  
**Attachment** 1. Minutes of Grants & Donations Committee Meeting - 17 April 2018

#### **RECOMMENDATION**

That Council receive the Minutes of the Grants & Donations Committee Meeting held on Tuesday, 17 April 2018, and adopt the recommendations contained therein, as attached to the Agenda.

#### **Background**

The Grants & Donations Committee conducted a meeting on 17 April 2018. The Minutes of the meeting are required to be presented.

The Council of the City of Cockburn established the Grants and Donations Committee to recommend on the level and nature of grants and donations provided to external organisations and individuals. The Committee is also empowered to recommend to Council on donations and sponsorships to specific groups.

#### **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.

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750 to be distributed as grants, donations and sponsorship.

At its meeting of 18 July 2017, the Committee recommended a range of allocations of grants, donations and sponsorship, which were duly adopted by Council on 10 August 2017.

Following the September 2017 round of grants, donations and sponsorship funding opportunities, the Committee, at its meeting of 17

October 2017, recommended a revised range of allocations which were duly adopted by Council on 9 November 2017.

The March 2018 round of grants, donations and sponsorship funding opportunities has now closed and the Committee, at its meeting of 17 April 2018, considered revised allocations for the grants and donations budget, as well as the following applications for donations and sponsorship.

The donations recommended to Council are as follows:

Second Harvest	\$18,000
South Lake Ottey Family and Neighbourhood Centre	\$12,000
Hamilton Hill Youthcare Council (Chaplaincy)	\$9,000
Cooby Cares	\$3,000
Friends of the Community	\$2,000
Dance Ability Performing Arts Kelete (DAPAK)	\$4,500
Business Foundations	\$10,000
Black Swan Health	\$15,000

The sponsorships recommended by the Committee are as follows:

Melville Cockburn Chamber of Commerce (MCCC)	\$15,000
ClimateClever	\$6,000
Cockburn Ice Arena	\$3,200
BreastScreen WA & Fremantle Women's Health Centre	\$10,000

The Committee also received a report on the Review of Policy SC35 'Grants, Donations & Sponsorships – Community Organisations and Individuals' and associated Assessment Processes, and has recommended that the proposed changes to the Policy be considered by the Delegated Authorities, Policies and Position Statements (DAPPS) Committee.

### **Strategic Plans/Policy Implications**

#### Community, Lifestyle & Security

Provide residents with a range of high quality accessible programs and services.

#### Economic, Social & Environmental Responsibility

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

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

**Budget/Financial Implications**

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750.

Following is a summary of the grants, donations and sponsorship allocations proposed by the Committee.

Summary of Proposed Allocations

Committed/Contractual Donations	\$460,400
Donations	\$205,000
Sponsorship	\$97,200
<u>Specific Grant Programs</u>	<u>\$560,150</u>
Total	\$1,322,750
Total Funds Available	\$1,322,750
<u>Less Total of Proposed Allocations</u>	<u>\$1,322,750</u>
Balance	\$0

Note: The balance of funds from the \$120,000 allocation for Cockburn Creates (Community Innovation and Participatory Budgeting Program) will be carried forward to the 2018/19 Grants and Donations budget.

**Legal Implications**

N/A

**Community Consultation**

In the lead up to the March 2018 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements in the Cockburn Gazette on 20 February, 27 February, and 20 March 2018.
- City of Cockburn Facebook promotional posts and feature stories on 8 March and 27 March 2018.
- Advertisement in the February 2018 Edition of the Cockburn Soundings.
- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings.



- Additional advertising through Community Development promotional channels:
  - Community Development Calendar distributed to all NFP groups in Cockburn.
- Closing dates advertised in the 2018 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to previous and regular applicants, and people who made enquiries during the application period.

### **Risk Management Implications**

The Council allocates a significant amount of money to support individuals and groups through a range of funding programs. There are clear guidelines and criteria established to ensure that Council's intent for the allocation of funds are met. To ensure the integrity of the process there is an acquittal process for individuals and groups to ensure funds are used for the purpose they have been allocated.

The reputation of the City of Cockburn could be seriously compromised should funds be allocated to individuals or groups who did not meet the criteria and guidelines and or did not use the funds for the purposes they were provided. Adherence to these requirements is essential.

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

Applicants have been advised that they will be notified of the outcome of their applications following the 10 May 2018 Council Meeting.

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

Nil



# City of Cockburn Grants & Donations Committee **Minutes**

For Tuesday, 17 April 2018

These Minutes are subject to confirmation

Presiding Member's signature

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Date:

# CITY OF COCKBURN

## SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON TUESDAY, 17 APRIL 2018 AT 6:00 PM

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## CITY OF COCKBURN

### MINUTES OF GRANTS & DONATIONS COMMITTEE HELD ON TUESDAY, 17 APRIL 2018 AT 6:00 PM

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#### PRESENT:

##### ELECTED MEMBERS

Mr L Howlett	-	Mayor
Ms L Smith	-	Deputy Mayor (Acting Presiding Member)
Mr P Eva	-	Councillor
Mr M Separovich	-	Councillor

##### IN ATTENDANCE

Ms G Bowman	-	Manager Community Development
Ms M Bolland	-	Grants & Research Coordinator
Ms B Miller	-	Grants & Research Officer

#### 1. DECLARATION OF MEETING

The Manager Community Development declared the meeting open at 6.24pm.

She advised that pursuant to Section 5.44 of the Local Government Act, 1995, she was delegated the power by the Chief Executive Officer to preside at the Grants and Donations Committee Meeting on 17 April 2018 and to conduct the election to determine the Presiding Member of the Committee, in accordance with Schedule 2.3 Division 1 of the Act.

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

The Manager Community Development advised the meeting that she had received one nomination for the position of Presiding Member from Cr Stephen Pratt. She called for any further nominations. There being no further nominations, the Manager Community Development advised that Cr Stephen Pratt was duly appointed Presiding Member of the Grants and Donations Committee.

After declaring Cr Stephen Pratt was absent from the meeting, the Manager Community Development called for nominations from Elected Members to act as Presiding Member for the Meeting on 17 April 2018. One nomination was received from Deputy Mayor Smith. There being no further nominations, the Manager Community Development advised that Deputy Mayor Smith was duly



appointed Acting Presiding Member for the Grants and Donations Committee Meeting in an Acting role for 17 April 2018 Meeting.

Deputy Mayor Smith assumed the role of Acting Presiding Member.

**3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)**

Deputy Mayor Smith - Impartiality Interest Item 9.1.

**4. APOLOGIES & LEAVE OF ABSENCE**

Cr Carol Reeve-Fowkes - Apology

**5. CONFIRMATION OF MINUTES**

**5.1 (2018/MINUTE NO 0001) MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING - 17/10/2017**

**RECOMMENDATION**

That Committee confirms the Minutes of the Grants & Donations Committee Meeting held on Tuesday, 17 October 2017 as a true and accurate record.

**COMMITTEE RECOMMENDATION**

MOVED Mayor L Howlett SECONDED Cr P Eva

That the recommendation be adopted.

**CARRIED 4/0**

**6. DEPUTATIONS**

Nil

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

Nil



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

Nil

**DECLARATION OF INTEREST**

The Acting Presiding Member declared an interest in the following item, the nature of the interest being that she was on the Management Committee of the South Lake Ottey Family and Neighbourhood Centre, who were applicants for a donation.



## 9. COUNCIL MATTERS

### 9.1 (2018/MINUTE NO 0002) GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2017/18

**Author(s)** G Bowman

**Attachments** 1. Grants, Donations and Sponsorships  
Recommended Allocations Budget 2017-18

#### RECOMMENDATION

That Council adopt the revised grants, donations and sponsorship allocations for 2017/18 as attached to the agenda.

#### COMMITTEE RECOMMENDATION

MOVED Mayor L Howlett SECONDED Cr P Eva

That the recommendation be adopted.

**CARRIED 4/0**

#### Background

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed.

At its meeting of 18 July 2017, the Committee recommended a range of allocations of grants, donations and sponsorship, which were duly adopted by Council on 10 August 2017.

Following the September 2017 round of grants, donations and sponsorship funding opportunities, the Committee, at its meeting of 17 October 2017, recommended a revised range of allocations which were duly adopted by Council on 9 November 2017.

The March funding round was advertised to close on 30 March 2018. A total of 27 applications were received including 15 applications for Community Grants which are being reviewed under the delegated authority of the Manager Community Development. The remainder include 8 applications for Donations and 4 applications for Sponsorship to be considered by the Committee.

#### Submission

N/A



## Report

In the Summary of Grants, Donations and Sponsorship Recommended Allocations Budget 2017/18, attached to the agenda, there are the following items for the Committee to consider:

- 0 proposed adjustments to committed/contractual donations
- 8 applications for donations
- 4 applications for sponsorship, and
- 3 proposed adjustments to grant funding allocations.

The proposed adjustments and applications for donations and sponsorship are described in brief below.

### COMMITTED AND CONTRACTUAL

As can be seen in the attachment, a number of donations are deemed to be committed by legal agreements, such as leases, or by Council decision.

There are currently no adjustments or proposed new commitments for the Committee to consider.

**The total proposed for committed/contractual donations for 2017/18 is \$460,400.**

### GRANTS

As can be seen in the budget attachment, there are a number of grant programs for which there are established criteria and processes in place.

There are three proposed adjustments to grant allocations for the 2017/18 financial year, as follows:

- Increase Community Group Newsletter Subsidy allocation from \$8,000 to \$9,000.
- Increase Youth Arts Scholarship Program from \$5,000 to \$7,000.
- Increase Cockburn Community Group Insurance Program from \$10,000 to \$11,000 to increase coverage and add additional groups to the policy for the remainder of the financial year.

These programs have experienced increased applications this financial year so it is recommended to increase the allocations to cover the additional applicants for the remainder of the financial year.

### Cockburn Creates Update





For information only, the \$120,000 allocated to the Cockburn Creates program for 2017/18 (Community Innovation and Participatory Budgeting Program) will be carried forward to the 2018/19 Grants and Donations budget to allow for further project development and further projects to participate in this program. It is anticipated that the community voting process will occur in July 2018.

**The total proposed for grant programs for 2017/18 is \$560,150.**

#### DONATIONS

**The proposed total for donations for 2017/18 is \$205,000.**

Following are the latest round of application summaries for consideration.

**Applicant:                      Second Harvest Inc.**

**Requested:                      \$25,000**

**Recommended:                      \$18,000**

The objective of Second Harvest is to relieve hardship in the community, which is achieved by:

- Emergency food relief to families and individuals in the Cockburn area and dispensing mother and baby hampers to King Edward, Armadale and Fiona Stanley Hospitals.
- Community food centre providing low cost food, free fruit, bread and vegetables, tea and coffee, lunch on Fridays.
- Opportunity shop with low priced clothing, furniture, shoes, bric-a-brac and homewares.
- Opportunity for volunteers to engage and assist with others in their community.
- Work for the Dole, Community Youth Programmes and Advocacy.
- Support and connecting with other not-for-profit groups in Cockburn.

Second Harvest continues its history of working to provide assistance in the Cockburn community to families and individuals via affiliated low cost food centres, its Community Centre, partnering with Fiona Stanley social work department and emergency food relief.

Second Harvest maintains a small warehouse in Cockburn Central and distributes low cost food to its community food centres including a centre in Hamilton Hill. The food items are primarily general grocery and dairy lines, frozen goods and other household commodities.

Emergency Relief (ER) is operated 3 days a week and is a vetted process whereby individuals and families experiencing financial



hardship are provided with food hampers to feed themselves for 3-4 days with basic nutritious food lines. In further support of its emergency relief strategy Second Harvest now provides support to victims and families of domestic violence with clothing, footwear and bedding. This comes through its Op Shop and any revenue raised is channelled directly back into ER. The closure of the Carlisle and Rockingham Food Centres has seen Second Harvest providing hampers to Uniting Church in Carlisle, Supporting Rockingham General Hospital and connecting with two women's refuges to provide women and children with food and clothing. Salvation Army Cockburn City Corps has also recently closed down, with increased requests for assistance being anticipated by Second Harvest. Second Harvest also delivers bread and fruit two days per week to Southwell Primary School for children who are attending school without breakfast or lunch

The Community Centre was opened in support of these programs but also as a place to provide a safe, non-threatening environment for people to connect with others and also an avenue for volunteering. As volunteers are becoming harder to engage Second Harvest partners with Work for the Dole agencies and has assisted individuals in returning to paid employment.

In August 2016, Second Harvest, in conjunction with the City of Cockburn, opened its Community Centre 3 days per week. ER is dispensed from this facility as well as providing opportunities to purchase low cost food and grocery lines. They also offer free fruit, vegetables and bread via association with Coles and the Second Bite program. In order to provide a feeling of community spirit Second Harvest offers patrons free tea and coffee in the courtyard, a free sausage sizzle to shoppers on a Friday and the opportunity to purchase cheap clothing from our Op Shop.

Since the previous donation (in May 2017) Second Harvest has assisted in the following ways: 2,673 people in the ER program provided 135 mother and baby hampers to Fiona Stanley Hospital, 108 Christmas hampers, 80 Hampers to Carlisle Uniting Church and assisted 5,040 in our low cost food centre. Over 75% of those assisted in the past twelve months have been families.

Second Harvest has received the following funding from the City to assist with their ongoing costs:

March 2012	\$8,850 (Community Grant for fridge and freezer)
March 2013	\$10,000 (Donation)
March 2014	\$12,000 (Donation)
March 2015	\$14,000 (Donation)
March 2016	\$16,000 (Donation)
March 2017	\$18,000 (Donation)



Second Harvest is also supported through Lotterywest grants, and partnerships with ATCO Gas, Serco, Fiona Stanley Hospital, King Edward Hospital, Great Life Church, Coogee Deli, FinanceCorp and Mooba.

Recommendation:

This year, the group has requested a donation of \$25,000 towards general operating costs. It is recommended to maintain the current level of donation level in line with the cost and distribution levels of hampers. The justification provided for the increased request was not sufficiently demonstrated through increased outputs and outcomes. It is recommended to support this application for \$18,000.

**Applicant: South Lake Ottey Family and Neighbourhood Centre**

Requested: \$20,000

Recommended: \$12,000

The South Lake Ottey Family and Neighbourhood Centre provide diverse programs, activities and community development projects in the community in collaboration with solid partnerships and networks. The Centre works closely with the City of Cockburn, St. John of God, South Metro Public Health, Black Swan, Uniting Care West, Ruah, Linkwest and local disability services.

The Centre is available to individuals and families in Cockburn and surrounds, offering support and activities in response to demonstrated community needs. The Centre aims to provide an integrated service and is seen as a 'one stop shop' by centre users and external stakeholders. In responding to needs, the Centre sees 'the whole person' and seeks to provide a mix of formal and informal programs and interactions. These are offered in a friendly environment where people feel they belong.

The centre is well known and has a strong presence in the community, and has been operating for 27 years. Activities include outreach to at-risk groups in the community, playgroups, community support and advocacy, emergency relief, health and wellbeing and exercise groups and classes, adult learning, community garden, weekly community lunches, weekly homework and resilience support group for children at South Lake Primary School. The centre places a high priority on accessibility and inclusion in all activities, with volunteer opportunities also available.

The total number of people that use the Ottey Centre daily, weekly, monthly is 968, and includes a high proportion of ATSI (22.4%) and CaLD (13%) populations.



The community benefits as well as contributes to the work of the centre through the programs and activities that are offered throughout the year, which are well promoted through the Ottey Newsletter and program. There are regular workshops, activities, playgroups, community garden activities, therapy groups, outreach support and intervention, Street Doctor, Moorditj Djena podiatry/diabetes education, and psychologist/counselling services. Programs are developed and offered through a community development approach in response to community needs and feedback. Hundreds of people throughout the year attend and benefit through developing social, emotional and health skills, adult educations, art therapy group, weekly Indigenous art workshops, yoga, mindfulness, mental health group, working with the financial counsellor and receiving emergency relief.

The centre has previously received a number of donations for operating costs and community grants for specific projects from the City:

**Donations:**

March 2007	\$5,000
March 2008	\$5,000
March 2009	\$5,000
March 2010	\$5,000
March 2011	\$5,000
March 2012	\$10,000
March 2013	\$7,000
March 2014	\$10,000
March 2015	\$10,000
March 2016	\$10,000
March 2017	\$10,000

**Community Grants:**

October 2001	\$1,000
March 2003	\$1,000
March 2008	\$1,500
September 2009	\$1,260

**Small Events Grants:**

September 2017	\$2,000
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**Recommendation:**

This year, the organisation has requested a donation of \$20,000 towards general operating costs as well as a new youth program, but the need isn't sufficiently demonstrated. Funding for a new program would normally fall under the Community Grant category, and have to evidence a demonstrated need, and identify outcomes and outputs that require reporting and acquittals. As a donation, it is seen as duplication for services provided at the Cockburn Youth Centre and by Cockburn



Youth Services outreach programs. This group is well supported by operating grants from Department for Communities and Lotterywest. It is recommended to support this application for \$12,000 towards operating costs to bring the donation in line with donations provided to other organisations providing similar services in Cockburn.

**Applicant:**                    **Hamilton Hill YouthCARE Council**

**Requested:**                    **\$9,000**

**Recommended:**            **\$9,000**

The Hamilton Hill YouthCARE Council previously supported a full time chaplain at Hamilton Hill Senior High School. Since its closure, they are seeking funding to offer the same service at Fremantle College and also support chaplains at nine other primary schools and Coolbellup Community School.

The YouthCARE mission is to provide pastoral care, and provide personal and professional development to staff and volunteers.

Each year, YouthCARE helps thousands of students, staff and family members in Western Australian public school communities by providing an essential social, emotional and mental health support service. Chaplains are there to listen, and provide a supportive place to talk. They offer confidential, non-judgmental pastoral care and values education based on respect, compassion and service. Chaplains are trained in pastoral care, with ongoing training opportunities provided to specialise in critical incidences, community members living in isolation and mental health initiatives.

The wider Cockburn area is affected by the health and function of its schools. As such this donation can assist the aim of chaplaincy, which is to support young people and their communities who may be facing challenging personal and social issues. The chaplains listen, understand and refer to extra help, as appropriate.

Within the City of Cockburn in 2017, the service registered 1481 formal conversations with students, 221 staff conversations and 103 conversations with parents and guardians. The main topics included family and peer relationships, developmental concerns and mental health. Chaplains within the City of Cockburn also had contact with a range of different students and parents from different demographics and situations including Indigenous Australians, refugees and wards of the state. They were able to refer 461 students to external agencies to extend the level of service required.

The City has provided annual donations for this program for a number of years:



October 2006	\$9,000
March 2008	\$9,000
March 2009	\$9,000
March 2010	\$9,000
March 2011	\$9,000
March 2012	\$9,000
March 2013	\$9,000
March 2014	\$9,000
March 2015	\$9,000
March 2016	\$9,000
March 2017	\$9,000

Hamilton Hill YouthCARE Council has requested a donation of \$9,000 to assist with their aim to serve the school community and provide positive benefits for the whole community.

Recommendation:

It is recommended to support this application with a \$9,000 donation based on the current enrolments from Cockburn students. In addition we will require that a report be provided to determine how many students and families from Cockburn will continue to benefit from the chaplaincy service at Fremantle College.

**Applicant:**                    **Cooby Cares Inc.**

**Requested:**                    **\$3,000**

**Recommended:**            **\$3,000**

Cooby Cares is a not-for-profit group made up entirely of volunteers, who collectively dedicate at least 40 hours per week. The group initially began in Coolbellup, assisting vulnerable families escaping violence and hardship to furnish houses before extending their services to provide emergency food hampers to local families in Coolbellup and the wider Cockburn community. There are currently six people on the board, and they currently assist around 70 households throughout Cockburn and a further 10 outside Cockburn.

Cooby Cares is very well known in Coolbellup itself, as well as the surrounding suburbs and wider Cockburn assisting in providing visible results for its local residents. It also encourages members of the community to 'pay it forward' when they have surplus furniture items, and facilitates the donation of these items by collecting them and delivering them to families in need.

The benefits within the Coolbellup community have been listed as families being assisted to improve their situations, assisting in improving



school attendance rates and behaviours at school and in the community, reduction in petty crime and people are encouraged to be active and productive members of the community and take more pride in it.

Cooby Cares is promoted mainly through a social media Facebook page and word of mouth for collection and distribution of donations. The group have an SMS only mobile number people can contact to enable drop-offs at Green Bean Accountants. The group is supported by the Coolbellup Community Association, OXO Café, and Muslim community of Bibra Lake amongst others.

Recommendation:

The group has requested a donation of \$3,000 towards operating costs for the provision of their service. It is recommended to fully support this application for \$3,000 as benefits are extending beyond the suburb, they have established a good reputation in the community, and the application is supported by the Community Development Coordinator.

**Applicant:                      Friends of the Community**

Requested:                      \$2,000

Recommended:                      \$2,000

Friends of the Community are a not-for-profit group made up entirely of volunteers, of which there are currently 27 registered. The group has a small food van which sells sandwiches, tea and coffee, ice creams and cool drinks; however their main income comes from running sausage sizzles. They also have some equipment and resources available to community groups for hire, and they manage the community trailer for the City of Cockburn. The group's profits and fundraising are all returned to the community through donations.

Friends of the Community have previously received the following community grants (for specific projects) and donations from the City:

March 2007	\$4,000 (Community Grant)
March 2010	\$1,799 (Community Grant)
September 2011	\$1,300 (Community Grant)
March 2013	\$2,160 (Donation)
March 2014	\$2,000 (Donation)
March 2015	\$5,500 (Community Grant)
March 2017	\$2,000 (Donation)

The residents associations support the group, and often draw on them for event food services and hire of equipment. Letters of support have



been provided by the Training Ship Cockburn Cadets and Connecting South Lake Residents Association.

Recommendation:

This round the group has requested a donation of \$2,000 towards operating and admin costs so as to allow them to provide the maximum amount of their fundraising back to the community, in particular, from the Manning Park Trail Run. This is a small but very active group in the community. It is recommended to support this application for \$2,000.

**Applicant: Dance Ability Performing Arts Kelete Inc (DAPAK)**

**Requested: \$4,500**

**Recommended: \$4,500**

DAPAK began in 2012 under the banner of Kelete Theatre Company providing dance therapy classes to a handful of youth with disabilities, one teacher and a rented hall. Today, DAPAK provides six classes a week in Dance and Music Therapy, Performance, Adult Fitness and Musical Theatre, to 75 children and adults with disabilities. DAPAK offers these classes from one location, which is a dedicated, modified for purpose facility, rented from Kelete Studios.

DAPAK is a not-for-profit organisation, and aims to provide programs and typical life opportunities for people with disabilities and their families. This is achieved through providing recreation and leisure activities (e.g. Music and Movement Therapy), opportunities to engage with community in every day, ordinary experiences, event management (including supporting others to develop and produce events for people with disabilities) and education through the provision of accredited and non-accredited classes in music and dance therapy, and Auslan.

DAPAK reports that their research showed few opportunities existed for people with disabilities to find appropriate music and movement therapy classes, a space where they and their carers could feel comfortable and engage in social activities. DAPAK and its shared facility provides a space and sense of 'belonging'. DAPAK classes differ from those that take place in a typical dance school classroom because of the structure of each lesson, and primarily due to DAPAK employing a qualified music and movement teacher, who in addition to this qualification is also qualified and experienced in working with people with disabilities. A typical class structure includes peer interaction, language development, physical (fine and gross motor) development, coordination desensitisation and social emotional development.





In addition, DAPAK provides external classes to educational support programs on school sites. DAPAK and its students have supported a variety of events and causes including Telethon, Celebrate Ability and The Big Walk. In 2017, in collaboration with local individuals, government authorities and businesses owners, DAPAK created and delivered the inaugural nightclub experience for people with disabilities, in particular, intellectual disability.

The donation will contribute towards keeping the class fees affordable and therefore accessible by subsidising the cost of each class. Five out of six classes cost \$80 to run. The sixth class costs \$160 per class as it is a two-hour class. There are currently 75 students enrolled across the six classes, and they often have as many as 50 turn up in a week. The two-hour class is billed by the term which is \$180 per student per term (10 weeks). This works out to \$9 per hour for the class. The other five classes are \$10 per class and are pay as you go. It is structured this way because many cannot afford to attend at all if they are required to pay up front for a term.

All classes have to be capped in terms of participants as there is a restriction of 33 people per class. Nearly all of the students are accompanied by a carer restricting the class size to 15 paying students. The nature of the students' disabilities means that some weeks they are able to attend and other weeks they cannot. Class sizes fluctuate between being full some days and only having three people in them the next. This is due to the nature of some of the students' disabilities, their medical appointments changing, and availability of someone and or transport to get them to classes. With this fluctuation, DAPAK have uncertainty in being able to break even, yet persist because of the benefits of running the classes for those that can attend.

DAPAK have provided a letter of support from the Ability Centre. The application and supporting information has also been reviewed by the City's Disability Access and Inclusion Officer, who has provided the following summary:

*I do agree the service offered by DAPAK provides benefit and value to the Cockburn community, particularly the disability sector, by providing an affordable, safe and supportive environment where people with disability can be active, learn new skills and make friends – i.e. achieve physical, social and emotional wellbeing outcomes.*

*I think the key points of consideration include:*

- *DAPAK appear to predominantly rely on class fees for income*
- *DAPAK allow carers to participate free of charge, which essentially halves their income when their venue is at capacity*
- *DAPAK operate in a way which accommodates the changing / variable needs of people with disability – ie by allowing casual entry and only charging for classes undertaken; I think this shows*



*compassion, understanding and genuine care for client's wellbeing and ongoing involvement – above operational income*

- DAPAK don't receive formal funding, such as NDIS, however it does provide a space where local disability service organisations (who are funded by the NDIS to assist people with disability to access the community and participate in recreational pursuits) can come together, thus providing opportunity for people with disability who have similar skills and interests to naturally form friendships while participating in activities genuinely meaningful to them – regardless of which disability service organisation they receive carer support from; this facilitates a true sense of inclusion and citizenship for people with disability*
- I can confirm DAPAK have supported City of Cockburn events, including Celebrate Ability and the Family Dance, by performing and sharing their sound system with other dance groups without charge; they have also actively sought new opportunities and ways (such as the nightclub experience opportunity at the Newport hotel) their clients can showcase their abilities, skills and performances in the community, which raises the profile of 'ability' in 'disability' amongst the general community – I understand DAPAK staff do these 'extras' on their own time for the benefit of their clients*

*I think a donation from the City would assist DAPAK to continue to provide a valued service to the community at a low cost to clients, keeping it affordable to them.*

Recommendation:

It is recommended to support DAPAK's donation application for \$4,500, due to the community benefits and provision of classes that are not offered by other dance classes, the alignment with the City's Disability Access and Inclusion Plan, and the support of the Disability Access and Inclusion Officer for the continuation of this service.

**Applicant: Business Foundations Inc.**

**Requested: \$15,000**

**Recommended: \$10,000**

Business Foundations Inc. is a not-for-profit provider of enterprise and business development services to owners of small businesses in Cockburn. Their services benefit the local community and economy through employment creation, economic development and generation of financial activity. Clients range from people wanting to start a small business to existing small to medium sized businesses wanting to grow. The services are provided for free or low cost and they include one-to-one advisory sessions, small business mentoring and small group training.



Business Foundations provides an important service to people wanting to start in business or become self-employed and to existing business owners that require professional business management know-how.

Business Foundations have been providing services for over 25 years and continue to innovate, providing new services every year, including training seminars with a focus on online marketing, specific supports for home based businesses and enterprise development for youth.

Business Foundations supports small business owners by providing business expertise and knowledge to these small business operators in an affordable and accessible manner. By supporting small businesses they can provide new opportunities to create employment, enhance prosperity and drive economic development throughout the entire community.

So far, this financial year, Business Foundations has advised that in the City of Cockburn they have provided:

- Training that supported 37 new entrepreneurs to start and operate their own small businesses generating new economic development and employment.
- Targeted small business training to 41 currently operating small businesses, to help them improve business practices and to acquire new knowledge and skills.
- One-to-one mentoring to 50 local business owners, supporting their businesses through an accountability process from the development of action plans that guide business progress.
- A connection between 17 established businesses to research institutions facilitating the development of new technologies and intellectual property within those businesses. Through facilitating connections between these businesses and research institutions, they have been able to provide opportunities for those businesses to access Federal Government grant money to invest within their business, develop new technology and increase new business opportunities (leading to further job creation).
- Directly supported the creation of 37 new jobs.

The organisation has received funding from the City in previous years, as follows:

October 2007	\$10,000
March 2009	\$10,000
March 2010	\$10,000
March 2011	\$10,000
March 2012	\$10,000
March 2013	\$10,000
March 2014	\$10,000

March 2015	\$10,000
March 2016	\$10,000
March 2017	\$10,000

Business Foundations is supported by major State and Federal Government funding bodies, including receiving funding through the Department of Industry, Innovation and from the New Enterprise Incentive Scheme.

Business Foundations utilises the support from the City of Cockburn to ensure that the one to one advisory service is provided to the residents of Cockburn. The funding allows a staff member of Business Foundations to maintain a presence at Melville Cockburn Chamber of Commerce events promoting the services available to Cockburn business people. The funding also allows for delivery of workshops within the City to focus the services on the Cockburn community.

Recommendation:

This year Business Foundations has requested funding of \$15,000, however the levels of outcomes remain at similar levels to previous years, so the request for increased funding is unsubstantiated and the recommendation is a donation of \$10,000. The value that is added through the funding support of the City of Cockburn enables Business Foundations to support currently operating small businesses within Cockburn that do not meet the strict eligibility requirements under the Federal Entrepreneurs' Programme or New Enterprise Incentive Scheme (NEIS). It is suggested that Sponsorship should be recommended as a better avenue for funding for this organisation in future years as it will require increased branding and promotion of the City of Cockburn as a sponsor assisting Cockburn small businesses.

**Applicant:            Black Swan Health Limited**

Requested:            \$25,000

Recommended:      \$15,000

Black Swan Health's primary objective is to achieve the best possible primary health, mental health and social welfare outcomes for the community as a whole, and for individuals who require care and support. This is achieved by delivering services including, but not limited to:

- Freo Street Doctor
- Partners in Recovery
- headspace services
- headspace Youth Early Psychosis Program
- Counselling Services



- Chronic Disease Management
- Pain Management, and
- National Disability Insurance Scheme supports

This application for funding is specifically for a donation to assist with the costs of operating the Freo Street Doctor service in Cockburn.

Freo Street Doctor is a free, visible, easily accessible, culturally appropriate and non-judgmental, accredited, mobile medical service. The service provides treatment to disadvantaged, marginalised and at-risk populations; including young people, Aboriginal and Torres Strait Islander people, people with diagnosed and undiagnosed mental illness, homeless people, people with little or no income, and drug users.

Freo Street Doctor provides a full suite of general practice medical services delivered from a purpose-fitted vehicle. All medical services provided at mainstream practices are available to Street Doctor patients.

Each clinic is staffed by a GP, Registered Nurse and Outreach Worker. While the GP and Nurse focus on the primary health and mental health issues of patients, the Outreach Worker provides education regarding other supports and services available, including housing and employment, taking a holistic approach. Services are delivered at the same time and location each week, on a no-appointment required basis.

Patients attend Freo Street Doctor because of accessibility, availability, bulk-billing of all patients, cultural appropriateness and flexibility. The Freo Street Doctor patient cohort does not readily engage with mainstream services and experience many barriers in accessing medical care. This service removes those barriers, enabling people to address their health issues and improve their lives.

Freo Street Doctor delivers 19 weekly clinics, including several weekly clinics in the City of Cockburn (Jean Willis Centre and the Ottey Family and Neighbourhood Centre).

In the past year in Cockburn, Freo Street Doctor delivered more than 100 clinics and provided almost 1,000 GP consultations for patients that do not otherwise engage with the primary health system. In fact, 97% of patients indicated that Freo Street Doctor is their regular GP. The service therefore improves the health outcomes not only of these individuals but of the entire City of Cockburn - reducing communicable disease and treating and managing non-communicable diseases.



Freo Street Doctor also participates in community events such as the Cockburn Spring Fair and Coogee Beach Festival, often providing blood pressure and blood glucose testing.

Freo Street Doctor is advised by a consortium of partner agencies that work with people that use the Street Doctor services and understand the unique requirements of this group. The purpose of this consortium is to ensure ongoing improvement of service provision to better meet the needs of the clients through systemic change, advocacy and research. The consortium has been operational since October 2014 and includes Cockburn Integrated Health, SMYL Community Services, St Patricks Community Centre, Ruah Homeless Services, Fremantle Hospital Mental Health Services, Nyungar Outreach and Silver Chain.

Freo Street Doctor receives monetary and non-monetary donations in the form of medical and general supplies from individuals and community groups, which assists in reducing overall costs. Monetary donations assist in purchasing important non-budgeted items to assist clients in significant need and disadvantage, such as patient taxi-vouchers, sleeping swags, and toiletries.

The organisation receives operational funding from South Metropolitan Health Service, Medicare Australia and donations from the Soroptimist Foundation and City of Rockingham.

The organisation has advised that the service has rapidly expanded over the last year due to demand. They aim to use the funding to add an additional weekly clinic in the City of Cockburn.

The City provided a donation of \$15,000 in March 2017 to this organisation.

Recommendation:

It is recommended to maintain the level of support with a donation of \$15,000 this year. While reported services have increased, due to the limited funding pool it is unsustainable for the City to fund this service at a higher level every year. It is also noted that they receive a donation of \$8,333 from the City of Rockingham, so \$15,000 from the City of Cockburn is a reasonable donation.

SPONSORSHIP

**The proposed total for sponsorship for 2017/18 is \$97,200.**

Following are the latest round of proposal summaries.

**Applicant: Melville Cockburn Chamber of Commerce**



Proposal:                      Official Sponsor

Requested:                      \$20,000

Recommended:              \$15,000 (inclusive of the value of rental premises,  
and subject to conditions)

The Melville Cockburn Chamber of Commerce (MCCC) is an incorporated, not-for-profit organisation that seeks to promote the interests of businesses in the City of Melville and the City of Cockburn.

The focus and vision of the MCCC is to be “The peak body and go-to organisation for local business”. They do this by supporting members by providing an information service, arranging networking events, conducting workshops and providing education (training). The MCCC is a platform to assist local businesses to engage with the City of Cockburn, providing a resource and vehicle for local businesses to build relationships that will be mutually beneficial and to encourage and foster business growth and development. There are currently 152 business members and 12 sponsors.

The City has funded MCCC for many years to assist with the cost of delivering information and networking events to the City of Cockburn’s business community. Previous funding includes:

October 2006	\$20,000
October 2007	\$20,000
September 2008	\$20,000
September 2009	\$20,000
August 2010	\$10,000 (interim funding)
March 2011	\$20,000
March 2012	\$20,000
March 2013	\$20,000
March 2014	\$20,000
March 2015	\$20,000 (plus rent)
March 2016	\$20,000
March 2017	\$20,000 (included rent at Cockburn Health and Community)

The MCCC has applied for \$20,000 for Official Sponsorship in 2018/19 to provide monthly business networking events and workshops/training conducted in the City of Cockburn and City of Melville venues.

Business After Hours events provide an opportunity for businesses to come together and network with other like-minded business owners, staff, and meet the Mayor and other councillors from the City of Cockburn.



Business After Hours and workshop events attract between 60 to 80 business members and 90% are members or sponsors of the MCCC.

All members have the opportunity to attend networking events and participate in some events as a guest speaker. All members as part of their membership are able to hold a Business After Hours event at their premises to promote and showcase their product or services. The MCCC support this by providing all the marketing, promotion and advertising through their database and social media, and managing the RSVPs. All members have the benefit to advertising twice a year in the newsletter on any promotion or discounts relating to their business.

In the proposal the MCCC has listed the following activities for 2018/19: Business After Hours (confirmed events in the City of Cockburn):

- Telethon Speech & Hearing Integrated Health 28 February
- Cockburn Ice Arena 18 April
- Sylex Ergonomics 23 May
- Fremantle Football Club, Beaumonde Catering 27 June

Workshops/training:

- International and Safety Standards Elect Training "The Gate" Success 14 April
- Tender Process hosted by City of Cockburn presented Tony Natale Strategic Procurement Manager Procurement Services
- Ladies over Lunch - Guest Speaker Deputy Mayor (TBC) - The Gate Success 15 November

The applicant advises that it will promote and publicise the City of Cockburn's sponsorship support through:

- public verbal acknowledgement at all events by President of MCCC
- public acknowledgement of Mayor and councillors as major sponsors at all events
- promotion on the MCCC website the City of Cockburn as a major sponsor
- publicise, support and promote current events through "What's happening in the City of Cockburn"
- MCCC newsletter "Shoutout" (distributed to 1,300 businesses) with links to events/promotions
- Business Development Manager to promote and publicise City of Cockburn support for MCCC to local business.
- public announcement through the MCCC database of 1,300 businesses of the City's commitment as a sponsor for 2018-19.

Branding benefits include:

- City of Cockburn logo in sponsorship position on MCCC website with a link to CoC website
- City of Cockburn logo in Partnership position on MCCC mailouts/newsletter
- City of Cockburn logo MCCC staff email signatures





- City of Cockburn logo displayed on MCCC website
- City of Cockburn logo MCCC staff Business Cards
- City of Cockburn logo on the front door of MCCC office door entry
- City of Cockburn logo positioned on MCCC ads in Community Newspapers
- City of Cockburn Logo in partnership position on powerpoint presentation
- acknowledgement at all events by President of MCCC
- City of Cockburn logo on all promotional material flyers/programs/tags/banners

Other benefits include:

- opportunity for Mayor of Cockburn to cut the ribbon at new business openings
- opportunity for Mayor to speak at key events
- a platform to send out information to local businesses through fortnightly e-newsletter "Shoutout"
- opportunity to showcase and provide practical support to local businesses
- 4 x complimentary tickets to all events for officials
- extended invitation to councillors to attend events
- opportunity to add any promotional flyers/brochures at all events

Other sponsors include the City of Melville (requested sponsorship of \$25,000 for 2018/19 is in the draft budget to be approved by Council), Murdoch University, Fremantle Port, Atwork, Telstra Success, National Storage, Landcorp, Elders, Community Newspapers, The Gate Bar and Bistro.

This sponsorship arrangement has been somewhat problematic over the years. The City's Community Development officers have advised that they receive minimal to no support from the MCCC for Get Connected Expos and Business and Community events. Grants officers also have to chase up acquittal information to satisfy the conditions of sponsorship.

Recommendation:

The MCCC have achieved an assessment score of 8/15, based on limited value for money in terms of sponsorship reach, limited community support for the proposal, and insufficient evidence of achieving the previous year's sponsorship conditions. However, it is acknowledged that they are filling a gap in an economic development role, so it is recommended to provide \$15,000 sponsorship conditional on the following:

- Receipt of a more detailed acquittal report with sufficient evidence provided addressing the 2017 sponsorship conditions of funding to the satisfaction of the Manager Community Development.



- The value of the rent and outgoings in an accommodation agreement with the City to be deducted from the approved sponsorship funds.
- Commitment to provide at least 12 large scale business networking events with at least half of all events conducted in the City of Cockburn.
- Commitment to assist Community Development staff with future business and community engagement events.

**Applicant:** **ClimateClever**

**Proposal:** **ClimateClever Schools - Cockburn**

**Requested:** **\$15,000**

**Recommended:** **\$6,000**

ClimateClever has developed “The ClimateClever Initiative”, which is a new, engaging, student-led program, underpinned by a set of innovative, data-driven online tools designed to help students measure, manage and reduce their school’s carbon footprint. The program aims to help schools become leaders in sustainability and climate action. The program is a partnership with Curtin University and the Cooperative Research Centres (CRC) for Low Carbon Living.

Climate change is one of the biggest challenges of our time and its effects are going to be most severely felt by the next generation. While there is little action on climate change occurring at the federal level, there is a lot of will (and action) at the local level. Councils are often very active and can play an important role in helping to mobilise communities. Schools form a pivotal part of society and our communities, and are ideally placed to help create intergenerational change around low carbon living. ClimateClever hope to play a part in helping create this change.

From their research and experience helping schools reduce emissions, they have identified the most effective components in what makes a school successful in achieving their outcomes. This has been distilled into the development of three new web-based tools. These tools track their consumption, carbon and costs by entering data from their utility bills. The app also tracks how many low carbon initiatives they identify in their Action Plan, as well as how many they implement successfully.

The simple, systematic, online approach, enables schools to easily calculate and track their carbon footprint, identify initiatives and track their progress with implementing actions, celebrate their achievements and share their experiences with other schools. ClimateClever aim to help Cockburn schools reduce their carbon emissions, which by default helps the City of Cockburn reduce its emissions and meet KPIs around



climate action and carbon reduction. As a result of reducing their emissions (usually from reducing consumption of resources), this also means schools save money on their utility bills.

The program enables the schools to:

- Calculate their own carbon footprint annually
- Conduct a building audit of their school annually
- Create and manage an online action plan that tracks all their progress annually

The organisation also holds quarterly meet-ups with the participating schools at the end of each term. They will provide an annual report to the schools and the City to demonstrate the progress from the program (i.e. carbon emission reduction, costs saved, actions implemented).

The program costs \$8 per student, capped at a maximum total of \$6,500 per school. Official sponsorship would provide a 50% subsidy to schools in Cockburn (\$4 per student, to a maximum of \$3,250 per school) to participate in the 2018 program. All schools in Cockburn will be eligible to apply to join the program. Currently, South Coogee Primary School and Beeliar Primary School are interested in the program and have provided letters of support for the application.

The ClimateClever proposal has the potential to help between 5 to 8 schools within the City of Cockburn reduce their resource consumption, carbon emissions, as well as save money on their utility bills - money that can be reinvested into further educational activities to benefit the students of Cockburn. The program also reaches further into the community by enabling students to take their knowledge home to create intergenerational change. The funding would enable them to potentially reach over 2,000 students. The proposal also helps to meet the City of Cockburn strategic objectives in their Strategic Community Plan 2016 – 2026, specifically to 'Improve water efficiency, energy efficiency and waste management in our community'.

Proposed sponsorship benefits include:

- Using the City of Cockburn banners at events to recruit schools and inviting the City's Environmental officers.
- Acknowledging the City in all the emails sent out to advertise the program and recruit schools in the City.
- Acknowledging the City of Cockburn (including the use of logos) in quarterly newsletters going to the ClimateClever mailing list, on their website and in the downloadable ClimateClever Annual Report that each Cockburn school will receive at the end of each year.
- Acknowledging City of Cockburn in presentations about the program.



- ClimateClever will also be approaching local papers to write stories about the successes of schools participating in the program, which will also acknowledge the support of City of Cockburn.
- ClimateClever will also use Twitter and Facebook to promote the sponsorship.
- City of Cockburn Environmental Officers will be invited to attend the Quarterly meet-ups hosted by schools to hear about their experiences, successes and challenges.
- A significant benefit to the City of Cockburn is the widespread community engagement opportunity around sustainability and climate change, which aligns with the City's strategic objectives.

ClimateClever received \$10,000 in 2016 from the City's Environmental Services to fully fund two schools in Cockburn (Spearwood Alternative and Bibra Lake Primary School) to participate in the previous two-year Low Carbon Schools Pilot.

Recommendation:

With an assessment score of 8/15, due to moderate branding and public exposure benefits, moderate community support and wider community benefits, it is recommended to provide \$6,000 sponsorship this year, conditional on confirmation of participation from at least two schools in Cockburn. It is recommended to trial the new subsidised model and evaluate school uptake and sponsorship benefits over the next year.

**Applicant:**                    **Cockburn Ice Arena**

**Proposal:**                    **Ice Glider**

**Requested:**                **\$3,200**

**Recommended:**        **\$3,200**

Cockburn Ice Arena is WA's longest running, family owned and operated ice arena. Now located in a new, state-of-the-art facility, it is one of only two ice rinks in the Southern Hemisphere with two ice surfaces, dedicated to the development, support and promotion of ice sports in Western Australia. Cockburn Ice Arena focuses on training competitive athletes in ice hockey, figure skating and synchronised skating, who compete at National and International competitions. They offer a variety of year round activities, such as recreational skating, lessons, birthday parties, school groups, curling, broomball, dance classes, functions and fundraisers. One of the newest offerings is the All Abilities Program, accessibility sessions for people with varying degrees of disabilities. Cockburn Ice Arena offer a world class facility to the community, and aim to make a difference recreationally and encourage wellbeing and an active and healthy lifestyle for all.



The proposal is to design and fabricate an ice glider. This is a highly specialised type of equipment that is based on an ice glider developed by the Swiss Cerebral Palsy Association (<https://www.cerebral.ch/de/projekte/eisgleiter/>). Its purpose is to allow a person with a disability to remain in their own wheelchair on the ice. This is especially important for people with high impairments who have wheelchairs built specifically to contour to their body due to their level of disability. Cockburn Ice Arena wish to add the ice glider to the fleet of skating aids that people with disabilities can utilise to allow more opportunities to be on the ice. The interest experienced with the on-ice chair, fabricated through a previous sponsorship, has been overwhelming and by adding an ice glider to their offerings, they are able to increase the inclusion and accessibility of people with disabilities. The ice-glider will be available for use in all sessions, not just the All Ability sessions, so if a person with a wheelchair attends a public session, they will be welcome to use the ice glider. Therefore it has the potential to be used daily.

Cockburn Ice Arena have aligned their values closely with the City of Cockburn's Disability Access and Inclusion Plan 2012 - 2017, as they try to make ice skating as "mainstream" as possible. An ice glider will assist them in further meeting outcome 8 of the aforementioned plan, by improving access and inclusion for people with disabilities and ensuring that their activities are open and available to everyone.

Cockburn Ice Arena caters for a wide cross section of the community, including people with disabilities. The age range of participants varies from child to adult, and the number of guests at each session will vary. They had 98 people RSVP to attend the All Abilities Program launch. Regardless of numbers, they aim to ensure that all people with disabilities have equitable access to their services and to encourage independence, inclusion, dignity, safety and opportunity to participate.

There has been a huge demand for ice skating for people with disabilities, which is why the All Abilities program was created in 2018. This is a weekly session which includes heavily discounted admission, free admission for carers/support workers, and coaches and ice marshalls on the ice to assist. Of course, people with disabilities also attend public sessions, however these dedicated sessions help to ensure their safety, comfort and enjoyment. Wheelchairs on the ice can be a hazard and pose a potential safety risk, as depending on the chair type they can be difficult to get on and off the ice surface, they are difficult to steer, and the wheels have little to no traction on the ice. The new on-ice chair is an amazing piece of equipment, but there is only one. An ice glider would be another aid that would enable all guests in wheelchairs, regardless of their level of disability, to experience the sensation of gliding over the ice.



The Ice Glider, and the City of Cockburn's sponsorship support would be promoted and advertised via the Cockburn Ice Arena:

- Website
- Social Media platforms (Facebook page has over 9,000 likes and followers)
- Printed brochures (with City logo)
- E-newsletters
- Local Newspapers
- Local radio
- TV, radio and print advertising
- Participation in community events and expos
- Media releases
- Extended networks of disability service providers
- In the process of becoming a Registered NDIS Provider
- Word of mouth
- Sledge (para) ice hockey demonstrations at certain ice hockey matches
- Supporting the WA Inclusive Ice Skating Club and sledge hockey
- Advertising on our electronic sign and POS customer facing screens

The City would also receive:

- A colour 3,000mm x 2,440mm high profile wall advertising display, professionally produced and installed, valued at \$3,320
- A colour 2,460mm x 830mm dasher board (advertising panels at ice level) advertising display, professionally produced and installed, valued at \$1,500
- City of Cockburn logo and special mention added to the website under the All Abilities program
- City of Cockburn logo with special mention added to the All Abilities brochure
- Advertising on social media pages, Facebook (currently over 9,000 likes) and Instagram
- City of Cockburn logo on the footer of the website home page and on selected print material
- Specific mentions in any media relating to the All Abilities program
- Sign on the glider
- With over 100,000 visitors per annum, there are wide reaching publicity opportunities
- 30 free passes (admission and skate hire, valued at \$25 each, total value \$750) valid for any public session, to be distributed as the City sees fit
- In the event of any media relating to the All Abilities program, a representative from the City of Cockburn will be invited to address the media
- If Cockburn Ice Arena hosts national or international tournaments, the City will be invited to distribute publications at the event



- Invitations to the launch of the ice glider as well as being invited to address the audience

The proposal is strongly supported with 17 letters of support from attendees (including potential users, families and disability service providers) of the All Abilities program.

Previous sponsorship funding of \$4,500 was awarded in September 2016 for the On Ice Chair, which has proved to be in high demand.

Recommendation:

With an assessment score of 13/15, based on high levels of community support, high community benefits, good evidence of branding benefits and sponsorship outcomes, and in-kind contributions for advertising and promotion, it is recommended to fully fund the application for \$3,200. The proposal also demonstrates alignment with the City's DAIP outcomes and provides a good return on investment for the community. The City's Disability Access and Inclusion Officer also agrees that this is a good initiative by providing a range of options for how people with disability can try the on-ice experience. However, it is recommended in the conditions of sponsorship that the ice glider be made available to other NIDIS providers and the broader community should the Ice Arena be successful in becoming an NDIS provider.

**Applicant:** **BreastScreen WA & Fremantle Women's Health Centre**

**Proposal:** **Cockburn Multicultural Women's Health and Wellbeing Day**

**Requested:** **\$15,000**

**Recommended:** **\$10,000**

BreastScreen WA is a Government funded service providing free screening mammography for women over the age of 40, for the early detection of breast cancer. BreastScreen WA has 10 fixed screening clinics in the Perth Metropolitan area, one of which is located in the City of Cockburn, situated in the Cockburn Integrated Health facility. Fremantle Women's Health Centre provides a range of health promotion, prevention and treatment services including medical, nursing, counselling, health education and group activities.

The Cockburn Multicultural Health and Wellbeing Day will be held on 10 October 2018 during Mental Health Week. It is a partnership between BreastScreen WA, Fremantle Women's Health Centre, City of Cockburn Co-Health and the Western Australian Association for Mental Health. In the 2016 City of Cockburn Health and Wellbeing profile conducted by



the South Metropolitan Population Health Unit, 70% of residents were overweight or obese, 43% were not active enough, and 17% had been diagnosed with a mental health issue in the previous 12 months. 50% of people living in the City of Cockburn are female, and 21% of residents speak a language other than English.

While the event will be open to women of all ages and backgrounds, there will be specific strategies to engage vulnerable women (e.g. multicultural, low socio-economic, with mental illness or disabilities). Stallholders and activities will be relevant to women's health throughout the lifespan. The aim of this event is to address significant issues related to the social determinants of health by reducing barriers and risk factors related to poor health outcomes. By providing equitable access to information and opportunities to develop knowledge, awareness and skills to facilitate sustainable lifestyle behaviour change, this event will contribute to better health and wellbeing for women living in Cockburn.

BreastScreen WA and Fremantle Women's Health Centre have identified vulnerable women in the City of Cockburn as a population where there is a need to increase engagement and service provision. Research shows that disadvantaged people have higher levels of disease risk factors and poorer health outcomes and are less likely to access preventative health services. Women attending this free health promotion event will have access to health information from approximately 60 stall holders providing health resources, advice, referrals and appointments and the opportunity to interact with health professionals in a "one stop shop" location. To facilitate access and sustainable behaviour change preference will be given to organisations demonstrations/activities/classes that operate and are available at a local level. Women will have the opportunity to participate in a range of physical activity demonstrations, free health checks and health information talks (with interpreters) as well as pamper activities such as massages and henna artist to enhance their health and wellbeing. By showcasing what is available in the City of Cockburn area this event will increase participants' knowledge and awareness of services, facilities and activities which they can access to address their specific needs and enhance their physical, social and emotional, mental and sexual health and wellbeing.

In the past years at the City of Fremantle, the following stakeholders have been involved in the event: Breast and Cervical screening, Women's health, Mental health, Sexual health, Bowel and Bladder health, the City of Fremantle and Cockburn, Hepatitis WA, Fremantle Multicultural Centre, SilverChain, Carers WA, Department of Human Services, Yangebup Family Centre, Black Swan, Sasha Wray Occupational Therapy and Telethon Speech and Hearing.

As the event is proposed to be held at Cockburn ARC there will be a number of available classes demonstrated e.g.: yoga, fit ball, body





pump, combat as well as local classes like meditation, belly dancing, Zumba Gold. A Crèche will be made available for women attending with children who would like to participate in the activities.

It is anticipated that 500+ women will attend the event. Currently there are no other women's only events on this scale with a focus on vulnerable women being held in the Cockburn area. All activities will be provided free of charge to ensure the event is accessible to all women, and interpreters and bilingual workers will be available to assist with the health information talks. There will be a range of activities, entertainment and stalls to cater for multicultural groups, seniors and women with children. Students from South Metropolitan TAFE, Notre Dame University and Curtin University will be recruited to assist in the running of the event. In addition to the 500+ participants it is expected that approximately 150 extra people will be in attendance including, stallholders and other stakeholders, guest speakers, students and other staff.

Promotional material will be developed in a range of formats to enable event partners, planning committee members and involved organisations to distribute to their networks. All involved organisations will be encouraged to share the event on their websites, event pages, Facebook and Twitter. The event will be promoted/advertised in local newspapers and ethnic radio. The event will also be promoted to Fremantle Women's Health Centre's client database of approximately 2000 women, City of Cockburn community contacts, South East and South West Multicultural Networks and the office of Multicultural Interests database and event page as well as other networks. Specific groups will also be targeted e.g.: multicultural groups, support groups, seniors groups, mums and bubs groups.

City of Cockburn's sponsorship support would be promoted through logos located on all promotional material and "this event has been funded by the City of Cockburn". The event will be called the 'Cockburn Multicultural Women's Health and Wellbeing Day'. The City of Cockburn logo/branding will be present on all promotional material, mentioned in all pre and post event media advertising and reporting. City of Cockburn banners and other promotional material will be visible during the event. The MC will acknowledge the City of Cockburn sponsorship support during the event. There will be opportunities for members of the City of Cockburn to address the event participants in the opening and closing of the event. BreastScreen WA and Fremantle Women's Health Centre will feature information leading up to and after the event in their newsletters.

BreastScreen WA and Fremantle Women's Health Centre have partnered to successfully organise The Fremantle Women's Health and Wellbeing Day for the past seven years, the City of Fremantle has



partnered for the past two years. The success of the Women's Health and Wellbeing Day continues to grow each year.

Letters of support for the event have been provided by the Fremantle Women's Health Centre, Cervical Screening Prevention Program of WA, Sexual Health Quarters, and City of Cockburn Children's Services.

The applicant organisations have not previously been funded by the City of Cockburn.

Recommendation:

With an assessment score of 13/15, based on moderate branding and public exposure benefits and high community benefits, and also based on the estimated reach of the event and high costs for the venue, it is recommended to provide \$10,000 sponsorship for the first Cockburn Multicultural Women's Health and Wellbeing Day event in Cockburn,. The City is getting naming rights, and the event is targeted at women, multicultural communities and mental health which are priorities identified in the City's strategic plans. It is also recommended to add conditions of funding that City of Cockburn stallholders will be able to attend for free and local not-for-profit organisations will be invited.

### **Strategic Plans/Policy Implications**

Community, Lifestyle & Security

Provide residents with a range of high quality accessible programs and services.

Economic, Social & Environmental Responsibility

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

Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

### **Budget/Financial Implications**

Council approved a budget for Grants and Donations for 2017/18 of \$1,322,750. Following is a summary of the proposed grants, donations and sponsorship allocations.

Summary of Proposed Allocations

Committed/Contractual Donations	\$460,400
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Donations	\$205,000
Sponsorship	\$97,200
Specific Grant Programs	\$560,150
Total	\$1,322,750
Total Funds Available	\$1,322,750
Less Total of Proposed Allocations	\$1,322,750
Balance	\$0

Note: The balance of funds from the \$120,000 allocation for Cockburn Creates (Community Innovation and Participatory Budgeting Program) will be carried forward to 2018/19 Grants and Donations budget.

### Legal Implications

N/A

### Community Consultation

In the lead up to the March 2018 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements in the Cockburn Gazette City on 20 February, 27 February, and 20 March 2018.
- City of Cockburn Facebook promotional posts and feature stories on 8 March and 27 March 2018.
- Advertisement in the February 2018 Edition of the Cockburn Soundings.
- Promotion to community groups through the Community Development Service Unit email networks, contacts and community group meetings.
- Additional advertising through Community Development promotional channels:
  - Community Development Calendar distributed to all NFP groups in Cockburn.
- Closing dates advertised in the 2018 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to previous and regular applicants, and people who made enquiries during the application period.

### Risk Management Implications

The Council allocates a significant amount of money to support individuals and groups through a range of funding programs. There are clear guidelines and criteria established to ensure that Council's intent for the allocation of funds are met. To ensure the integrity of the



process there is an acquittal process for individuals and groups to ensure funds are used for the purpose they have been allocated.

The reputation of the City of Cockburn could be seriously compromised should funds allocated to individuals or groups who did not meet the criteria and guidelines and or did not use the funds for the purposes they were provided. Adherence to these requirements is essential.

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

Applicants have been advised that they will be notified of the outcome of their applications following the May 2018 Ordinary Council Meeting.

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

Nil



GRANTS, DONATIONS & SPONSORSHIP RECOMMENDED ALLOCATIONS BUDGET 2017/2018						
Activity OP 315 Natural Acc 6810	Description	Allocated 2017/2018	Actual as at April 2018	Proposed Adjustments 2017/2018	Comments	Council Decision/ Delegated Authority
Donations						
Committed/Contractual						
8894	Nyungar Cultural Activities - Australia Day Citizenship Ceremony	2,000	0	2,000	Towards additional Nyungar cultural activities at the Australia Day Citizenship Ceremony in 2018, as to Council Decision 9 March 2017	Council Decision
9239	Native ARC	89,956	89,956	89,956	Donation to support the annual administration costs of Native ARC (plus CPI 1%) as to Council Decision 14 August 2014	Council Decision
9310	Cockburn Wetlands Education Centre	89,956	89,956	89,956	Donation to support the annual administration costs of the Cockburn Wetlands Education Centre (plus CPI 1%) as to Council Decision 14 August 2014	Council Decision
9317	Pineview Preschool Maintenance Contribution	7,794	7,794	7,794	Annual contribution for maintenance of grounds and building (plus CPI 1%)	Lease Agreement
9322	Cockburn ARC/Dolphin Swim Club Subsidy	150,000	112,500	150,000	Subsidised fees for Dolphin Swim Club at Cockburn ARC (as to Minute 6057 of OCM 13 April 2017)	Council Decision
9398	Cockburn Senior Citizens Building Donation	9,565	9,565	9,565	Assists with maintenance costs as per lease agreement (plus CPI 1%)	Lease Agreement
9559	Cockburn Cricket Club Insurance	1,500	1,500	1,500	Commitment included in the lease agreement (flat fee)	Lease Agreement
9574	Spearwood Dalmatinac Club - Rates Reimbursement	12,166	12,166	12,166	Reimbursement of 50% of the annual rates payable by Spearwood Dalmatinac Club for 41 Azelia Road, Spearwood as to Council Decision 14 May 2009	Council Decision
8861	SmartyGrants Online Grants Management System	11,364	11,364	11,364	Subscription to SmartyGrants online grants management system for government and non-profit grantmakers	Council Decision
8243	Little Green Steps WA Partnership Agreement	25,000	0	25,000	Two-year partnership agreement with LGS WA, to promote Education for Sustainability in the Early Years for 2017 and 2018 as to Council Decision 11 May 2017	Council Decision
8896	Cockburn Community Men's Shed Coordinator	39,500	39,500	39,500	Funding for Cockburn Community Men's Shed Inc. to support the annual administration costs of a part-time coordinator, security, maintenance, utilities and equipment as to Management Plan as to Council Decision 10 August 2017	Council Decision
	Future Allocations	27,500	27,500	21,600		
	Committed/Contractual Sub Total	466,300	401,800	460,400		
Donations to Organisations						
9196	Donations to Organisations	68,500	68,500	0	Remainder of Donations funding	Council Decision
9196	K9 Rescue Group	10,000	10,000	10,000	Donation as to Council Decision 10 August 2017	Council Decision
9196	Constable Care Child Safety Foundation (CCCSF)	12,000	12,000	12,000	Request for \$12,000 Donation towards operating costs to deliver personal safety and crime prevention programs through theatre-in-education to children in Cockburn	Council Decision
9196	Cockburn Community and Cultural Council	9,000	9,000	9,000	Request for \$9,000 Donation towards their general operating costs	Council Decision
9196	Cockburn Toy Library	6,000	6,000	6,000	Request for \$6,000 Donation towards their rental expenses	Council Decision
9196	St Vincent De Paul Society Yangebup Conference	5,000	5,000	5,000	Request for \$6,000 Donation towards their ongoing costs and assisting people in need	Council Decision
9196	RSL City of Cockburn Sub-Branch	10,000	10,000	10,000	Request for \$20,000 Donation towards their activities, operating costs and commemorative services	Council Decision
9196	Meerlinga Young Children's Services	10,000	10,000	10,000	Request for \$10,000 Donation towards operations to engage community in programs and services	Council Decision
9196	Project Pax for Veterans of Western Australia	3,000	3,000	3,000	Request for \$9,000 Donation towards annual mooring costs at Port Coogee Marina	Council Decision
9196	Cockburn Central YouthCARE Committee (CCYC)	20,000	20,000	20,000	Request for \$25,000 Donation towards chaplaincy service at Atwell College and Lakeland Senior High School	Council Decision
9196	Pets of Older Persons (POOPS) WA	3,000	3,000	3,000	Request for \$4,750 Donation towards operating costs	Council Decision
9196	Cockburn Volunteer Sea Search and Rescue Group	8,500	8,500	8,500	Request for \$9,000 Donation towards operating costs to provide a 24 /7 radio coverage and sea search and rescue service	Council Decision
9196	Assisting Your Life to Achieve (AYLA)	5,000	5,000	5,000	Request for \$18,000 Donation to provide low cost food bank, emergency food assistance and community support pathways	Council Decision
9196	South West Metropolitan Partnership Forum (SWMPPF)	10,000	0	10,000	Request for \$15,000 Donation towards operating costs for collaboration and coordination of services including 'Imagined Futures' project to address complex social issues	Council Decision
9196	Boer War Memorial Society of WA (BWMS)	2,000	2,000	2,000	Request for \$5,000 Donation towards operating costs and activities in Cockburn	Council Decision
9196	Yangebup Family Centre	12,000	12,000	12,000	Request for \$12,500 Donation towards operating three creche sessions a week to support craftermoons, PlayClub and community parenting workshops	Council Decision
9196	Volunteer Home Support	6,000	6,000	6,000	Request for \$9,000 Donation to assist with garden waste removal costs for the Cockburn homes they service	Council Decision
New	Second Harvest			18,000	Request for \$25,000 Donation towards operating costs and providing emergency relief food hampers and community food centre in Cockburn	Council Decision
New	South Lake Otley Family and Neighbourhood Centre			12,000	Request for \$20,000 Donation towards operating costs for the centre	Council Decision
New	Hamilton Hill Youthcare Council (Chaplaincy)			9,000	Request for \$9,000 Donation to assist with the costs of a full-time chaplain at Fremantle College	Council Decision
New	Cooby Cares			3,000	Request for \$3,000 Donation towards initial establishment and operating costs to assist with emergency relief activities in Coolbellup and surrounding suburbs	Council Decision
New	Friends of the Community			2,000	Request for \$2,000 Donation to assist with operating and fundraising costs	Council Decision
New	Dance Ability Performing Arts Kelete (DAPAK)			4,500	Request for \$4,500 Donation towards subsidising costs to run Dance Ability program	Council Decision
New	Business Foundations			10,000	Request for \$15,000 Donation towards operating costs to provide assistance to businesses in Cockburn	Council Decision
New	Black Swan Health			15,000	Request for \$25,000 Donation towards operating costs of the Freeo Street Doctor service in Cockburn	Council Decision
	Donations to Organisations Sub Total	200,000	190,000	205,000		
Sponsorships						
9197	Sponsorships	37,000	37,000	0	Remainder of Sponsorship funding	Council Decision
9197	Amalfi Publishing	5,000	5,000	5,000	Sponsorship for Family Fun Day - Horse Event as to Council Decision 10 August 2017	Council Decision
9197	Cockburn Masters Swimming Club	12,500	12,500	12,500	Request for \$12,500 'Major Event Partner' Sponsorship for Coogee Jetty to Jetty Swim XXII on Sunday 11 March 2018	Council Decision
9197	Southern Lions Rugby Union Football Club	10,000	10,000	10,000	Request for \$10,000 'Naming Rights' Sponsorship of 2018 City of Cockburn 7s Rugby Invitational Tournament on Saturday 3 February 2018	Council Decision
9197	Nature Play WA	10,000	10,000	10,000	Request for \$10,000 'Official' Sponsorship for 2018 Mudders Day Event, proposed to be held on Mother's Day, Sunday 13 May 2018	Council Decision
9197	Danielle's Darkroom	3,000	3,000	3,000	Request for \$4,360 Sponsorship for 'Flight – An exhibition that defies gravity' photographic exhibition in March 2018 at the Royal Aero Club in Jandakot	Council Decision
9197	Jervoise Bay Sailing Club	12,500	12,500	12,500	Request for \$18,000 Sponsorship for 2018 NACRA and F18 National Championship Regattas, held between 30 Dec 2017- 5 Jan 2018, and 22-27 Jan 2018	Council Decision
New	Melville Cockburn Chamber of Commerce (MCCC)			15,000	Request for \$20,000 Partnership Sponsorship for 2018-19	Council Decision
New	ClimateClever			6,000	Request for \$15,000 Sponsorship for ClimateClever Schools Program in Cockburn to help students measure, manage and reduce their school's carbon footprint	Council Decision
New	Cockburn Ice Arena			3,200	Request for \$3,200 Sponsorship for the manufacture of a specialised Ice Glider to allow people with disabilities to remain in their wheelchair while on the ice	Council Decision
New	BreastScreen WA & Fremantle Women's Health Centre			10,000	Request for \$15,000 Naming Rights Sponsorship of Cockburn Multicultural Women's Health and Wellbeing Day on 10 October 2018 (during Mental Health Week)	Council Decision
9197	Individual Sponsorships	10,000	2,000	10,000	Formal Sponsorship program for individuals as per DA ACS2	Delegated Authority ACS2
	Sponsorships Sub Total	100,000	92,000	97,200		
Grants						
8040	Landowner Biodiversity Conservation Program	35,000	17,809	35,000	Financial and natural resource management training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property	Delegated Authority AEW5
9004	Emergency Disaster Fund	10,000	0	10,000	For one-off emergency and disaster situations as to DA ACS13 (revised as per Council Decision 10 February 2011)	Delegated Authority ACS13
9015	Youth Academic Grants	500	0	500	Assists young people to attend academic programs as per DA ACS11	Delegated Authority ACS11
9031	Junior Sports Travel Assistance Program	55,000	36,373	55,000	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports by providing assistance for travel to competitions	Delegated Authority ACS12
9240	Sustainability Grants Program	40,000	1,172	40,000	Grants program established in accordance with Council Decision on 13 May 2010	Delegated Authority ACS2
9241	Len Packham Hall Subsidy (Burdia)	1,000	165	1,000	Subsidy program that allows Indigenous and multicultural Cockburn families to access funds to assist with hall hire costs for hosting funerals, memorials and cultural events	Delegated Authority LGACS2
9312	Community Grants Program	100,000	39,602	100,000	Formal grant process for local organisations as per DA ACS2	Delegated Authority ACS2
9314	Provide Bins Sporting Events	1,000	0	1,000	Provide bins to schools for sports carnivals	Delegated Authority LGACS2
9327	Community/Residents Assoc. Hall Hire Subsidy & Support Program	5,650	3,361	5,650	Assists community groups to conduct monthly meetings and events, and funds for Incorporation/set up costs for new residents associations and donations for small PO box hire as to DA LGACS7, adopted by Council on 14 September 2017	Delegated Authority LGACS7
9329	Cultural Grants Program	28,000	6,785	28,000	Provide small grants to cultural and artistic groups	Delegated Authority ACS2
9331	Bus Hire Subsidy	1,500	644	1,500	Provides a small allocation towards the bus hire for community organisations	Delegated Authority LGACS2
9335	Grants General Welfare	6,000	2,024	6,000	Miscellaneous requests for small donations as per DA LGACS2	Delegated Authority LGACS2
9341	Community Group Newsletter Subsidy	8,000	7,489	9,000	Assists community groups to disseminate information	Delegated Authority LGACS7
9373	Small Events Sponsorship Program	27,000	16,596	27,000	Small Events Sponsorship Program for events for community organisations	Delegated Authority ACS2
9396	U Fund	1,000	0	1,000	Small grants for youth for cultural/arts initiatives and events	Delegated Authority LGACS2
9399	Youth Arts Scholarships	5,000	3,300	7,000	Assist young people to travel in order to participate in performing/arts events and also for further study	Delegated Authority LGACS10
9475	Alcoa Cockburn Community Projects Fund	10,000	0	10,000	A partnership fund with Alcoa delivering community-driven projects (allocation doesn't include Alcoa funds, only CoC funds)	Delegated Authority LGACS2
9490	Environmental Education Initiatives Program	15,000	0	15,000	Support for Environmental Services to assist schools to facilitate environmental education	Delegated Authority LGACS2
9517	Cockburn Community Group Volunteer Insurance	10,000	10,313	11,000	Cockburn Community Group Insurance Program	Delegated Authority LGACS7
9535	Council Match Staff Donation	2,000	691	2,000	Council to match staff fundraising effort	Delegated Authority LGACS2
9596	Cockburn ARC Subsidy for Emergency Services Volunteers	500	0	500	Cockburn ARC gym subsidy for Jandakot BFB, South Coogee BFB and SES volunteers	Delegated Authority LGACS2
9649	Safety House/Walk to School Program	1,000	0	1,000	Support to schools for safety programs for children getting to school and to attend Safety House shows in Safety House month	Delegated Authority LGACS2
9673	Sport and Recreation Club Grants	35,000	10,223	35,000	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment	Delegated Authority ACS12
9674	Grants to Schools	8,000	5,604	8,000	For small donations to schools for minor items	Delegated Authority ACS7
9688	Security Subsidy for Seniors	30,000	18,727	30,000	Subsidy program for security devices for seniors	Delegated Authority LGACS2
8899	Community Innovation and Participatory Budgeting Program (Cockburn Creates)	120,000	9,544	120,000	Funding Program established as to Delegated Authority ACS15 and Policy ACS16, adopted by Council on 14 September 2017 (balance of funds to be carried forward to 18/19 financial year)	Delegated Authority ACS15
9495	Donation and Grants General Account	300	300	0	Remainder of grant allocations	
	Grants Programs Sub Total	556,450	190,722	560,150		
	Totals	1,322,750	874,523	1,322,750		
	Budget	1,322,750		1,322,750		
	Balance	0		0		

## 9.2 (2018/MINUTE NO 0003) REVIEW OF GRANTS, DONATIONS AND SPONSORSHIPS POLICY SC35 AND ASSESSMENT PROCESSES

**Author(s)** G Bowman

**Attachments** 1. Grants, Donations & Sponsorships - Community Organisations & Individuals - SC35 - Policy

### RECOMMENDATION

That Council:

- (1) receive the report on the Review of Policy SC35 'Grants, Donations & Sponsorships – Community Organisations and Individuals' and associated Assessment Processes;
- (2) require the recommendations regarding Policy SC35 be considered by the Delegated Authorities, Policies and Position Statements (DAPPS) Committee; and
- (3) acknowledge the proposed changes to the Assessment Processes.

### COMMITTEE RECOMMENDATION

MOVED Mayor L Howlett SECONDED Cr P Eva

That the recommendation be adopted.

**CARRIED 4/0**

### Background

The previous review of the Grants, Donations and Sponsorship programs spanned from July 2016 to March 2017. It involved consultation of community groups who apply for these funding programs, through a community survey.

The survey was presented at the Cockburn Community Development Group meeting in September 2016, and was sent via email to applicants for these programs from the previous three years, and shared via the Cockburn Community Portal Facebook page.

Key findings and recommendations were provided to the Grants and Donations Committee, DAPPS Committee, and Council, as follows:

GAD Committee 21 July 2016	Grants Review plan presented to Committee and recommended to Council
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OCM 11 August 2016	Council adopted Minutes and recommendations of GAD Committee
GAD Committee 25 October 2016	Results of Grants Review and recommendations presented to Committee and recommended to Council
OCM 10 November 2016	Council adopted Minutes and recommendations of GAD Committee
DAPPS Committee 23 February 2017	Amendments of DA ACS2 and Policy SC35 presented to Committee and recommended to Council
OCM 9 March 2017	Council adopted Minutes and recommendations of DAPPS Committee

In August 2017, a change in organisational structure required a few minor amendments to Policy SC35 and associated Delegated Authority ACS2, including changing the responsibility and sub-delegation to the Manager, Community Development position. These went to the DAPPS Committee on 24 August 2017 and were adopted by Council on 14 September 2017.

Funding recommendations from applications in the September 2017 funding round were considered by Council in November 2017 and Elected Members expressed differing views about the proposed recommendations.

In November 2017, changes were made to the Policy regarding Cultural Grants in particular, and the Policy was again reviewed by the DAPPS Committee on 23 November 2017 and changes adopted by Council on 14 December 2017. This process also prompted questions from the Elected Members about the Policy and assessment processes.

The Director of Governance and Community Services proposed that, given the new membership of the Grants and Donations Committee due to the Council elections in October 2017, a review be undertaken internally and a report be provided to the Committee when it next convenes in 2018.

### **Submission**

N/A

### **Report**

The Manager Community Development and Grants and Research team, with some input from the Community Development Coordinator, have reviewed Policy SC35 over the course of a few meetings in March and April 2018. As a result, they have developed a list of proposed changes to the Policy SC35, and internal and assessment processes, to be presented to the Grants and Donations Committee.



Policy SC35 – Proposed recommended changes:

- Policy (General section) – include a sentence that all funding that is to be distributed from the Grants and Donations budget is required to go through the criteria and assessment processes documented in one of the related funding categories for assessment and approval either under the relevant delegated authority, or recommendation by the Grants and Donations Committee to Council, and that they cannot bypass these processes.
- Policy (General section) – amend policy to say that an applicant may successfully apply for and receive funding from two different categories from this Policy per financial year provided they meet the criteria for the particular category; however the applications cannot be for the same project and any previous years' funding must be satisfactorily acquitted. (This Policy includes Community Grants, Cultural Grants, Sustainability Grants, Small Events Sponsorship, Donations and Sponsorship (Group and Individual) categories.)
- Community Grants – add to Eligibility Criterion that applications must include a financial and/or in-kind contribution to the project.
- Community Grants – add to Evaluation Criterion 3(b) that the Project or Activity meets an identified need in line with one of the themes of the City's Strategic Community Plan.
- Community Grants – add an Evaluation Criterion that states that as the funding pool is limited, applications that demonstrate the best value for money will be prioritised, and priority will also be given to applicants that have not previously been funded.
- Community Grants and Donations – update Funding Rounds to say that Applications are invited twice per year closing at the end of March and September as advertised during each round.
- Community Grants – under Limitations 5 (b) amend funding caps to \$3,000 for equipment and \$3,000 for recurring community events. Recurring community events are to be defined as types of events that have already been funded by Community Grants and are regularly applied for and funded, such as Christmas events and neighbourhood movie nights.
- Community Grants – under Limitations, include a clause that funding will not be provided retrospectively for projects or events that have already occurred or are due to occur within two months' of the closing date for applications.
- Community Grants and Small Events Sponsorship - under Limitations amend 'Grants will not be provided for consumables or personal items' by deleting the current exception.
- Small Events Sponsorship – increase cap to \$3,000.
- Donations – amend Eligibility Criteria to 'include benevolent not for profit organisations that directly assist the disadvantaged and/or vulnerable within the Cockburn community'.





- Donations – amend Selection Criteria to ‘not for profit benevolent organisations that primarily serve and can demonstrate direct improved social outcomes for City residents and the Cockburn community’.
- Donations – under Evaluation Criteria, add a section that states that priority will be given to applications that can demonstrate:
  - How they will provide direct outcomes for the disadvantaged and/or vulnerable in the Cockburn community.
  - Overall benefits to City residents.
  - Improved access to services or activities for Cockburn residents.
  - Value for money and/or value adding as a result of the proposed funding.
  - Other funding sources so that the funding is subsidising operations rather than relying solely on funding from the City.
  - Alignment with the objectives in the City’s Strategic Community Plan.
- Donations – decrease maximum available to \$20,000.
- Sponsorship (Group) – add to Eligibility Criteria that applications must include a financial and/or in-kind contribution to the project.
- Sponsorship (Individual) – decrease maximum available to \$1,000.

Internal and Assessment processes – Proposed recommended changes:

- Include a section in the SmartyGrants online application forms which requires applicants to select which of the objectives of the City’s Strategic Community Plan their application aligns with.
- Advise staff that administer and manage the relevant funding programs to check on the status of applicants’ previous funding through the SmartyGrants system when reviewing and assessing applications.
- Community Grants – Include a value for money score in the Community Grants Assessment Form.
- Donations – include the following assessment criteria and scoring on the Donations Assessment Form, with priority given to applications that can demonstrate:
  - How they will provide direct outcomes for the disadvantaged and vulnerable in the community.
  - Overall benefits to City residents.
  - Improved access, services, activities.
  - Value for money and/or value adding as a result of the proposed funding.
  - Other funding sources so that the funding is subsidising operations rather than relying solely on funding from the City.
  - Alignment with the objectives in the City’s Strategic Community Plan.



- Include all scores for Donations and Sponsorship (Group) applications in the application report and recommendation to the Grants and Donations Committee.
- Ensure all changes to the Policy are captured in the relevant guidelines, application forms and assessment forms and communicated to future potential applicants.

### **Strategic Plans/Policy Implications**

#### Community, Lifestyle & Security

Provide residents with a range of high quality accessible programs and services.

#### Economic, Social & Environmental Responsibility

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

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

### **Budget/Financial Implications**

In 2017/18 the Grants and Donations budget is \$1,322,750, which includes the following allocations for the funding programs that are the subject of this review and policy:

- \$100,000 for Community Grants
- \$28,000 for Cultural Grants
- \$40,000 for Sustainability Grants
- \$27,000 for Small Events Sponsorship
- \$200,500 for Donations
- \$97,200 for Sponsorships

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

The Council allocates a significant amount of money to support individuals and groups through a range of funding programs. There are clear guidelines and criteria established to ensure that Council's intent



for the allocation of funds are met. To ensure the integrity of the process there is an acquittal process for individuals and groups to ensure funds are used for the purpose they have been allocated.

The reputation of the City of Cockburn could be seriously compromised should funds allocated to individuals or groups who did not meet the criteria and guidelines and or did not use the funds for the purposes they were provided. Adherence to these requirements is essential.

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

N/A

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

Nil



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<b>POLICY CODE:</b>	SC35
<b>DIRECTORATE:</b>	Governance & Community Services
<b>BUSINESS UNIT:</b>	Community Development & Services
<b>SERVICE UNIT:</b>	Grants & Research
<b>RESPONSIBLE OFFICER:</b>	Manager, Community Development
<b>FILE NO.:</b>	182/001
<b>DATE FIRST ADOPTED:</b>	11 August 2005
<b>DATE LAST REVIEWED:</b>	14 December 2017
<b>ATTACHMENTS:</b>	N/A
<b>DELEGATED AUTHORITY REF.:</b>	ACS2
<b>VERSION NO.</b>	7

<b>Dates of Amendments / Reviews:</b>		
DAPPS Meeting:	27 July 2005 22 March 2012 22 August 2013 28 November 2013	23 February 2017 24 August 2017 23 November 2017
OCM:	11 August 2005 12 April 2012 12 September 2013	12 December 2013 9 March 2017 14 September 2017

**BACKGROUND:**

Council provides up to 2% of the rates income annually to a budget for grants, donations, sponsorships and subsidies. To ensure that these funds are distributed in a rational way, eligibility, selection and evaluation criteria are required for the assessment and prioritisation of applications to be funded.

The funds allocated to local community groups, organisations and individuals are to assist in the provision of the activities and services they provide.

**PURPOSE:**

To establish eligibility, selection and evaluation criteria for the allocation of grants, donations and sponsorships to community groups, organisations and individuals for funds included on Council's budget.

The policy guides how Council responds to requests for financial assistance in line with the City's Strategic Community Plan and aims to optimise the use of Council funds to support community groups, organisations and individuals to deliver social, environmental and economic benefits.

[1]

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**POLICY:**

The following eligibility, selection and evaluation criteria are established for the assessment and prioritisation of applications received for financial assistance from community groups, organisations and individuals.

An applicant may only successfully apply for and receive one Small Event Sponsorship and one other request from any other funding category (Grant, Donation or Sponsorship) per financial year. Applicants that have been successful in previous years are eligible to apply provided all previous funding has been satisfactorily acquitted.

**(1) Community Grants:****1. Eligibility Criteria:**

- (a) Organisations based within the City of Cockburn or whom primarily service residents and/or the interests of the City are eligible to apply for funds.
- (b) Applications from not-for-profit organisations including sporting, welfare, educational, arts/cultural, youth, seniors, children, ethnic and related groups are eligible to apply.

**2. Selection Criteria:**

- (a) Primarily serve residents of the City.
- (b) Is an established and incorporated not-for-profit organisation (or auspiced by an incorporated not-for-profit organisation) and can demonstrate a high level of community support.
- (c) Can demonstrate it is financially sound or key personnel have demonstrated ability to manage the proposal for which funds are being sought.
- (d) Must hold public liability insurance to a value as agreed with the City.

**3. Evaluation Criteria for Project or Activity:**

- (a) Can demonstrate how project or activity outcomes will be of benefit to the local community and/or City of Cockburn generally.
- (b) Meets an identified need.

[2]

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- (c) Applicants have a demonstrated ability to manage their affairs effectively.
- (d) Will not require commitment to ongoing funding from Council.
- (e) Applications from Schools and other educational institutions must be in accordance with Council policy ACS7.
- (f) Applications from organisations that can demonstrate a financial or in kind contribution to the project will be considered favourable.
- (g) Project does not duplicate an activity already available in the local area.

4. Funding Rounds:

- (a) Applications are invited twice per year, closing on 31 March and 30 September.

5. Grant Limitations:

- (a) The maximum grant available to any one group or organisation in the Community Grants category will not exceed \$15,000.
- (b) There are caps of:
  - (i) \$2,500 for equipment (equipment must not be for personal use, be accessible for community or member use, and be durable – must last over 12 months).
  - (ii) \$2,000 for annual community events e.g. Christmas Carols (also applies under Small Events Sponsorship).
  - (iii) \$1,000 for costs associated with incorporation of a new organisation (N.B. Residents associations can access funds under LGACS7 for these purposes, so these grants are intended for community groups that are not residents associations).
- (c) Grants will not be provided for consumables or personal items unless the applicant can demonstrate that the general community will benefit from their provision.

6. Elected Members are to be informed of the outcome of applications for Community Grants.

(2) Cultural Grants:

1. Eligibility Criteria:

[3]

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- (a) Organisations based within the City of Cockburn and primarily serve the residents of the City of Cockburn or organisations who will be working with a majority of Cockburn residents through the life of the project and can show considerable community support for the program/project.
- (b) Individual applicants may be considered if they are residents of the City of Cockburn and/or:
  - (i) they are invited by the community and can demonstrate a high level of community support for 'Artist in the Community' or 'Telling Community Stories' programs; or
  - (ii) individuals who have been selected as an 'Artist in the Community' outside of Cockburn may be considered on presentation of supporting documentation.'
- (c) Schools and other educational institutions in accordance with Council policy ACS7.

2. Selection Criteria:

- (a) Can demonstrate the ability to manage financial affairs effectively.
- (b) Priority will be given to applicants who haven't previously been funded.
- (c) Program/project needs to represent the residents of Cockburn or embody one or more of the diverse art and cultural interests of the City of Cockburn through one of the following areas:
  - (i) Artist in the Community Programs
  - (ii) Celebrating Community Program
  - (iii) Creative Community Program
  - (iv) Telling Community Stories Program
- (d) Applicants who are able to contribute toward the activity in cash or in-kind will be considered favourably, as will those who source funding from other sources.
- (e) Funding will not be for personal items such as costumes, food consumables or catering costs.
- (f) Program/Project does not duplicate an activity already available in the local area.

3. Evaluation Criteria for Project or Activity:

[4]

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- (a) Can demonstrate how program/project outcomes will be of benefit to the local community and/or City of Cockburn generally.
- (b) Programs/Projects should:
  - (i) Develop and nurture the skill base of the local community;
  - (ii) Develop and nurture the skill base of individual artists (all art forms);
  - (iii) Express local culture and identity;
- (c) Applicants have a demonstrated ability to manage their affairs effectively.
- (d) Will not require commitment to ongoing funding from Council.

4. Funding Rounds:

- (a) Applications are invited twice per year, closing on 31 March and 30 September.

5. Grant Limitations:

- (a) The maximum grant available to any one group or organisation in the Cultural Grants category will not exceed \$4,000.

6. Elected Members are to be informed of the outcome of the applications for Cultural Grants.

(3) Sustainability Grants:

1. Eligibility Criteria:

- (a) The following groups who are based in the City of Cockburn and/or provide services primarily within Cockburn are eligible to apply for funds:
  - (i) Community Groups
  - (ii) Not-for-profit Organisations
  - (iii) Collective Households (>2)
  - (iv) Small Businesses (<20)
  - (v) Schools

2. Evaluation Criteria for Project or Activity:

[5]



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- (a) Project or activity must relate to one or more of the below themes:

- (i) Giving Back
- (ii) Protecting our Future
- (iii) Strong Communities
- (iv) Water, Energy and Waste
- (iv) TravelSmart
- (v) Healthy Lifestyles

- (b) Applications from organisations that can demonstrate a financial or in kind contribution to the project will be considered favourable.

3. Funding Rounds:

- (a) Applications are invited annually, closing on 31 March each year.

4. Grant Limitations:

- (a) The maximum grant available to any one group or organisation in the Sustainability Grants category will not exceed \$4,000.

(4) Small Events Sponsorship:

1. Eligibility Criteria:

- (a) Organisations based within the City of Cockburn or whom primarily service residents and/or the interests of the City are eligible to apply for funds.
- (b) Applications from not-for-profit organisations including sporting, welfare, educational, arts/cultural, youth, seniors, children, ethnic and related groups are eligible to apply.

2. Selection Criteria:

- (a) Primarily serve residents of the City.
- (b) Is an established and incorporated not-for-profit organisation (or auspiced by an incorporated not-for-profit organisation) and can demonstrate a high level of community support.
- (c) Can demonstrate it is financially sound or key personnel have demonstrated ability to manage the proposal for which funds are being sought.

[6]

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3. Evaluation Criteria for Project or Activity:
  - (a) Project or activity will be of benefit to the local community and/or City of Cockburn generally.
  - (b) Project meets an identified need.
  - (c) Applicants have a demonstrated ability to manage their affairs effectively.
  - (d) Project will not require commitment to ongoing funding from Council.
  - (e) Applications from Schools and other educational institutions must be in accordance with Council policy ACS7.
  - (f) Applications from organisations that can demonstrate a financial or in kind contribution to the project will be considered favourable, as will those who source funding from other sources.
  - (g) Project does not duplicate an activity already available in the local area.
4. Funding Rounds:
  - (a) Applications will be invited year-round, assessed and notified within a month.
5. Funding Limitations:
  - (a) The maximum funding available to any one group or organisation in the Small Events Sponsorship category will not exceed \$2,000.
  - (b) Only one successful application in this category per financial year per organisation.
  - (c) Funding will not be provided retrospectively for events that have already occurred, or due to occur within two months' of the application's lodgement.
  - (d) Funds will not be provided for consumables or personal items unless the applicant can demonstrate that the general community will benefit from their provision.

[7]

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6. Elected Members are to be informed of the outcome of the applications for Small Events Sponsorship.

(5) Donations:

1. Eligibility Criteria:
  - (a) Eligible applicants include benevolent organisations and services. This does not include sports clubs, residents associations or other special interest groups.
2. Selection Criteria:
  - (a) Primarily serve residents of the City.
  - (b) Is an established and incorporated not-for-profit organisation (or auspiced by an incorporated not-for-profit organisation) and can demonstrate a high level of community support.
  - (c) Can demonstrate it is financially sound or key personnel have demonstrated ability to manage the proposal for which funds are being sought. For requests over \$5,000, a copy of the most recent, audited financial statement must be provided with the application.
3. Evaluation Criteria:
  - (a) A Donation is a contribution of money towards a groups day-to-day running costs.
  - (b) A Donation is not for a specific project or activity.
4. Funding Rounds:
  - (a) Applications are invited twice per year, closing on 31 March and 30 September.
5. Donation Limitations:
  - (a) The maximum donation available to any one group or organisation will not exceed \$25,000.

(5) Sponsorships:

1. Eligibility Criteria for Group Sponsorship:

[8]

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- (a) Applicants are eligible for Group Sponsorship if their project or activity provides brand exposure and public recognition benefits to the City of Cockburn and meets the eligibility, selection and evaluation criteria outlined in the Community Grants paragraphs 1, 2 and 3. Private organisations are also eligible to apply for Group Sponsorship.
- (b) In addition to satisfying paragraph 1(a) above, Sporting Teams/Clubs can only apply if they are:
  - (i) representing at a National or International level event at which they have been selected based on their endeavours in their chosen activity; or
  - (ii) hosting a sporting event or activity in the City of Cockburn that is of State, National or International significance that will add value to the City of Cockburn.

2. Eligibility Criteria for Individuals:

- (a) Individual applicants are eligible if they are residents of the City of Cockburn and they can demonstrate a high level of community support.
- (b) Individuals attending a significant event or activity at a National or International level at which he or she has been selected on the basis of their individual endeavours in their chosen activity. (Individuals must supply supporting documentation from the relevant governing association of the activity).
- (c) Individuals attending or completing a significant activity that benefits the community.
- (d) Applications are invited from all ages for a range of projects, events or activities including sporting, welfare, education and arts/cultural, unless eligible to apply for funding through the City's Junior Sports Travel Assistance Program, or Youth Art Scholarship Program.

3. Evaluation Criteria for Individuals Activity/Event:

- (a) Event/Activity will be of long-term benefit to the local community and/or the City of Cockburn generally.
- (b) Event/Activity will provide brand exposure and public recognition benefits to the City of Cockburn.

[9]

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- (c) Event/Activity will increase awareness and raise the profile of the City of Cockburn, in line with its desired image.
- (d) Applicants who are able to contribute toward the activity in cash or in kind will be considered favourably, as will those who source funding from other sources.
- (e) Funding will not be for personal items such as uniforms, food consumables or catering costs.

4. Funding Rounds:

- (a) Applications for Group Sponsorships are invited twice per year, closing on 31 March and 30 September.
- (b) Applications for Individual Sponsorships are invited year round.

5. Sponsorship Limitations:

- (a) The maximum sponsorship available to any one group or organisation will not exceed \$20,000.
- (b) The maximum sponsorship available to any one individual will not exceed \$2,000.
- (c) The successful request for sponsorship in any year does not imply any ongoing commitment of the same or similar contribution in following years.

[10]

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

Nil

**11. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

Nil

**12. CLOSURE OF MEETING**

The meeting closed at 6.46pm.



**13.2 ELECTED MEMBER CODE OF CONDUCT**

**Author(s)** D Green

**Attachments**

1. Elected Members - Use of Social Media Guidelines [↓](#)
2. Media Release - Minister LG [↓](#)
3. Draft EM Code of Conduct [↓](#)

**RECOMMENDATION**

That Council adopts

- (1) the 'Elected Members – Use of Social Media Guidelines', and
- (2) the proposed amendments to the 'Elected Members Code of Conduct', as shown in the attachments to the Agenda.

**Background**

Mayor Howlett submitted a Notice of Motion on 21 March 2018, that a Social Media Policy be developed for Elected Members. The reason provided was to “guide elected members on the use of this communication tool”.

The widespread use of Social Media as a means of instant communication has now become an integral part of the local government landscape. However, there have been instances where the on line behaviour of elected officials across the industry has been deemed to be inappropriate.

This was first raised during the 2017 local government election campaign period when the number of complaints alleging poor behaviour by candidates on Social Media platforms increased noticeably.

**Submission**

N/A

**Report**

There is no doubt that the use of Social Media platforms is now an accepted communication methodology and provides increased opportunity for information to be effectively conveyed from one party to another in either a personal, corporate or public service format. The speed at which details of any message can now be transmitted allows for almost instantaneous connection to be achieved between numerous audiences within the Social Media environment. “Chatrooms” enable broad participation and commentary to be made on a variety of subjects

and tend to attract a diversity of opinion from those who wish to join in an on line conversation.

This effectively introduces a diversity of opinions and subsequent responses which can result in inflammatory discussions being broadly published and widely shared amongst others.

The potential to modify what is posted is limited to the extent that it can be by site “moderators”, which can result in inappropriate messages being withdrawn from public view. However, this can be a delayed process and result in inappropriate comments being retained separately by others, after the post has been withdrawn.

In the case of local government, the use of Social Media conversations creates opportunities for both positive and negative outcomes to be reflected on individuals, as well as in a broader organisational context.

The matter of irresponsible use of Social Media was first seriously encountered during the 2017 local government election period when the Minister for Local Government raised concern at the manner by which candidates and some members of the broader community reacted to comments posted to Social Media. A copy of a newspaper article published just after the 2017 Council elections highlighting these concerns is attached.

As a result, the WA Local Government Association (WALGA) on behalf of member local governments, reacted by suggesting that it was inevitable that public confidence in local government officials would be eroded if continued inappropriate behaviour and language was attributed to them in Social Media comments. There is an obvious flow on effect to the broader local government spectrum with the risk of reputational damage rising should there not be any deterrent installed to discourage poor behaviour and perceived low corporate standards.

Furthermore, the City of Cockburn has received complaints from members of the public on allegations of offensive and otherwise disrespectful language used by some of its Councillors since the elections.

Hence, it is time for this matter to be proactively addressed by Council and mentioned within the framework which most obviously governs the behavioural code for elected members to follow. Accordingly, it is recommended that the Code of Conduct for Elected Members should incorporate a series of statements to specify the expectations of members when using Social Media. While it is acknowledged that the Code is a series of voluntary standards to remind members that they are expected to behave in an ethical manner while fulfilling their civic responsibilities, it is important that an attempt be made to highlight that Social Media needs to be properly used and managed for it to be a positive attribute in the communication regime for the City of Cockburn.





This can only translate to a reality if the elected members who participate in the Social Media environment are encouraged to do so in a generally polite and respectful manner, to avoid allegations of claims that they are in neglect of their duties by failing to adhere within their own adopted behavioural standards.

Including this Governance message within the Code of Conduct would negate the need for a Policy to be adopted and it is therefore recommended that the amendments made to the Code be endorsed by Council, in lieu of the creation of a Policy which may only contain the behavioural standards associated with Social Media use and possibly be seen as a stand - alone measure, as opposed to being integrated with the principles of a higher level of overall good conduct.

### **Strategic Plans/Policy Implications**

#### Leading & Listening

Listen to and engage with our residents, business community and ratepayers with greater use of social media.

Deliver sustainable governance through transparent and robust policy and processes.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Section 5.103 of the Local Government Act 1995 refers

### **Community Consultation**

N/A

### **Risk Management Implications**

A “High” level of risk to “Brand / Reputational Damage” of both the City of Cockburn and individual elected members has been assessed as a consequence of Council not supporting this recommended course of action.

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

N/A

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

Nil



## **Elected Member Guidelines – Use of Social Media**

### **What is Social Media and why have guidelines?**

Social media is a set of online technologies, websites and practices which are used to share opinions, experiences and perspectives.

The City of Cockburn recognizes that Elected Members may wish to use social media to engage with the community. These guidelines are not intended to stifle an Elected Member's personal expression or online activities, but rather to ensure that the use of all social media by Elected Members aligns with the statutory Rules of Conduct Regulations and the Council adopted Code of Conduct, resulting in responsible communication suited to an Elected Member's professional position and standing in the community.

Personal communications and statements made privately in conversation, written recorded, emailed or posted in personal social media, have the potential to be made public, whether it was intended to be made public or not.

Therefore, on the basis that personal or private communications may be shared or become public at some point in the future, Elected Members must ensure that their personal and private communications do not breach the requirements of the Code of Conduct and the *Local Government (Rules of Conduct) Regulations 2007*.

Elected Member comments which become public and breach the *Local Government (Rules of Conduct) Regulations 2007* may constitute a serious breach of the *Local Government Act 1995* and may be referred for investigation.

### **Elected Member Responsibilities**

Elected Members are responsible for the content they publish in a personal capacity on any form of social media platform and in this regard must understand their legal obligations.

The speed and reach of publishing online means content is available immediately to a wide audience. Anything posted can be difficult to delete and may be replicated, misconstrued and seen by people the author never intended or expected would see it.

Elected Members must recognize the potential damage that may be caused to the City through inappropriate use of social media. Accordingly, Elected Members should comply with this guideline to ensure that the risk of such damage is minimized, including potential action against an Elected Member under the *Local Government (Rules of Conduct) Regulations 2007*.

As civic leaders, Elected Members must comply with the requirements of the *Local Government Act 1995* and the *Local Government (Rules of Conduct) Regulations*

2007 and such obligations extend to when Elected Members use social media to communicate with the community.

In particular, the *Local Government (Rules of Conduct) Regulations 2007* require that Elected Members must not:

- gain directly or indirectly an advantage for themselves or any other person (Regulation 7 (1) (a))
- cause detriment to the City or any other person (Regulation 7(1) (b));
- use directly or indirectly the resources of the City for the purposes of voting in a particular way at an election, referendum or other poll, or for any other purpose, unless authorized under the Act or by the Council or CEO (Regulation 8). (This includes Elected Member photographs, commissioned by the City, which used for official City of Cockburn purposes only and cannot be used in any personal communications undertaken by the member;
- disclose information derived from a confidential document or acquired from a closed meeting, or otherwise considered confidential in nature. (Regulation 2).

In view of this, **Elected Members when using social media must:**

- only disclose and discuss publicly available information;
- ensure that all content published is accurate and not misleading and complies with all relevant City policies and legislative requirements;
- be polite and respectful to all people they interact with;
- avoid making negative comments about the Elected Members-or Administration of the City of Cockburn or members of the community;
- avoid making any comment or post any material that might otherwise cause damage to other persons, or bring the City's reputation into question;
- comply with their record keeping responsibilities when using social media for Elected Member activities and Council related matters by providing a copy of the post to the City's Administration;
- **Elected Members when using social media must not:**
  - Apart from the Mayor, imply that they are authorised to speak as a representative of the City or the Council, or give the impression that the views expressed are those of the City or the Council;
  - make prior public statements expressing their opinion on matters before Council that would indicate a predetermined decision;

- post material that is offensive, obscene, defamatory, threatening, harassing, bullying, discriminatory, hateful, racist, sexist, or otherwise unlawful;
- use City logos or crests;
- use a false identity;
- use or disclose any confidential information obtained in their capacity as an Elected Member of the City, or release information to the public before it has been dealt with by Council or approved for release by the City;
- mention or disclose staff members names or positions publically or through private means (direct message) via social media

#### **Posting on the City's social media pages specifically**

- Elected Members may like, comment or share existing content but may not post new content to the City's pages.
- Elected Members must not answer questions posed to the City on social media as this is a function of the Administration.

#### **Posting on other social media pages**

- Where requests for service or official feedback have been posted on other social media sites, Elected Members may direct these to [customer@cockburn.wa.gov.au](mailto:customer@cockburn.wa.gov.au) or 9411 3444.
- Where misinformation or factually incorrect information is posted, Elected Members may refer the original poster to the City for clarification i.e. contact the City's Customer Service (as above);

#### **Top Tips - think before you post**

- Could my comments cause the City of Cockburn, the community, residents, ratepayers or other stakeholders to lose confidence in my ability to perform my role in an impartial and professional manner?
- Are my comments consistent with how the community expects its elected Council officials to operate and behave?
- Could my comments lower or undermine the reputation of the City of Cockburn?
- Could my comments breach the law? For example, do they comply with anti-discrimination legislation, laws relating to defamation, or the Local Government Act?
- Would I be comfortable if the person who is the subject of my comments read them?

- What if my comments were printed in a local or state wide newspaper?
- Think and rethink before you post. Sometimes you can unintentionally say something hurtful or upsetting when you don't mean to. Consider how someone else may interpret what you say.

***What about my right to freedom of speech?***

- The common law recognises an individual right to freedom of expression, but are always subject to any statutory limitations imposed.

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PERTH

# Election conduct 'shock'

A TENSE build-up to Saturday's council elections has prompted a review from the State Government.

Local Government Minister David Templeman said he had been shocked by reports of online bullying and a lack of respect by both candidates and community members.

"I am currently working on a review of the Local Government Act, which includes a code of conduct, but that will only apply to elected members," he said in a statement.

"The behaviour of candidates and community members is something which everyone must work together

## MINISTER QUESTIONS CANDIDATE BEHAVIOUR

to improve."

Mr Templeman has also called a round-table meeting with the Western Australian Local Government Association, the Western Australian Electoral Commission and the Minister for Electoral Affairs to discuss the recent local government election campaigns.

"There are some states that have successfully introduced reforms, which have reduced the types of behaviour we have seen in the lead-up to these council elections and I am looking to pursue



**Local Government Minister David Templeman**

those further," he said.

Melville Mayor Russell Aubrey – personally involved in six council election cam-

paigns – said social media had changed the game, offering anyone a forum.

"Right now candidates can make suggestions and accusations and elected members just have to wear them," he said.

A record number of candidates – 1388 – nominated for this year's local government elections, but Mr Templeman said he was disappointed only 481 were female.

Just seven of the 46 candidates for popularly elected mayor or president positions were women.

BULL CREEK

## On a path to beauty

DANISH author Hans Christian Andersen once wrote: "Just living is not enough. One must have sunshine, freedom, and a little flower."

Posing under threatening rain clouds last week, Diana Jonas-Dwyer and four-year-old Fiona Smith had two of those things.

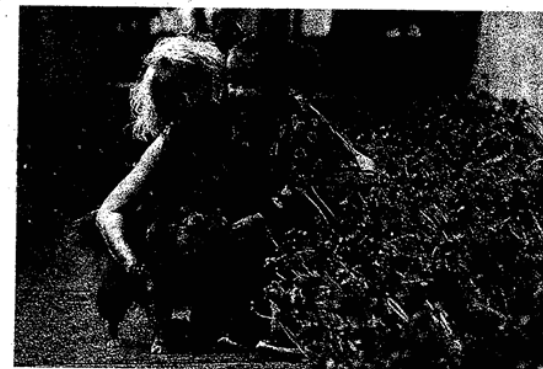
Colourful flowers which line the pathway were planted by Dr Jonas-Dwyer's hus-

band to add vibrancy to what was previously just a bare space.

Mr Dwyer has finished two Bull Creek walkways, with a third underway.

Local mum Zoe Smith was impressed.

"It's so beautiful," she said. "Before it was just concrete and dirt, now it's so much nicer and the smell is great."



**Dr Dianne Jonas-Dwyer with Bhulu and Fiona Smith.**  
Picture: Jon Hewson

0475175



# **ELECTED MEMBER**

# **CODE OF CONDUCT**

May 2018



## CITY OF COCKBURN

# CODE OF CONDUCT FOR ELECTED MEMBERS

### 1. INTRODUCTION

- 1.1 This Code of Conduct provides Elected Members at the City of Cockburn with consistent guidelines for an acceptable standard of professional conduct. The Code addresses the broader issue of ethical responsibility and encourages greater transparency and accountability in the affairs of Council.
- 1.2 The Code is complementary to the principals adopted in the Local Government Act 1995 and Regulations which incorporates four fundamental aims to result in:-
- better decision making by Council;
  - greater community participation in the decisions and affairs of Council;
  - greater accountability of Council to the community; and
  - more efficient and effective local government.
- 1.3 The Code is independent from the requirements of the provisions of the Local Government (Rules of Conduct) Amendment Act, 2007 applicable from 2 October 2007 and which contain mandatory behaviour standards to be observed by Elected Members.

### 2. ROLES AND OBJECTIVES

- 2.1 A primary role of the Elected Members when acting as Council is to make decisions in the best interest of the community.
- 2.2 A primary role of all Elected Members shall be the achievement of the Council objectives contained in the Corporate Strategic Plan.
- 2.3 The focus of Elected Members when acting as Council shall be the effective translation of the community's needs and aspirations into an agreed direction and future for the City.
- 2.4 An Elected Member shall always act:-
- as a leader on issues of importance to the community;



- honestly, impartially and with integrity in its dealings with all elements of the community;
- responsibly by making decisions that are in the best interests of the wider Cockburn community taking into account professional advice;
- openly by encouraging the participation of residents in the opinion forming and decision making process of Council;
- tolerantly by acknowledging the right of individuals both on Council and in the community, to hold differing opinions and to express those opinions;
- independently and free of undue influences created by pecuniary interests and other conflicts of interest; and
- in an ethical and procedurally fair manner in all of its dealings.

### 3. CONDUCT

#### 3.1 Elected Members shall act and be seen to act;

- properly and in accordance with the requirements of the law and the terms of this Code;
- as facilitators of community participation in Council processes;
- in a non-partisan way by seeking solutions and making decisions that are in the best interests of the broader Cockburn community;
- to represent the whole community first and the interests of pressure groups or individuals only in a context of the greater community good;
- co-operatively with Council staff through appropriately defined communication channels;
- to communicate and confirm Council decisions and policies in a positive and proactive manner in the community, regardless of the level of personal support for Council's collective decisions; and
- to make no allegations which are improper or derogatory and refrain from any form of conduct, in the performance of their official or professional duties, which may cause any reasonable person unwarranted offence or embarrassment.

#### 3.2 Elected Members shall observe the highest standards of honesty and integrity and avoid conduct which might suggest any departure from

these standards and be frank and honest in their official dealing with staff.

#### **4. ADMINISTRATIVE COMPLIANCE**

- 4.1 Elected Members shall ensure compliance with proper and reasonable administrative practices and conduct and professional and responsible management practices.
- 4.2 Elected Members are often asked to represent the Council on external organisations. Such positions should only be accepted within time and other constraints which do not adversely reflect on Council's commitment to that organisation and in doing so, Elected Members should fairly represent the Council's position to the best of their abilities, as it is understood by them at that time.
- 4.3 All aspects of communication by Elected Members (verbal or written) involving Council activities, should reflect the status and objectives of Council and should be accurate, polite and professional.
- 4.4 Elected Members shall only claim or accept travelling and sustenance expenses arising out of travel related matters which have a direct bearing on the services, processes or business of the Council in accordance with Council's policies.
- 4.5 Elected Members are expected to comply with neat and responsible dress standards at all times in their representation of Council.
- 4.6 When Elected Members are approached by members of the public to address an issue of individual concern on their behalf, the Elected Members:-
  - Should ascertain if they have spoken to the relevant staff member and, if not, encourage the person(s) to do so, in the first instance;
  - Should, prior to meeting with the person(s) or prior to discussing the matter in further detail, obtain comment and any related information from the relevant staff member; and
  - Should provide a brief file note of the meeting (who with, time, date, topic and outcome only) for Council's records, if considered appropriate by the Elected Member.
- 4.7 Elected Members shall direct any inquiries for staff to meet proponents or ratepayers concerning any application, proposal or issue to the CEO or relevant Director. Elected Members shall not advocate on behalf of proponents/ratepayers in meetings where staff are in attendance.

- 4.8 Unless not practicable, Elected Members are only to approach and seek advice from staff by:-
- correspondence;
  - telephone;
  - fax;
  - email; or
  - appointment
- 4.9 (a) Any customer requests or enquiries made by Elected Members, must be lodged with the Executive Services Unit for recording.
- (b) Any requests or enquiries received by the Executive Services Unit, shall be forwarded to the relevant service unit for dealing with through the Customer Request System.
- (c) Elected Members shall be advised as soon as possible in writing by the responsible officer, of the progress, outcome or information related to the request or enquiry.
- 4.10 Elected Members shall refrain from contacting or dealing with any staff member on a matter in which they have an obligation to declare an interest, pursuant to the Local Government Act, 1995, or Council's Standing Orders unless approval to participate in the matter has been provided in accordance with sec. 5.69.
- 4.11 Unless not practicable, Elected Members shall only enter the staff work areas of the Administration Building after requesting and receiving approval from the CEO, a Director or relevant senior staff member.
- 4.12 Facilities provided for use by Elected Members within the Administration Building, shall only be available for the pursuit or conduct of Council business or interests.

## 5. **MEDIA AND EXTERNAL COMMUNICATION**

- 5.1 Unless acting in an authorised capacity as a Council spokesperson pursuant to the local Government Act, 1995:-
- (a) Councillors shall not speak, attempt to speak or give the perception of speaking on behalf of the local government; and
- (b) Councillors should ensure that statements made to the media are identified as their opinions only and do not necessarily represent the position of Council.

5.2 (a) Elected Members are responsible for the content they publish in a personal capacity on any form of social media platform and in this regard must understand their legal obligations.

The speed and reach of publishing online means content is available immediately to a wide audience. Anything posted can be difficult to delete and may be replicated, misconstrued and seen by people the author never intended or expected would see it.

Elected Members must recognize the potential damage that may be caused to the City through inappropriate use of social media. Accordingly, Elected Members should comply with this guideline to ensure that the risk of such damage is minimized, including potential action against an Elected Member under the Local Government (Rules of Conduct) Regulations 2007.

As civic leaders, Elected Members must comply with the requirements of the Local Government Act 1995 and the Local Government (Rules of Conduct) Regulations 2007 and such obligations extend to when Elected Members use social media to communicate with the community.

In particular, the Local Government (Rules of Conduct) Regulations 2007 require that Elected Members must not:

- gain directly or indirectly an advantage for themselves or any other person (Regulation 7 (1) (a))
- cause detriment to the City or any other person (Regulation 7(1) (b));
- use directly or indirectly the resources of the City for the purposes of voting in a particular way at an election, referendum or other poll, or for any other purpose, unless authorized under the Act or by the Council or CEO (Regulation 8). (This includes Elected Member photographs, commissioned by the City, which used for official City of Cockburn purposes only and cannot be used in any personal communications undertaken by the member;
- disclose information derived from a confidential document or acquired from a closed meeting, or otherwise considered confidential in nature. (Regulation 2).

(b) In view of this, Elected Members when using social media must:

- only disclose and discuss publicly available information;
- ensure that all content published is accurate and not misleading and complies with all relevant City policies and legislative requirements;

- be polite and respectful to all people they interact with;
- avoid making negative comments about the Elected Members or Administration of the City of Cockburn or members of the community;
- avoid making any comment or post any material that might otherwise cause damage to other persons, or bring the City's reputation into question;
- comply with their record keeping responsibilities when using social media for Elected Member activities and Council related matters by providing a copy of the post to the City's Administration;

(c) Elected Members when using social media must not:

- Apart from the Mayor, imply that they are authorised to speak as a representative of the City or the Council, or give the impression that the views expressed are those of the City or the Council;
- make prior public statements expressing their opinion on matters before Council that would indicate a predetermined decision;
- post material that is offensive, obscene, defamatory, threatening, harassing, bullying, discriminatory, hateful, racist, sexist, or otherwise unlawful;
- use City logos or crests;
- use a false identity;
- use or disclose any confidential information obtained in their capacity as an Elected Member of the City, or release information to the public before it has been dealt with by Council or approved for release by the City;
- mention or disclose staff members names or positions publically or through private means (direct message) via social media

(d) Posting on the City's social media pages specifically

- Elected Members may like, comment or share existing content but may not post new content to the City's pages.

- Elected Members must not answer questions posed to the City on social media as this is a function of the Administration.

(e) Posting on other social media pages

- Where requests for service or official feedback have been posted on other social media sites, Elected Members may direct these to [customer@cockburn.wa.gov.au](mailto:customer@cockburn.wa.gov.au) or 9411 3444.
- Where misinformation or factually incorrect information is posted, Elected Members may refer the original poster to the City for clarification i.e. contact the City's Customer Service (as above);

DRAFT



## 14. PLANNING & DEVELOPMENT DIVISION ISSUES

### 14.1 RURAL ZONING AND RURAL AMENITY IN BANJUP - MATTERS FOR INVESTIGATION

<b>Author(s)</b>	L Santoriello
<b>Attachments</b>	N/A
<b>Location</b>	Banjup
<b>Owner</b>	N/A
<b>Applicant</b>	N/A
<b>Application Reference</b>	N/A

#### RECOMMENDATION

That Council note the details contained within the officer's report, relating to the measures to retain the Rural zoning and amenity of the locality of Banjup.

#### Background

At the Ordinary Council meeting on 14 September 2017 the following matter was raised for investigation;

*"That a report be prepared and tabled at a future Ordinary Council Meeting into what measures would be required to retain the Rural zoning and maintain the rural amenity of the locality of Banjup."*

#### Submission

N/A

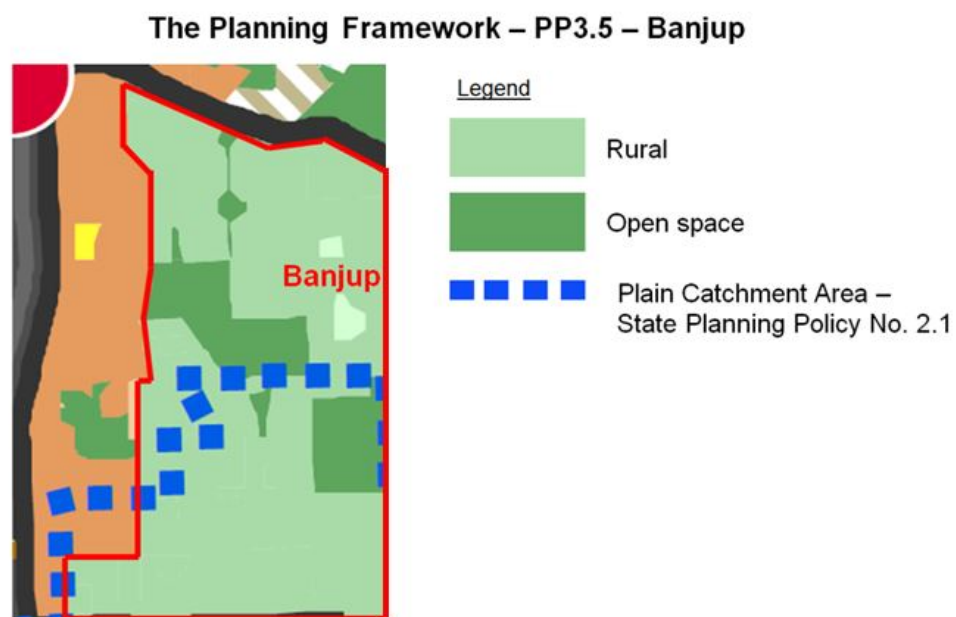
#### Report

Perth and Peel @3.5m and its component of the South Metropolitan Peel Sub-regional Planning Framework - March 2018

On 23 March 2018 the Minister for Planning, Lands and Heritage formally released the finalised *Perth and Peel @3.5M* (PP@3.5) frameworks. The frameworks define the urban form for the next 30 years, limit unsustainable urban sprawl and encourage greater housing diversity to meet changing community needs. They provide guidance and certainty to land owners, State government agencies, local government and the development sector.

The frameworks also determine where future homes and jobs will be located, how we protect the natural environment, and how to make best use of new and existing infrastructure.

The below image identifies the 23 March 2018 State Government long term expectation for the Banjup area. Banjup is identified within the red border and the corresponding land use details are identified as “Rural”, “open space” and (the lower half is identified as being within the) “Plain catchment area”. This is shown as follows, and creates a clear expectation that landowners are now certain of their precinct remaining a rural area, characterised by rural levels of amenity:



State Planning Policy No. 2.1 ('SPP 2.1') and State Planning Policy 2.3 ('SPP 2.3')

The third classification under the above legend refers to a blue dashed line which reflects the lower half of Banjup as being within the boundary of the 'Peel-Harvey Coastal Plain Catchment Area'. Notably also, it is within the Jandakot Water Mound area which also constitutes a water catchments type protection area. This extends over the entirety of the current Resource zoned land of Banjup and Treeby.

Clearing of vegetation and the destruction of wetlands within catchment areas poses a risk to such receiving water and groundwater bodies, especially from nutrients and other pollutants entering the bodies.

Accordingly the retention of vegetation and wetlands, provides a key characteristic of the rural amenity levels that will contribute directly to environment planning objectives that inform how the future growth and development of Perth and Peel occurs. Such vegetation and wetlands



helps to clean and infiltrate water in a way which maximises the health and environmental qualities that the broader eco system relies on.

The *South Metropolitan Peel Sub-regional Framework*, sets out a number of “proposals.” Of these are identified below given their relevance to Banjup;

- *“Recognise that the Peel-Harvey catchment requires sensitive land use planning and that management of drainage and **environmental issues is paramount**;*
- *Provide ongoing consideration of water supply and **protection of public drinking water source areas**;*
- ***Retain** land for **rural** and agricultural purposes;*
- *Protect areas with regional **conservation, environmental and landscape value**; and*
- *Encourage and guide increased connectivity between areas of open space or conservation through an **integrated green network**”.*

The notion of ‘rural’ significance is explored further below. These principles above provide a keynote focus on how current rural amenity is protected, and how future amenity levels similarly need to be maintained.

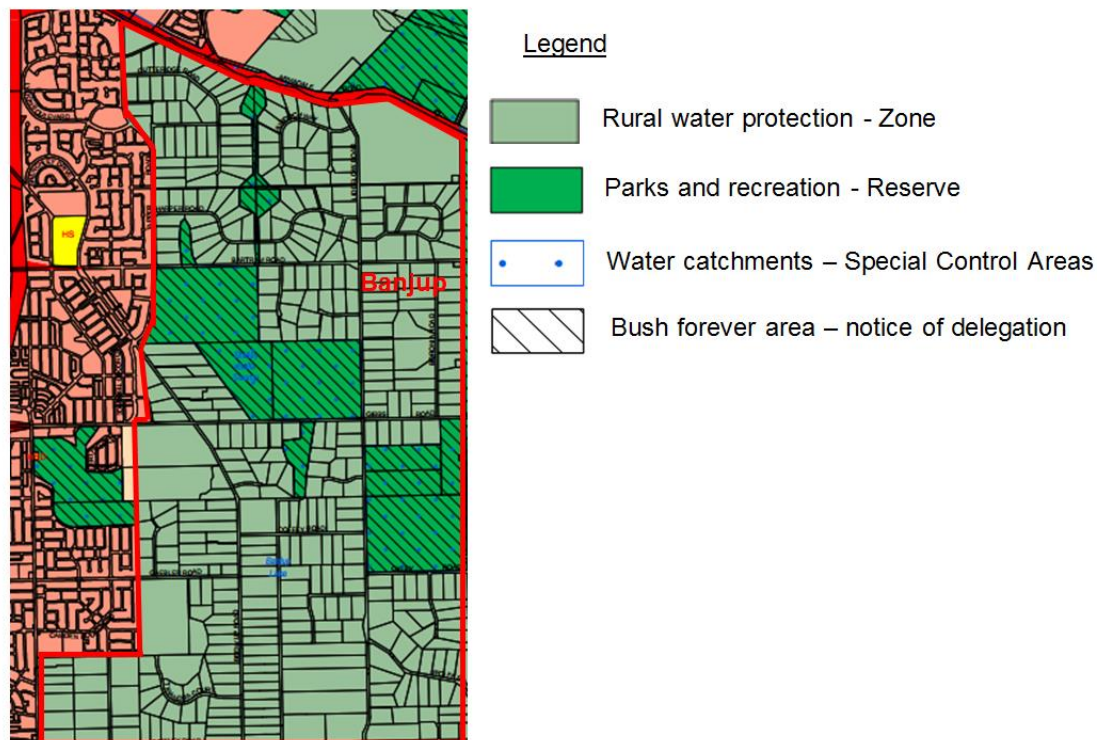
#### Rural classification

The PP@3.5 vision as identified above is not a statutory control over the land. Rather PP@3.5 has been developed to provide strategic guidance to inform future planning decisions. PP@3.5 does not classify Banjup as an area identified for suggested rezoning or alternatively *“subject to further investigations/ detailed planning.”*

#### Metropolitan Region Scheme (‘MRS’)

The current MRS (**statutory controls**) over Banjup is identified as indicated in the below image. As can be seen in this image Banjup is considered to be an area of “environmental significance”. The area is predominantly zoned ‘Rural water protection’ with ‘Parks and recreation’ Reserves. Portions of Banjup are identified as ‘Water catchments Special Control Areas’ and there are a number of ‘Bush forever areas’ of protected bushland. This is shown in detail below;

### Metropolitan Region Scheme – Banjup



Rural water protection (zone) is classified as; *“rural land over public groundwater areas, where land use is controlled to avoid contamination”*.

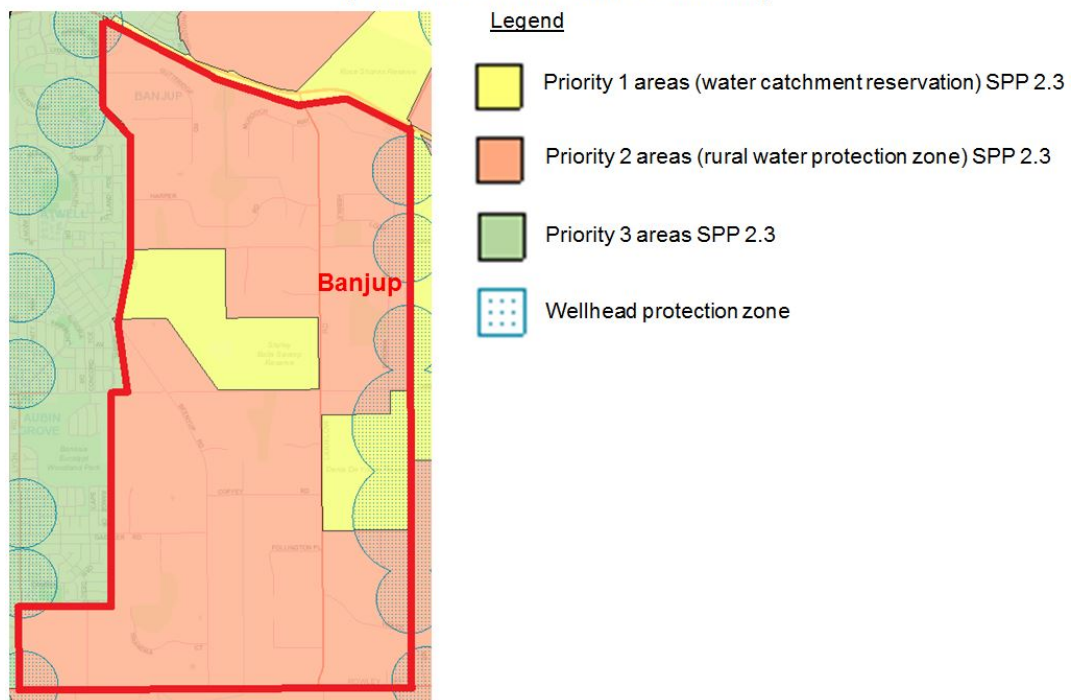
The importance of protecting public drinking water supplies for a City like Perth is fundamental, and creates a clear imperative that planning and land use control respond to. There is a comprehensive state and local planning policy framework which achieves this as follows:

- **Western Australian Planning Commission State Planning Policy 2.7 - Public Drinking Water Source Policy 2003**
  - The importance of protecting public water supplies is recognised in the State Water Quality Management Strategy for Western Australia (2001), which is a State level strategy for implementation of the National Water Quality Management Strategy (1994) in Western Australia.
  - P2 areas are defined to ensure that there is no increased risk of pollution to water source. P2 areas are declared over land where low-risk development already exists.
  - Protection of public water supply sources is a high priority in these areas.
  - P2 areas are managed in accordance with the principle of risk minimisation.
  - The policy aims to ensure that land use and development within P2 areas are compatible with the protection and

long-term management of water resources for public water supply.

- **Western Australian Planning Commission State Planning Policy 2.3 - Jandakot Groundwater Protection January 2017**
  - To ensure that all development and changes to land use within the policy area are compatible with maximising the long-term protection and management of groundwater, in particular for public drinking water supply.

**State Planning Policy 2.3 Priority Water Areas over Banjup  
(Jandakot Groundwater Protection)**



- **Western Australian Planning Commission State Planning Policy 2.9 - Water Resources**
  - Protect, conserve and enhance water resources that are identified as having significant
- **Department of Environment Public Drinking Water Resource Policy - Protecting Public Drinking Water Source Areas in Western Australia 2005.**
  - The objective is to deliver 'safe, good quality drinking water' to consumers, now and in the future by protecting water quality in this area.
- **Department of Water- Water Quality Protection Note Number 93, September 2009.**
  - WQPN No. 93 specifies P2 areas are to be managed in accordance with the principle of risk minimisation and so

restricted intensity development (with conditions) and activity with a low contamination risk is accepted.

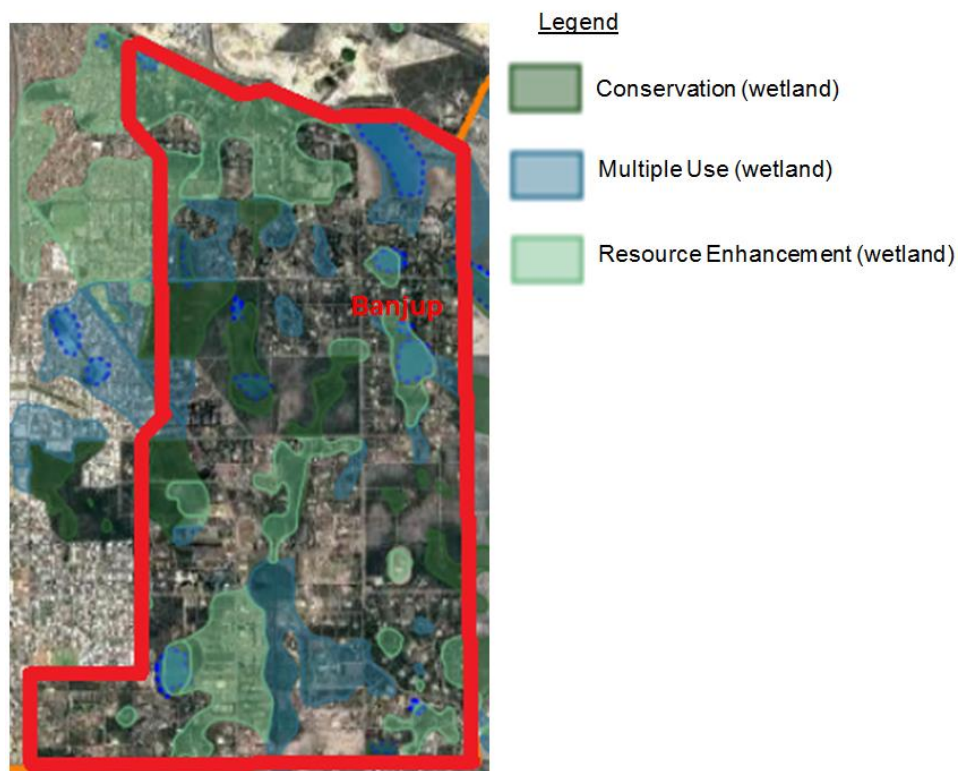
- **Department of Water - Water Quality Protection Note 65 - Toxic and hazardous substances**

- WQPN No. 65 specifies Toxic and hazardous substances (THS) are materials that are widely used to fuel machinery, clean equipment, control pests and support our lifestyle. If mismanaged, they can poison living things, disrupt reproductive processes and habitats, and may generate fires or explosions. The Department of Water is responsible to ensure WQPN 65 is considered at the planning stage.

In addition to the above it is important to note also the significance of the wetlands listed throughout Banjup. Under Liveable Neighbourhoods – Western Australian Planning Commission operational policy; the boundary and extent of a wetland and its buffer must be determined in accordance with State Planning Policy 2.9 - Water Resources which includes discussions with the Department of Parks and Wildlife.

The wetlands within Banjup are illustrated below and provide an additional layer of planning control which speaks to the MRS definition above. It is very appropriate that Banjup be retained for rural water protection purposes for the future.

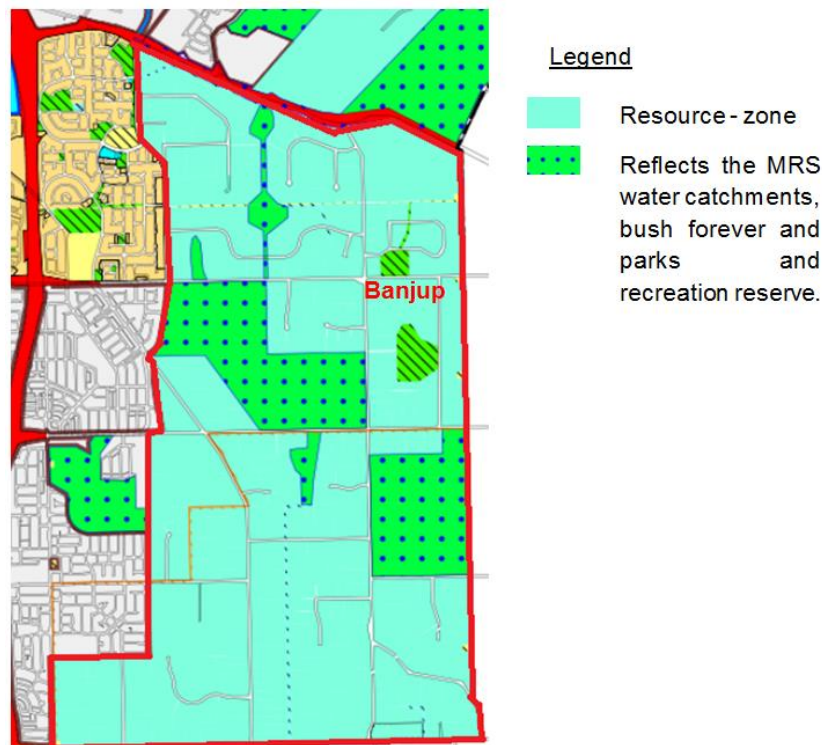
**Geomorphic Wetlands Swan Coastal Plain - Banjup**



### Town Planning Scheme No. 3 ('TPS No. 3')

The City of Cockburn's Town Planning Scheme currently reflects that which is described above under the MRS and PP@3.5. It however refers to the rural area as a "Resource" zone rather than that of the 'rural zones' as described under the MRS. This helps to portray that the focus of land use control always understands the needs of protecting what is a below ground water resource. This is shown below:

#### **Town Planning Scheme No. 3**



The objective of the 'Resource' zone over Banjup in the Scheme is somewhat similar to that of the MRS and PP@3.5 over Banjup in that it is; *"to provide for the protection of the Perth Metropolitan underground water resource"*.

The State and local planning framework, as discussed above, has been planned to retain Banjup's rural amenity. This structures a planning framework that has been effective in controlling land use and development such that the environmental qualities and resilience of the landscape in protecting and maintaining groundwater qualities is enduring.

What measures would be required to retain the Rural zoning and maintain the rural amenity of the locality of Banjup?



In accordance with the above State Planning Framework the Rural (water) significance of Banjup is heavily imbedded into the State and Local Planning framework at a statutory level. This should remain.

Should any hypothetical application at any level (be it under the MRS, Town Planning Scheme or even an application for subdivision) be lodged; it would be assessed in accordance with this framework. In light of the 23 March 2018 PP@3.5 no support would (or should) be granted for any departures to rural/water protection.

On this basis the planning framework as at 23 March 2018 mandates that statutory controls under the MRS and TSP No. 3 are required to retain the Rural zoning and the rural amenity of the locality of Banjup.

Any individual or company seeking to undertake unlawful land use activity in Banjup (typically not rural activity) could face prosecution under the Planning and Development Act 2005. On this basis the current framework is geared towards enforcing the above position, for protection of Banjup's rural amenity, as expressed by Council.

#### Maintaining rural amenity in Banjup

'Amenity' is defined under the *Planning and Development (Local Planning Schemes) Regulations 2015* Deemed provisions for local planning schemes and therefore the City's Town Planning Scheme No. 3 as;

***"Amenity means all those factors which combine to form the character of an area and include the present and likely future amenity".***

The notion of 'rural amenity' was explored and defined in detail at the State Administrative Tribunal ('SAT') under [2010] WASAT 142 in "Greenelm Pty Ltd and City of Swan". This case law is of particular relevance to this exercise in Banjup which seeks to understand how rural amenity can be protected. In order to understand how we can protect rural amenity we first need to define what 'rural amenity' is.

The above mentioned SAT case explored this issue (in detail) and provided a methodology for defining 'rural amenity' and as such this learning can be applied in this example over Banjup.

Under the above mentioned SAT case a detailed locality analysis of 89 properties within two kilometres of the site was undertaken. In the case within Banjup a detailed analysis of the same magnitude has not been carried out to the same level of scrutiny for the purposes of this report. Notwithstanding the above; the below aerial photographs, which were taken above Banjup, gives an indication of the existing 'rural residential amenity.' This 'aerial photograph analysis' meets (in part) the accepted methodology of the abovementioned SAT case. This is primarily

defined by rural lots with a single house with/without rural outbuildings, retained bushland and wetlands, with firebreaks and driveways also present. The below photographs purport to provide a snapshot of two typically 'rural' areas within Banjup that represent the majority of land use activities.



More recently under a City of Cockburn SAT case the Banjup locality was defined as follows by the SAT under [2018] WASAT 4 in "Vodafone Hutchinson Australia Pty Ltd and City of Cockburn"

*"The Tribunal considers the locality might be described better as rural residential. It was noted that Banjup in the vicinity of the site predominantly comprises lots of about 2 hectares, each with a house. The 'Resource' zoning does not allow commercial*

*agriculture in order to protect groundwater. The keeping of animals, such as horses, is not uncommon”.*

The rural amenity is therefore on balance, from the above two SAT cases, considered to be characterised by;

- Buildings that are dispersed and development is minimal.
- The majority of the lots are approximately two hectares in area and are used for rural residential purposes, most lots containing either a single or double storey detached dwelling. Some with incidental outbuildings/ swimming pools.
- Due to its location on top of the Jandakot Water Mound, development potential is very limited with genuine rural uses (such as farming and agriculture) generally not permitted in order to protect the groundwater.
- This has resulted in a highly vegetated area with minimal development. This is an intentional and desired outcome as detailed by State planning policy.

Given the above statutory controls (discussed earlier in this report); the current rural amenity (as described above); and the planned ‘long term’ rural/ residential use for Banjup (as per PP@3.5); Banjup is predicted to remain ‘typically (Banjup) Rural residential’ [see above 4 dot points for details]. Banjup is therefore predicted to be ‘Rural Residential’ for the foreseeable future. No additional measures are proposed in addition to the current state and local planning frameworks.

Banjup is not identified as a planning investigation area under PP@3.5. In conclusion, the City is considered to have in place the right planning framework that will protect rural amenity values for Banjup. Strict controls and enforcement of land use compliance has been effective in this regard.

## **Strategic Plans/Policy Implications**

### **Economic, Social & Environmental Responsibility**

Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health.

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



**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Risk Management Implications**

This report is a result of a request for further investigation from Council. It does not make any recommendations but rather report to Council on the most recent Planning Framework details in relation to Banjup but also Jandakot/Treeby. As such there are no risks associated with Councils decision given there is no requested decision for Council to make.

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

N/A

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

Nil.

**14.2 COCKBURN GATEWAYS STRUCTURE PLAN - AMENDMENT 1****Author(s)** R Pleasant

**Attachments**

1. Proposed Structure Plan Amendment Map [↓](#)
2. Gateways Proposed Staging Plan [↓](#)
3. Maps extracted from Traffic Impact Assessment - Road and Intersection Upgrades [↓](#)
4. Schedule of Submissions [↓](#)

**RECOMMENDATION**

That Council

- (1) adopts the Schedule of Submissions prepared in respect of the Structure Plan;
- (2) pursuant to Clause 20 of the Deemed Provisions of City of Cockburn Town Planning Scheme No. 3 (Scheme), recommend to the Western Australian Planning Commission (Commission) that the proposed Amendment 1 to the Gateways Structure Plan be approved subject to the following modifications:
  1. Modify Part 1 of the Structure Plan to be consistent with the Structure Plan Framework (Western Australian Planning Commission, August 2015) by removing all “explanations, discussions, descriptions, supportive information, design principles and development visions” including precinct character statements.
  2. Modify Part 1 to identify an upper retail floor space limit of 90,000sqm Net Lettable Area (NLA) for Development Area 24 of the City’s Scheme. Noting any expansion beyond this limit shall require a structure plan amendment. Update Part 2 of the Structure Plan report and the Traffic Impact Assessment accordingly.
  3. Include staging requirements in Part 1 of the Structure Plan as follows:

**Easement in gross extension**

Development approval for the extension of the internal main street to Wentworth Parade will have a condition imposed to require an easement in gross to be designated along the entirety of internal road to the satisfaction of the City of Cockburn. This easement in gross is required to be finalised within 12 months of the date of the first planning approval being granted.

Pedestrian Bridge over Beeliar Drive

A pedestrian bridge across Beeliar Drive connecting Linkage Avenue with the Gateways Precinct is to be approved and constructed as part of the first development stage. The applicant is to consult with the relevant stakeholders including the City of Cockburn and Main Roads Western Australia (MRWA) prior to submitting a Development Application. Design imperatives to inform the design are to include:

- a. Durability;
  - b. Low maintenance;
  - c. High quality of materials and finishes;
  - d. Openness and transparency;
  - e. Accessible;
  - f. Legibility of circulation;
  - g. Safety and security, and;
  - h. Connects seamlessly with road reserve/built form.
4. Include Subdivision and Development Requirements in Part 1 as follows:
5. Land Use Zones and Reserves

Land Use permissibility within the Structure Plan area shall be in accordance with the Structure Plan Map (Plan 1) and corresponding Zones under the City of Cockburn Town Planning Scheme No. 3.

A reference should also be provided to Part 2 of the Structure Plan Amendment report where an explanation is to be provided regarding consideration of 'D' and 'A' Uses within the Regional Centre Zone in Table 1 of the City's Scheme.

Assessment criteria - LCACS

Development approvals for various stages shall be supported by an assessment that addresses the Significant Development Application Criteria in the City's Local Commercial and Activity Centre Strategy (2012).

Design of the Public Domain and movement network

A public domain and access plan is to be prepared prior to the approval of stage 1 for all streets, footpaths, landscaping and public spaces within the structure plan area including the Beeliar Drive interface. The public domain and access plan shall address how to deliver streets that are appropriate for an

urban environment including integration with adjacent built form and/or landscaping versus a car park environment focused on driveways for vehicles. This includes addressing needs for cyclists, pedestrians and vehicles and integration with bus routes and bus stops. The public domain and access plan shall respond to the relevant Department of Transport policy requirements in addition to State Planning Policy 4.2 where relevant and be provided and/or updated for each planned staged expansion.

#### Urban water Management Plan

The Urban Water Management Plan shall be updated with each subsequent Development Application.

#### Parking Management Plan

A Parking Management Plan is to be prepared consistent with the Department of Transport Parking Guidelines for Activity Centres prior to stage 1 and updated for each subsequent staged expansion. This plan shall address required directional signage across the activity centre.

#### Transport upgrades and requirements

Upon finalisation of the TIA include relevant transport related staging requirements in Part 1.

#### 6. Include Local Development Plan requirements in Part 1

A Local Development Plan (LDP) is to be prepared for any stage/precinct proposing a residential use designated as a 'D' Discretionary Use within Table 1 of TPS3. The LDP is to identify specific primary controls to guide subsequent Development Applications. The preparation of the LDP will consider, but not limited to, the following elements:

- The relevant site specific constraints and opportunities;
- State Planning Policy 4.2 – Activity Centres for Perth and Peel;
- Design WA - Apartment Design and Precinct Design Policies;
- The Cockburn Central Activity Centre Strategy vision, objectives and recommendations.
- The City's Local Commercial and Activity Centre Strategy

(2012).

7. Modify the Structure Plan Map to:
  - a. Remove all references to precincts P1 and P2, and
  - b. Mark designated Driveways 1 to 4 and show driveways 5 as indicative.
8. Update the Traffic Impact Assessment (TIA) as follows:
  - a. Require the applicant update the TIA to the City's satisfaction. This includes addressing comments made within MRWA letter dated 16 April 2018 and detailed in the Schedule of Submissions;
  - b. Adopt the Department of Transport's request for parking provision to be maintained below 4.2 spaces/ 100sqm, assessed at the completion of each stage of development;
  - c. Include a section in the TIA detailing the intent of the TIA. This includes informing the coordination of various staged expansions including infrastructure upgrade requirements. Also detail the requirement to update the TIA at each staged expansion to an upper limit of 90,000sqm in order to demonstrate the local movement network can facilitate the proposed expansion in the absence of all regional road network upgrades being completed.
9. Following the update to Part 1 and the relevant updates to the TIA, update Part 2 of the structure Plan report to the City's satisfaction.

### Background

The Gateways Structure Plan was approved by Council on 9 December 2010 and has for the last 8 years provided the planning and design framework to guide the development that exists today. The 2010 Structure Plan allowed for the following parameters –

- Expansion of the shopping centre from 26,462sqm of Net Lettable Area (NLA) of shop/retail floor space to 50,000sqm NLA;
- The development of the main street component, which has become a successful food and beverage destination that spans activity in to the evening hours of the centre;
- The provision of the public transport corridor through the site;
- Developer contributions for public infrastructure, and;

- Vehicle access points, carpark and landscaping.

These elements have now been delivered and as a result an amendment is now sought by Element (previously TPG + Place match) on behalf of the landowner (Perron Investments Pty Ltd) to provide for the further expansion of the Gateways precinct.

The purpose of this report is to consider the Proposed Structure Plan amendment and provide a recommendation to the Western Australian Planning Commission (WAPC).

### **Submission**

N/A

### **Report**

This report provides a description of existing development within the Gateways precinct followed by details of the Proposed Structure Plan amendment. The City's assessment follows incorporating consideration of the submissions received during the advertising process and details regarding pre-lodgement discussions with the City and various State Agencies including the Department of Planning, Lands and Heritage.

### Current development

The Gateways precinct:

- Is a traditional internalised shopping centre with the exception of a food focused external main street on the northern frontage of the shopping centre;
- Is surrounded by car parking both at grade and basement/rooftop (3,030 bays);
- Includes 48,480sqm of NLA retail floor space with a further 6,342m<sup>2</sup> of NLA non-retail floor space focussed along Beeliar Drive frontage;
- Has a major access point from the Midgegooroo Avenue/Beeliar Drive intersection (Driveway 1), further minor accesses from Wentworth Parade and Beeliar Drive;

Historically there have been reduced connections for pedestrians and cyclists between the subject land and the Cockburn Town Centre and the Cockburn Train Station and this remains an ongoing challenge that continues to require attention. The delivery of regional road, rail and freeway infrastructure has naturally been an issue that impacts the connectivity within and throughout the activity centre. Addressing this requires a coordinated response from state and local government and

the private sector, and is not something that either of these stakeholders can do singularly.

Traffic congestion continues to be an issue in Cockburn Central and surrounding the Gateways precinct however noting considerable support and funding for several road upgrades are currently in the project management preparation stages and/or are being planned for delivery. This road investment will address these traffic issues, and importantly provide a catalyst to private investment following. The Gateways Structure Plan amendment is an example of how committed infrastructure delivery has enabled the private sector confidence in significantly investing and expanding their business presence.

The most significant project for Cockburn Central relates to the Armadale Road and North Lake Road Bridge Interchange project which has a construction start date of early 2019.

#### Proposed structure plan amendment

The proposed Structure Plan amendment relates to lots 202 and 203 Beeliar Drive, Success and seeks to facilitate the significant expansion to the existing shopping centre and the wider precinct bound by the Kwinana Freeway, Beeliar Drive and Wentworth Parade.

The amendment proposes:

- The removal of retail floor space limitations, anticipating expansion to an initial total of 90,000sqm of NLA retail floor space to potentially 150,000sqm NLA over the longer term.
- The extension of the main street to the west to Wentworth Parade and designation of a new town square location.
- Expansion to car park areas and changes to vehicle access and egress points.
- Guidance for residential development to be introduced within the northern portion of the Gateways precinct, in proximity to Beeliar Drive.

The Structure Plan amendment seeks to do this through:

- Two overarching precincts “P1 Beeliar Drive Mixed Use Precinct” and “P2 Shopping Centre Precinct” as depicted in the Structure Plan map at attachment 1.
- The introduction of a precinct based approach to guide development approvals for staged development.

- The introduction of a land use table to supplement Table 1 - Land Use Class Table in the City's Scheme to guide "Preferred and Contemplated" land uses.
- Precinct character statements to guide design of urban form and public spaces.
- Design criteria for the precincts external facades and interfaces.

The Structure Plan amendment proposes to undertake the expansion over a series of stages as illustrated in attachment 2. Specific timing and development details are not provided regarding the various stages in addition to no details on what the various infrastructure requirements are required for each staged expansion.

#### Relevant Scheme requirements

The Gateways precinct is zoned 'Regional Centre' under City of Cockburn Town Planning Scheme No. 3 (Scheme) and is also depicted as 'Development Area 24' (DA 24) and Development Contribution Area No. 13 ("DCA 13") under the Scheme. DA 24 specifically makes provision for –

- An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.*
- The combined Gross Leasable Area (GLA) of retail floor space within the Gateways Precinct shall not exceed 35,000 square metres (GLA) until a review of the shopping centre design and associated access arrangements has been undertaken to the satisfaction of Council. In this respect particular attention is to be given to access arrangements to Beeliar Drive and to the provision of a suitable public transport corridor through the Gateways Precinct to the Town Centre Precinct on advice from the Public Transport Authority.*
- The Structure Plan shall facilitate the development of a Precinct that includes regional shopping, showroom, office, entertainment, and community facilities supported by a highly interconnected transport system.*
- The local government may approve Local Development Plan(s) for any part of the Development Area as defined on the approved Structure Plan, pursuant to clause 52 of the Deemed Provisions.*



- v. *The Structure Plan is to provide for safe and efficient pedestrian connections between the Cockburn Central Railway Station, the Town Centre Precinct and the Gateways Precinct.*

### Planning assessment

#### *Assessment against Scheme requirements*

- *Exceeding floor space restrictions and impact on the regional road network*

The Structure Plan amendment proposes to exceed the current 50,000sqm NLA retail floor space currently adopted within the Gateways Structure Plan (2010) by removing floor space restrictions. Generally there are three areas that require consideration:

1. Ensuring there is sufficient capacity in the surrounding road network to support the increase of vehicle trips per day resulting from the proposed expansion,
2. That there is a range of transport options available,
3. Identifying what the impact of the expansion will have on the ongoing evolution and viability of the City's largest activity centre which encompasses a range of issues addressed later in this report.

The following discusses the transport related elements.

With regard to the capacity of the surrounding road network and the required intersection upgrades, the Structure Plan amendment is supported by a detailed Transport Impact Assessment structured on identifying the impacts on the surrounding road network at 2 stages – 90,000sqm and 150,000sqm retail floor space expansion.

Supporting an expansion of 90,000sqm of retail floor space the TIA identifies MRWA has advised the traffic modelling for the Armadale Road and North Lake Road Bridge Interchange project assumed expansion of the Gateways Shopping Centre to a future retail floor space of 90,000sqm with a further suggestion that capacity could also be provided subject to further investigation over the longer term for a greater expansion. Stated is that this demonstrates the ability for the surrounding road network to function subject to the identified regional road upgrades to 90,000sqm alongside additional upgrades. These upgrade requirements are illustrated in attachment 3 (Fig 5, 6 and 7).

At 150,000sqm expansion of retail floor space the TIA identifies the need for further analysis and for the Beeliar Drive Bridge to be upgraded in addition to upgrades to Midgegooroo Avenue, Beeliar Drive

(West of Wentworth parade), Wentworth Parade and Driveway 3 and 4 (See attachment 3 – Fig 8 to 12).

What remains unclear, in addition to the further studies that require undertaking post 90,000sqm, within the TIA is when and if the following road upgrades would be required to support the surrounding road network inclusive of the Gateways expansion, recognising these projects are also claimed within the TIA to be included within the modelling of the surrounding road network undertaken by MRWA:

- Duplication and extension of Hammond Road.
- Construction of Bartram Road Bridge over Kwinana Freeway.

Further concerns relate to the estimated trips per day along Wentworth Parade post 90,000sqm. Estimates suggest the need to reclassify the road to an integrator connector and this may have impacts relating to road reserve widths and the number of access driveways for example. These issues need further examination and it is suggested appropriate for the City's emerging District Traffic Study include this area of investigation alongside other regional network movement issues.

With regard to the City's requirements, it is noted pre-lodgement discussions with the applicant and the applicant's traffic consultant required the modelling for the TIA to adopt the City's adopted position for the future planned upgrade of Poletti Road and the potential downgrading of Midgegooroo. The TIA has been modified accordingly.

The response provided suggests the traffic network upgrades are capable of accommodating the planned expansion of the centre to 90,000 sqm NLA subject to the delivery of regional road infrastructure upgrades. Recognising the aspiration for the very long term is an ultimate 150,000 NLA of retail floorspace, it becomes difficult to forecast what may or may not be required components of infrastructure at that future time and it is suggested there is insufficient information to support such a significant expansion. Accordingly it is recommended the floor space upper limit be restricted to 90,000sqm of NLA retail floor space for the precinct, specifically the land contained within DA 24 of the City's Scheme.

With regard to movement aspects proposed within the precinct itself, the TIA provides a vehicular access plan, a recommended public transport plan and a pedestrian and cyclist link plan (See attachment 3 – Fig 2 to 4).

Recognising the Structure Plan amendment seeks to provide a framework to deliver development in a staged manner, the City needs to be assured certain triggers are in place to ensure infrastructure is delivered where required at each staged expansion. Of particular focus is the applicant stating the next two expansions are likely to be less than 90,000sqm and as a result there is no information to support what

upgrades are required at these stages. This is a concern given the regional road network upgrades have not yet been delivered. Therefore the following is recommended:

- In the absence of all regional road network upgrades being undertaken, each staged expansion will be supported by an update to the TIA to demonstrate the surrounding road network can support the staged expansion.

Further, the applicant is requested to clarify in the TIA whether traffic modelling and the expansion of the centre is reliant also on the duplication and extension of Hammond Road and the construction of Bartram Road Bridge over Kwinana Freeway prior to any planned expansion. It is noted that the Bartram Road Bridge is not short or medium term supported project.

It is noted that from a strategic viewpoint that the vehicular access plan, the public transport plan and the pedestrian and cyclist link plan provided in the TIA currently provides sufficient information to inform the future development of a public domain and access plan which the City is recommending to be prepared prior to the approval of stage 1. This plan will design and plan for all streets, footpaths, landscaping and public spaces within the structure plan area and including the Beeliar Drive interface. The public domain and access plan shall address how to deliver streets that are appropriate for an urban environment versus a car park environment focused on driveways for vehicles. This includes addressing needs for cyclists, pedestrians and vehicles and integration with bus routes and bus stops. The public domain and access plan shall respond to the relevant Department of Transport policy requirements in addition to State Planning Policy 4.2 where relevant and be provided and/or updated for each planned staged expansion. The plans will also demonstrate integration with the car parking strategy.

#### Removal of floor space restrictions and impact on the evolution of the activity centre

In addition to regional road impacts, further considerations relate to how the precincts expansion will address wider elements as identified within the City's Local Commercial and Activity Centre Strategy (LCACS). This includes addressing the Significant Development Criteria in LCACS which relates to elements of:

- Intensity of development and the proposals contribution to this overall objective;
- Diversity of uses;
- Legibility and permeability of the movement network;
- Activation of proposed uses and the urban environment;
- Amenity and public realm should enhance public spaces, and;

- Adaptability to meet the changing needs of the wider centre and its users.

As a result the City recommends the removal of the precinct criteria from Part one of the Structure Plan amendment report and the requirement for all development applications to respond to the significant development application criteria in the City's LCACS.

#### Proposed precincts and residential development

The Structure Plan amendment seeks to introduce a mixed use precinct fronting Beeliar Drive inclusive of residential development and a shopping centre precinct south of the internal main street as illustrated within the Structure Plan map at attachment 1. This approach is supported by precinct based design criteria to guide subsequent development applications.

In response the Structure Plan amendment provides no supporting information or analysis to suggest why residential development is suitable fronting Beeliar Drive and why it is suitable over alternative options within the precinct. What was required here was a response to the principles detailed within State Planning Policy 4.2 – Activity Centres for Perth and Peel. Furthermore the City is particularly mindful of amenity issues including noise impacts from the Freeway and Beeliar Drive and the lack of design analysis to inform the mixed use precinct.

As a result the City recommends –

- The removal of precincts from the Structure Plan map;
- The removal of character statements and design criteria from Part 1 of the Structure Plan amendment report;
- Introducing flexibility to undertake detailed design and planning analysis to demonstrate the suitable location for residential development by requiring a Local Development Plan (LDP) be prepared for any stage/precinct proposing to accommodate residential development. The LDP rather than adopt standard typologies within the emerging Apartment Design Policy, shall be undertaken as a “precinct planned area – R-AC0”;

#### Land Use Permissibility

As a result of the recommendation to remove the precincts from the Structure Plan map and the precinct based design and planning guidance, the City recommends removing the Preferred and Contemplated land use approach within Part 1. Part 1 should be updated to recognise land use permissibility within the Structure Plan area is to be in accordance with the Structure Plan Map (Plan 1) and corresponding zones under the City of Cockburn Town Planning

Scheme No. 3. Part 2 should include guidance for the assessment of 'A' and 'D' Discretionary uses including for example residential development requiring the preparation of a Local Development Plan to guide the City's discretion.

#### Response to advertising

The formal 28 advertising period ran from 30 January to 2 March 2018. Letters were sent to all affected landowners and residents seeking comment on the Structure Plan amendment in addition to letters sent to the relevant service and state agencies. It is noted the Transport Portfolio (including MRWA, DoT and PTA) were provided an extension to 17 April 2018.

In response, 6 submissions were received, the following provides a response to key issues raised within the Schedule of Submissions provided at attachment 4.

#### Request for Driveway 4 to be ceded as a public road

Driveway 4 is the southernmost driveway into the Gateways precinct from Wentworth Parade. The TIA identifies that the intersection is likely to require a roundabout or traffic signal upgrade at estimated final build out of approximately 150,000sqm. The landowner to the south is requesting the driveway be required to be ceded as a public road. In response the City advises the southern extent of the precinct including driveway 4 is unlikely to be delivered in the short to medium term and as a result of the abovementioned decisions to restrict retail floor space expansions to 90,000sqm, this issue can be addressed within future structure plan amendments and or updates to the TIA assessment as required by specific development applications.

#### Traffic Modelling

MRWA request updates to the TIA regarding justification for traffic lights along Wentworth Parade and clarification regarding several other factors relating to modelling inputs. The City recommends to the WAPC the applicant respond to the issues raised within the MRWA submission and update the TIA accordingly.

#### Department of Transport (DoT) and Public Transport Authority (PTA) issues raised regarding inadequate information to support pedestrian, cycling and public transport planning

The combined submission does not support the proposal and raises issues relating to the wider activity centre of which are responded to in the schedule of submissions at attachment 4. With specific regard to the Gateways Structure Plan amendment report and the supporting TIA, the

DoT and PTA state the TIA is inadequate in addressing pedestrian cyclist and public transport elements in addition to car parking. As stated previously the TIA includes the plans at attachment 3 (Fig 2 to 4) and recognising the staged approach the applicant is seeking. The City is recommending a public domain and access plan be prepared prior to the first staged expansion and to be updated at subsequent stages. The City also recommends these be prepared in accordance with the DoTs relevant policies including SPP4.2.

It is noted the significant provision the applicant is proposing for a pedestrian overpass from the Gateways precinct to the town centre over Beeliar Drive and that the City is recommending the pedestrian bridge be delivered within the first stage of development. The views expressed by DoT and PTA do not recognise the key portfolio responsibilities they have in addressing pedestrian and cycling movement in the area. This is particularly due to the presence of infrastructure that they control (freeway, passenger railway and station), which is primarily part of the structural barriers that pedestrians and cyclists find most difficult to navigate. The delivery of the pedestrian bridge by the developer of the shopping centre is a significant solution that addresses the most pressing pedestrian movement issue in the precinct currently.

The DoT request parking provisions be maintained below 4.2 spaces/100sq.m, assessed at the completion of each stage of development. The City supports this approach.

#### Pre-lodgement discussions with Depart of Planning, Lands and Heritage

The City met with the applicant and the Department of Planning Lands and Heritage (DoPLH) on 10 February 2017 regarding the proposal. At this meeting DoPLH advised the following –

#### Structure of Part 1 and 2

It was recognised, and the City agreed, for simplicity the applicant might find it appropriate to keep the current level of detail and structure currently provided within the 2010 Gateways Structure Plan rather than follow the WAPC's Structure Plan framework recommended Part 1 and 2. Suggesting this approach would assist in such things as legibility and cross referencing purposes.

In response the City notes the Structure Plan amendment 1 is a significant departure from the structure provided within the 2010 structure plan. As a result the City is recommending the Structure Plan amendment 1 be updated in accordance with the Structure Plan framework Part 1 and 2.

#### State Planning Policy 4.2 – Activity Centres for Perth and Peel

The DoPLH advised within the meeting the Structure Plan amendment 1 was not required to address the requirements of SPP4.2 including the Model Centre Framework. As a result the City has not undertaken an assessment against these provisions.

#### Conclusion

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

#### **Strategic Plans/Policy Implications**

##### Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve parking facilities, especially close to public transport links and the city centre.

#### **Budget/Financial Implications**

N/A

#### **Legal Implications**

N/A

#### **Community Consultation**

The Structure Plan Amendment was advertised for public comment from 30 January to 2 March 2018. Letters were sent to all affected landowners and residents explaining the structure plan.

#### **Risk Management Implications**

Should the Structure Plan amendment proceed without the recommended modifications, this could significantly impact the ability of the City to appropriately address key planning and design decision making and lead to issues in delivering outcomes for the benefit of the precinct and the wider activity centre including but not limited to addressing traffic impacts, legibility and accessibility of the centre, and amenity of the public realm.

#### **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 May 2018 Ordinary Council Meeting.

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

Nil



Plan 1 - Structure Plan Map



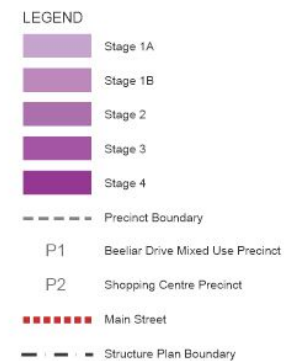
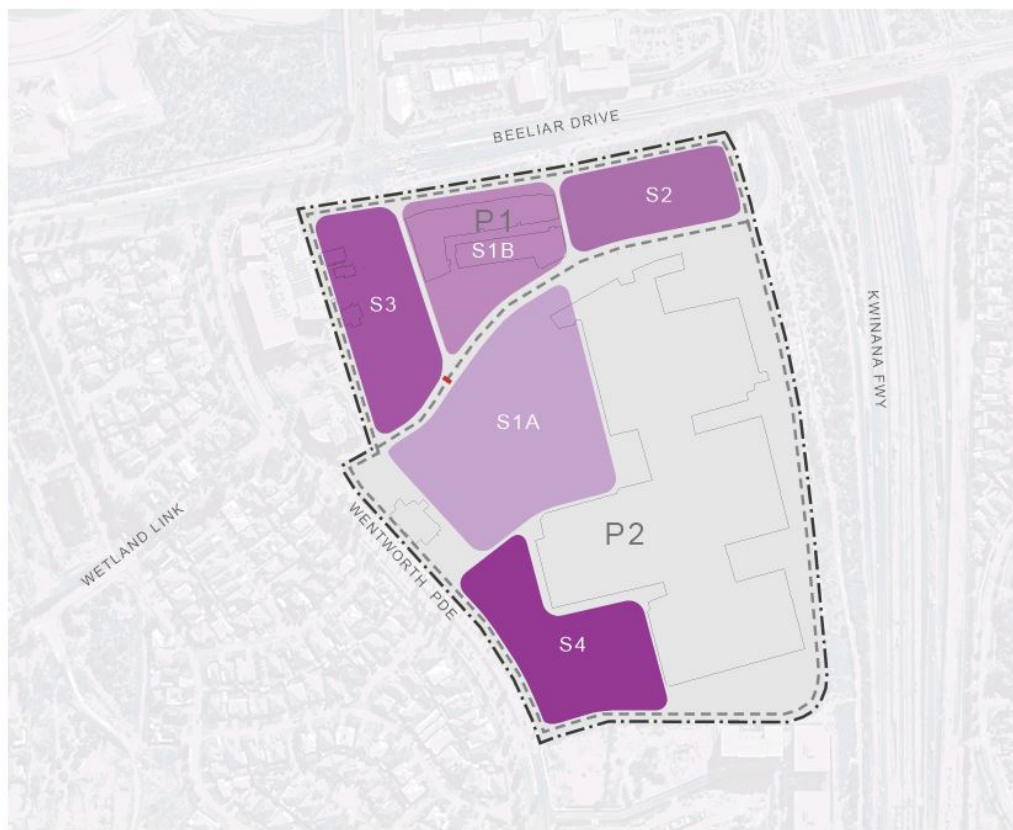
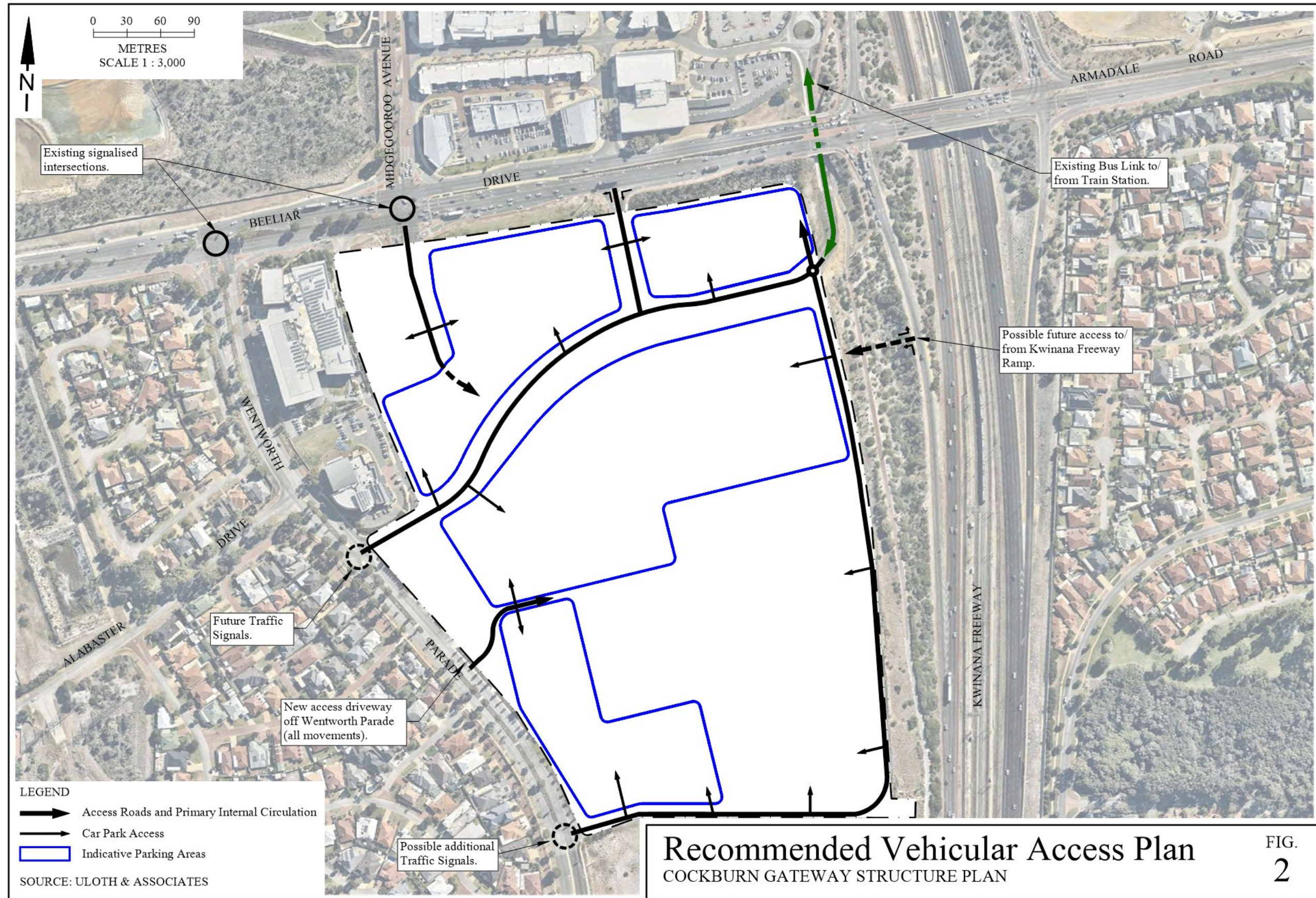
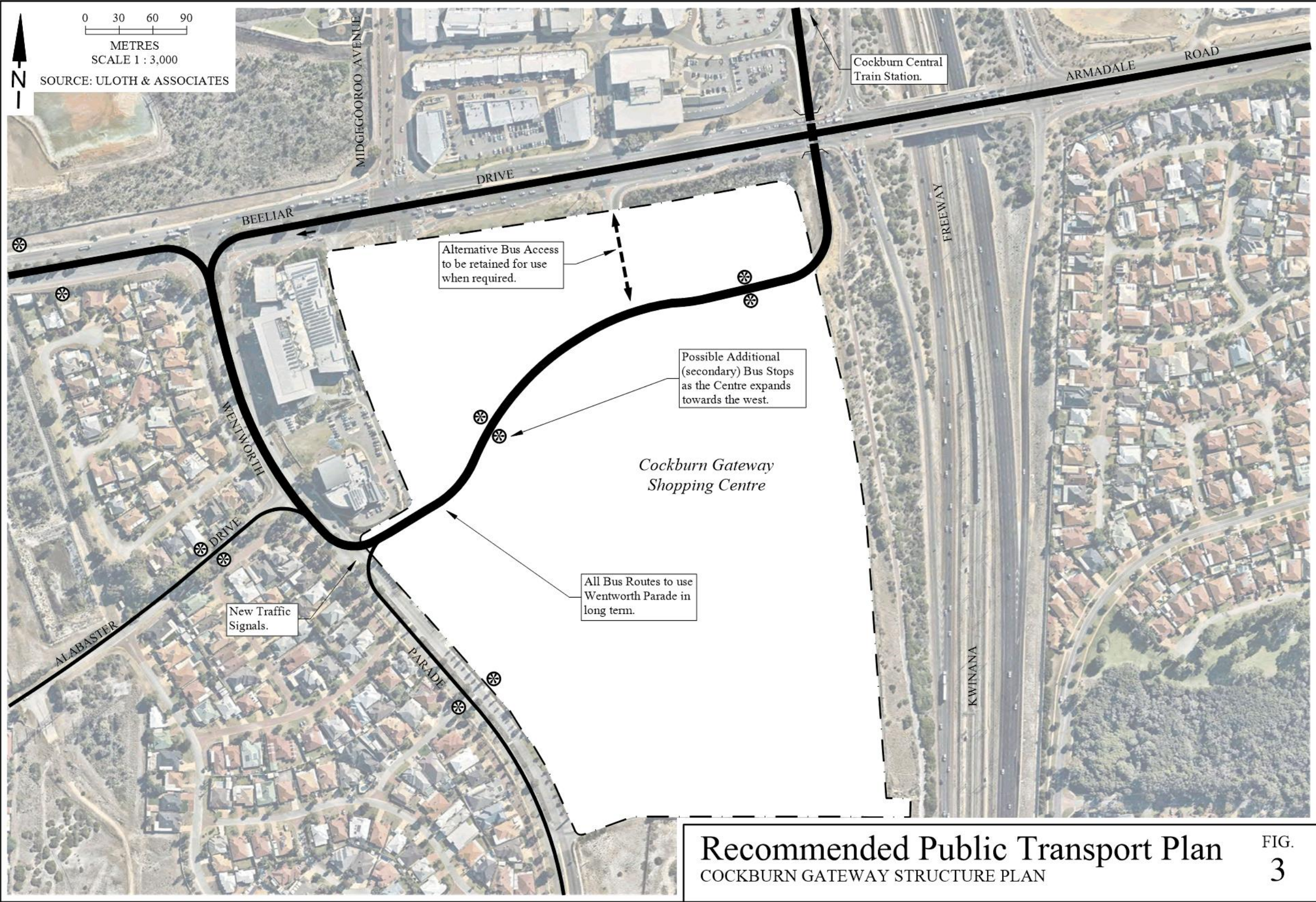


Figure 9. Indicative Staging Plan

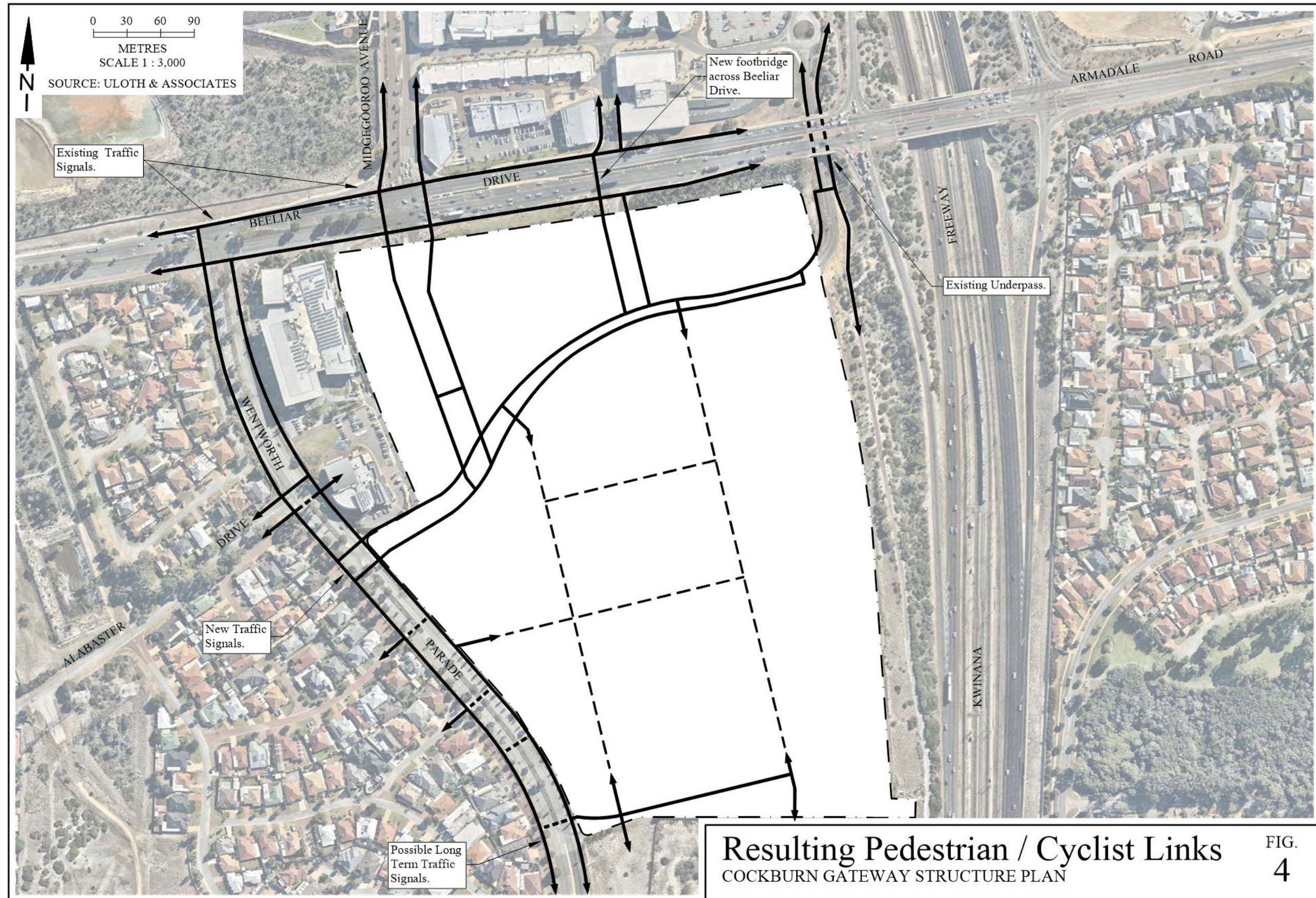




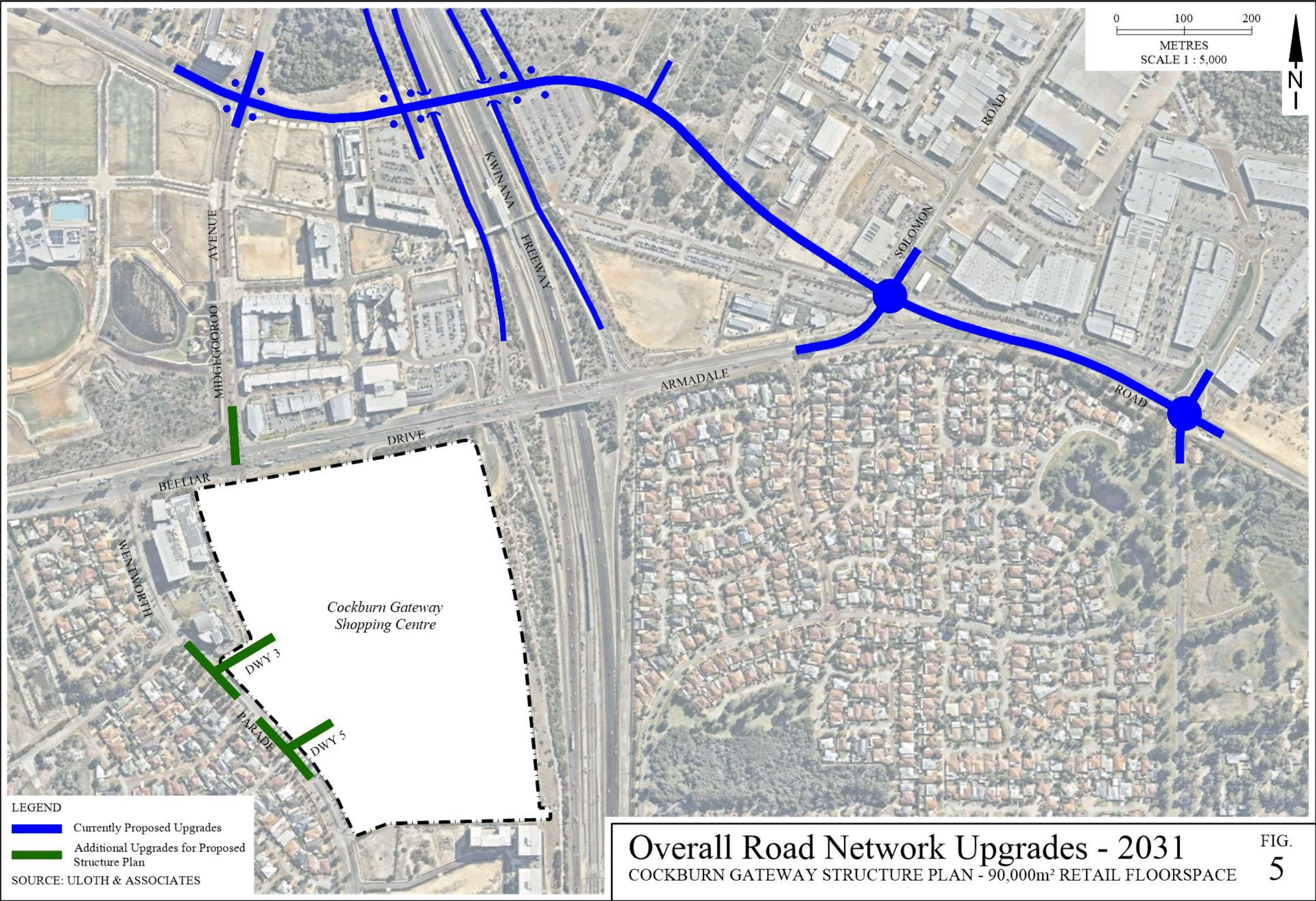




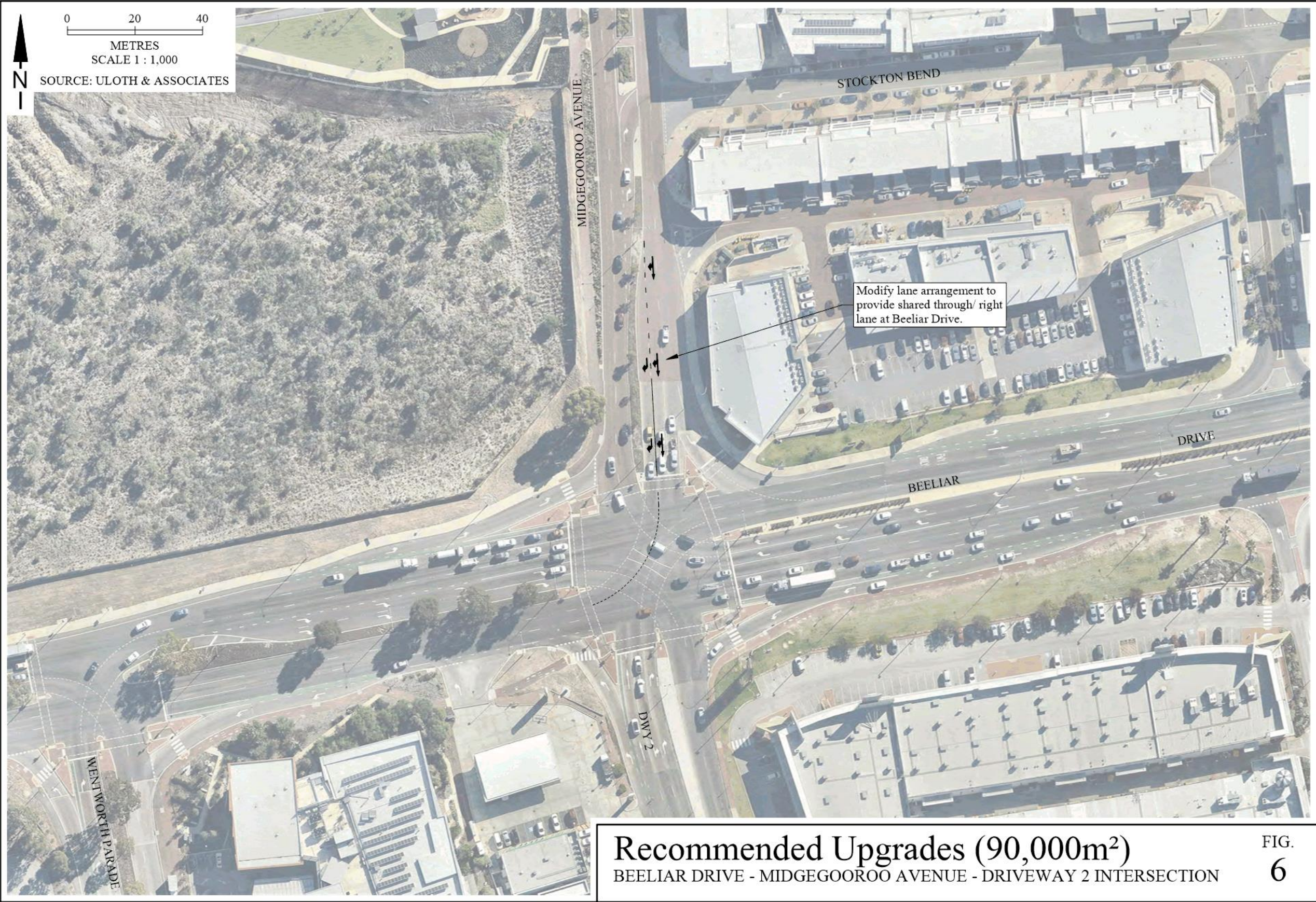




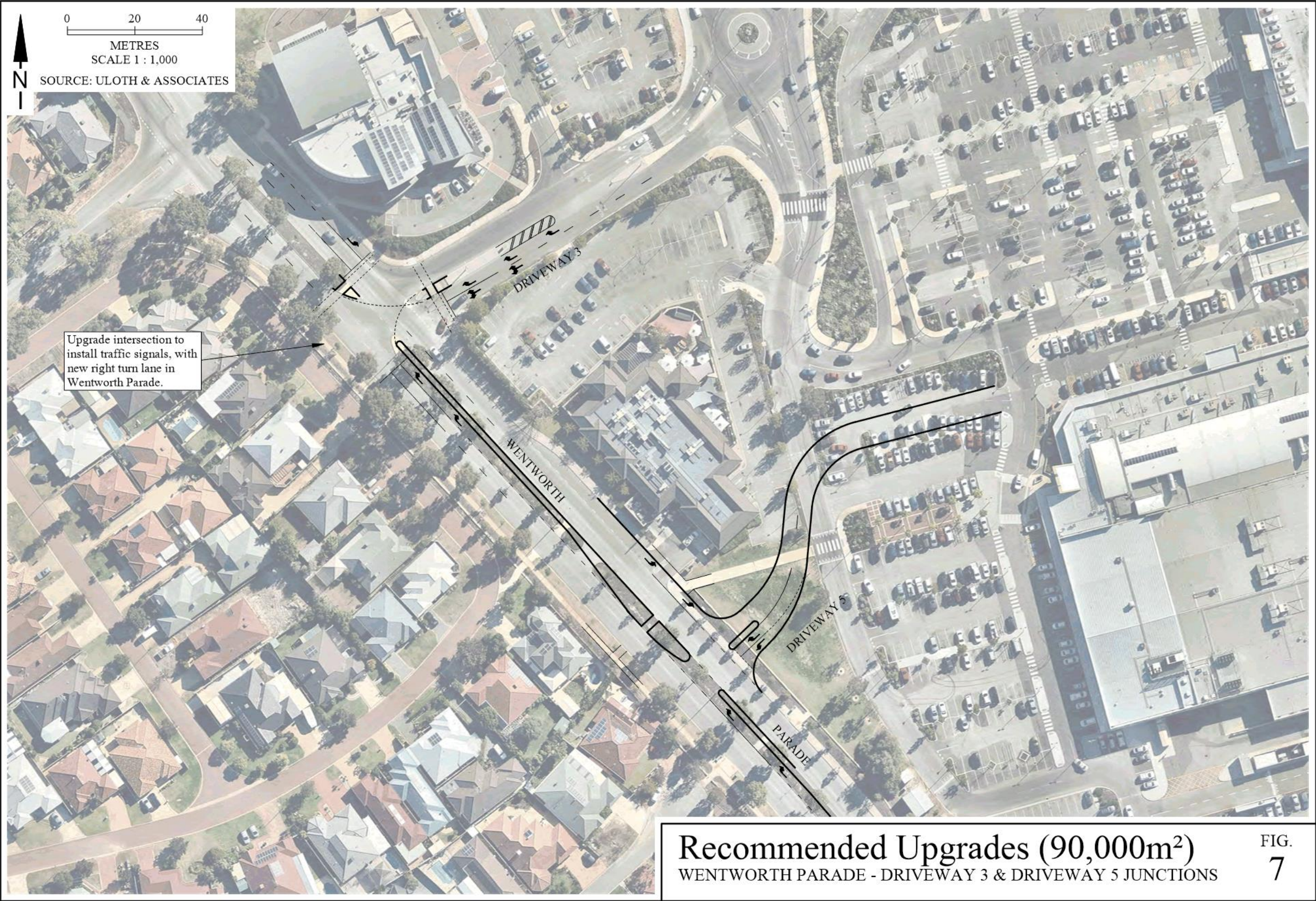




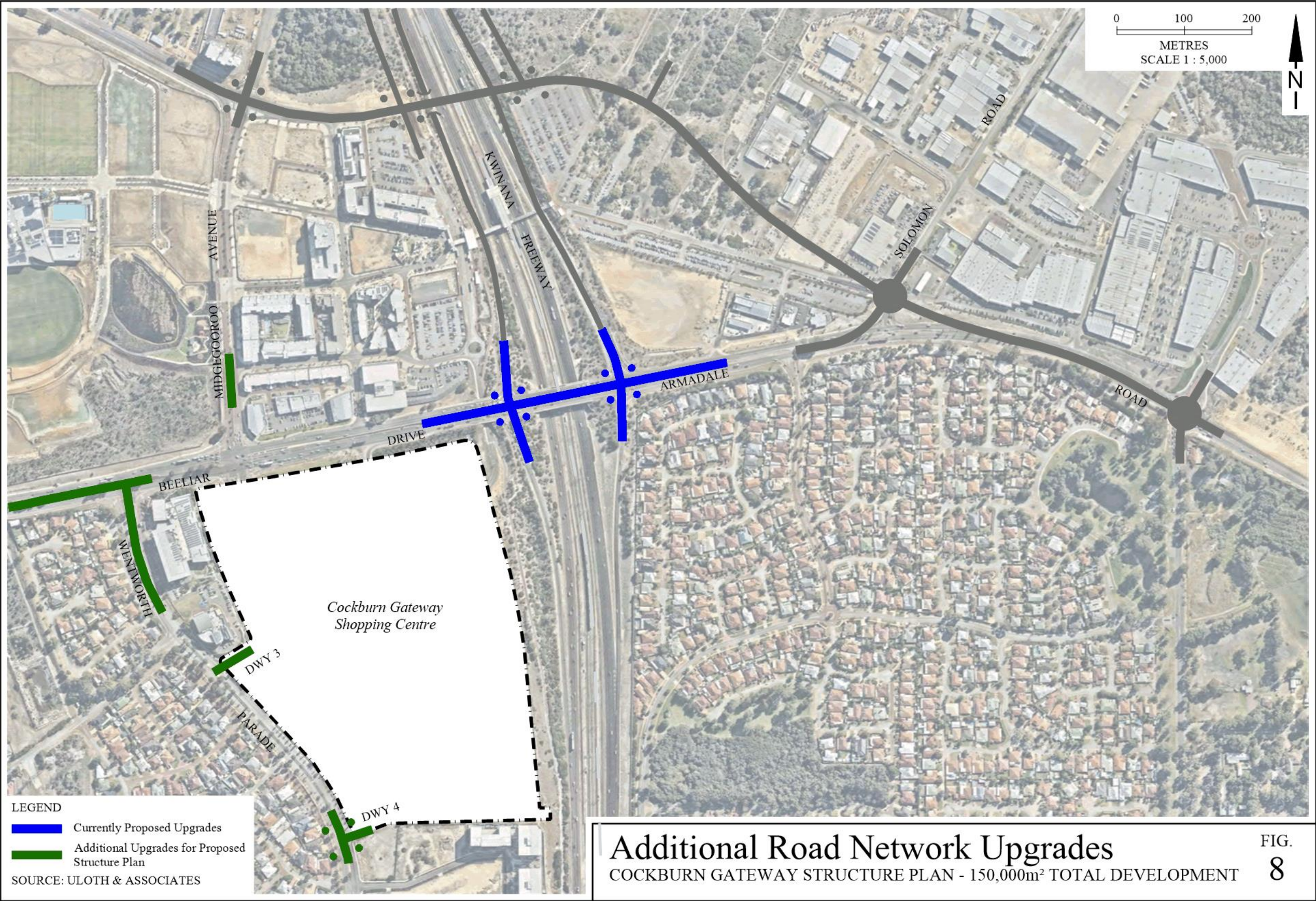




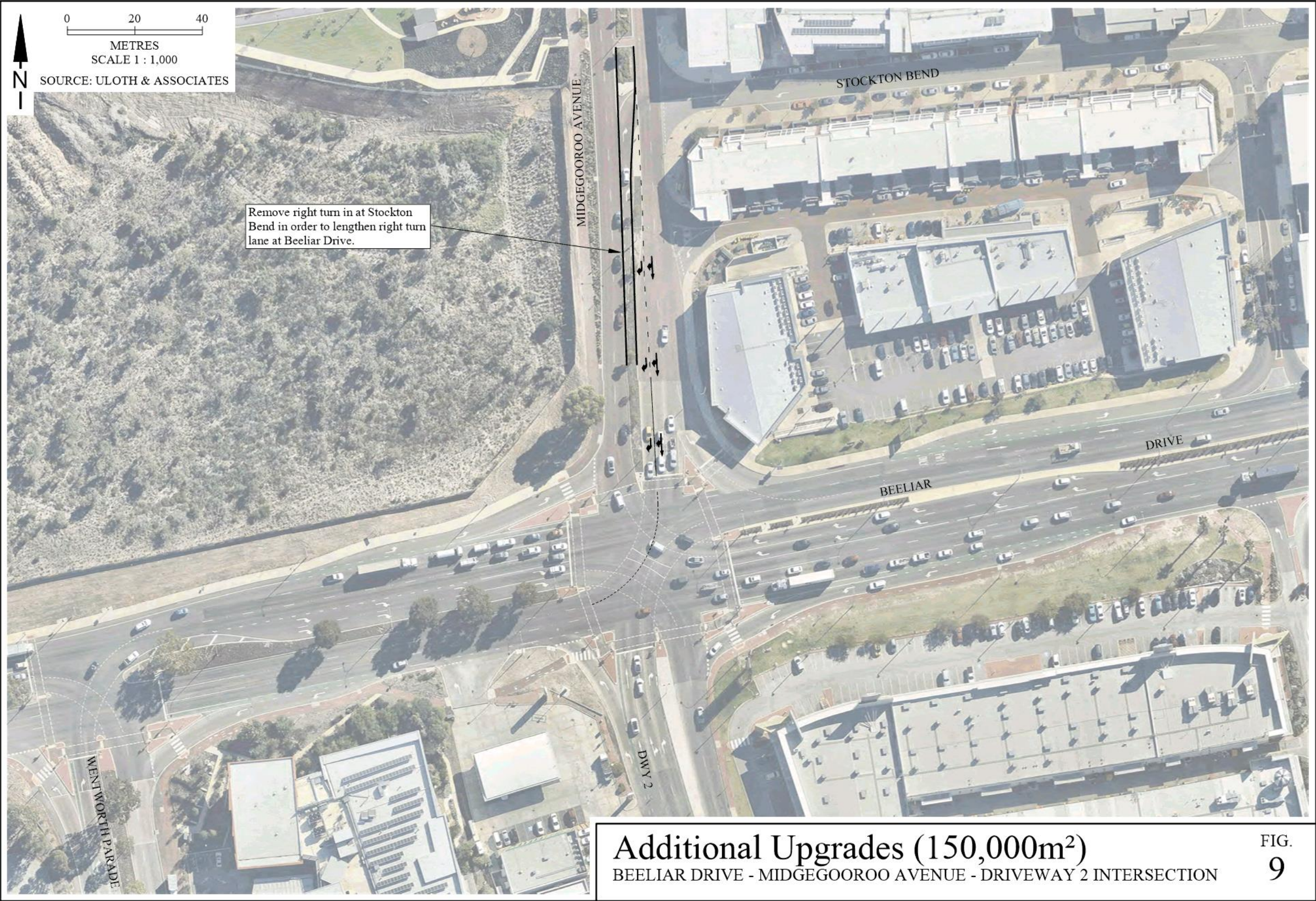




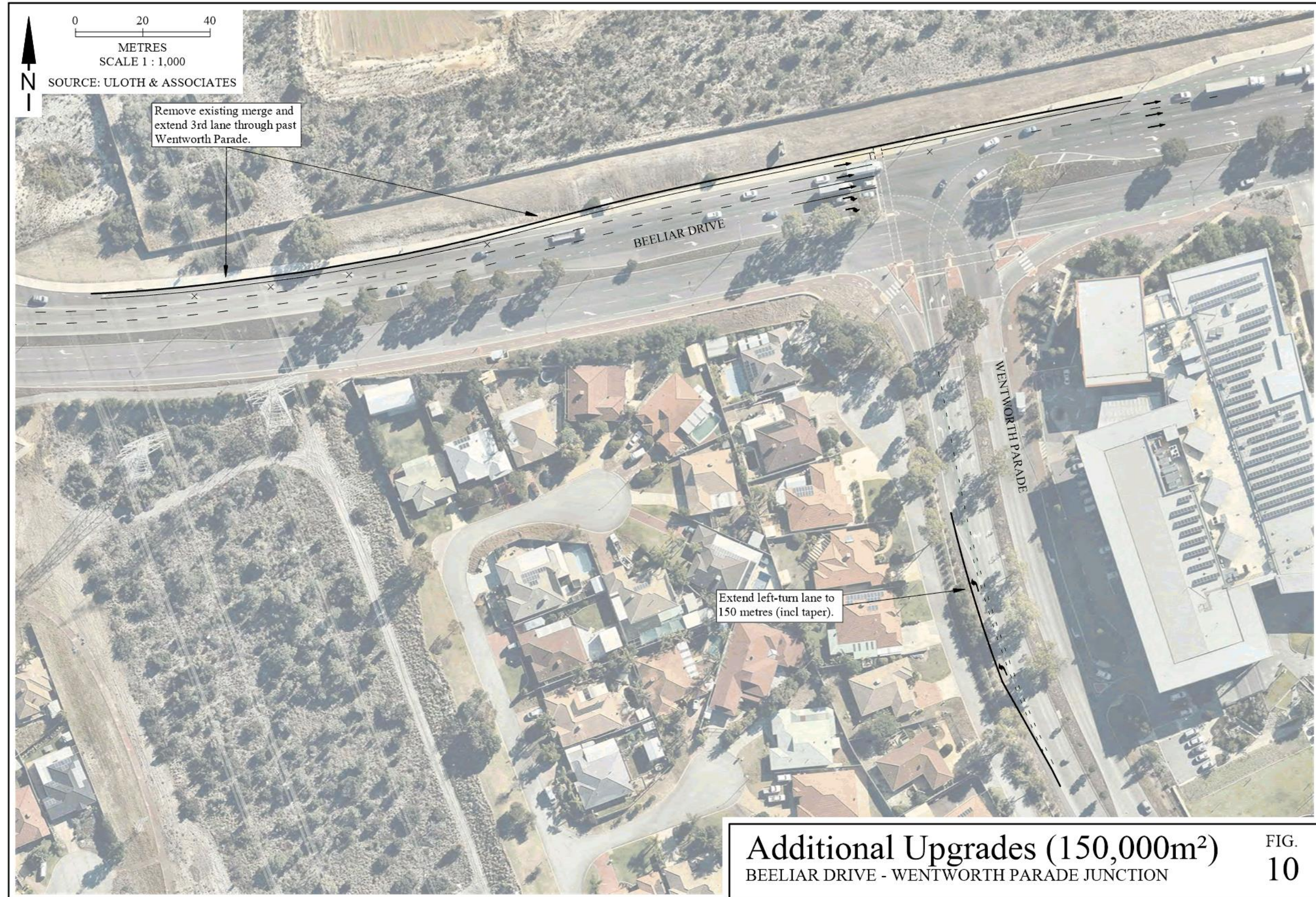




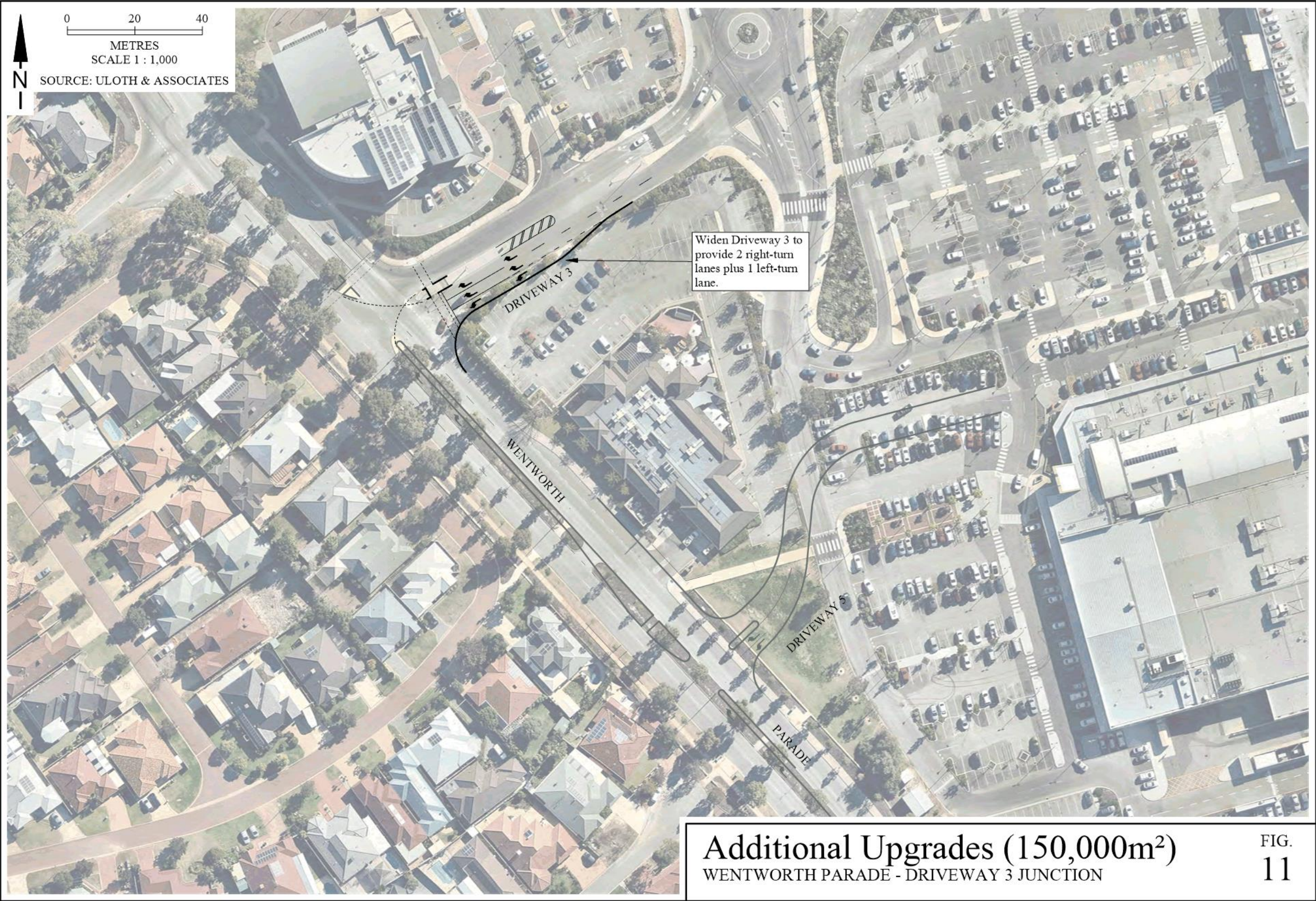



















File No. 110/006

**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN AMENDMENT – GATEWAYS PRECINT**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Western Power GPO Box L921 PERTH WA 6842	<p>A Danger Zone, Registered Easement, Restriction Zone or Minimum approach distance represent areas of high risk when building or working near the Western Power network. Before commencing any work it is essential that you complete a Dial Before You Dig enquiry to obtain the location and voltage of the Western Power network.</p> <p>Areas of high risk include;</p> <ul style="list-style-type: none"> <li>• Danger Zone – Defined by regulation 3.64 of the Occupational Safety and Health Regulations 1996</li> <li>• Registered Easement - Western Power easements are registered on the Certificate of Title for the property. Easements and conditions are available from Landgate (<a href="http://www.landgate.wa.gov.au">www.landgate.wa.gov.au</a>)</li> <li>• Restriction Zone – These are applied in the absence of a registered easement and are calculated in line with the Australian Standard for overhead line design (AS/NZS 7000:2010)</li> <li>• Minimum approach distance</li> </ul> <p>It is recommended that persons planning to build or undertake works in high risk areas near transmission or communication assets (including those listed above) act in a safe manner at all times and in accordance with all applicable legal and safety requirements (including the 'duty of care' under the laws of negligence, Worksafe requirements and guidelines, Australian Standards and Western Power policies and procedures).</p> <p>Western Power provides services that may assist persons planning to build or work within high risk areas near transmission or communication assets (refer to your Dial Before You Dig enquiry for location and voltage). These services can be found by visiting the Transmission and communication assets section of the Western Power website (<a href="https://www.westernpower.com.au/safety-access/working-near-our-network/">https://www.westernpower.com.au/safety-access/working-near-our-network/</a>).</p>	<p><b>Noted</b></p> <p>Noted and information will be passed on to the applicant.</p>
2	Department of Fire and Emergency Services (DFES)  GPO Box P1174  PERTH WA 6844	<p>I refer to your email dated 1 February 2018 in relation to the referral of Amendment 1 to the Gateways Precinct Structure Plan.</p> <p>It is unclear from the documentation provided if the City of Cockburn (City) has applied State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) to this proposal.</p> <p>Should you apply SPP 3.7 then, we request the relevant information pursuant to this policy be forwarded to DFES to allow us to review and provide bespoke comment prior to the</p>	<p><b>Noted</b></p> <p>Referral to DFES in this instance is not required however may at subsequent stages where for example residential development is proposed.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>City's endorsement of the structure plan.</p> <p>If there is some other reason which has given you cause to consider a referral to DFES, could you please provide detail on the attached 'Referral to DFES Checklist'.</p>	
3	<p>Water Corporation</p> <p>PO Box 100 LEEDERVILLE WA 6902</p>	<p>While the proposed land use and development control changes are not of immediate concern to the Water Corporation, the future redevelopment of the precinct will place additional, unplanned demands on the local water network and may impact the capacity of the downstream sewer on Wentworth parade that collects wastewater from the precinct.</p> <p>Subsequent planning and development approval stages for land parcels within the precinct will hopefully provide more detailed information from the proponent's consulting engineers regarding water demands and projected wastewater flows, which will allow the Corporation to review its infrastructure planning in a timely manner. Any upgrades to the water reticulation network and the downstream receiving sewers that are required to support the proposed increase in development in the precinct will need to be funded and undertaken by the proponents.</p>	<p><b>Noted</b></p> <p>Noted and information will be passed on to the applicant.</p>
4	<p>Roberts Day Level 2, 442 Murray Street PERTH WA 6000</p>	<p>RobertsDay acts on behalf of Gold Estates Holdings Pty Ltd c/- Richard Noble &amp; Company, the landowner of Lot 810 Wentworth Parade, Success.</p> <p>Lot 810 directly abuts the Gateways Shopping Centre to the south, and is a 4,000sqm vacant site zoned Residential R160, on the corner of Malata Crescent and Wentworth Parade.</p> <p>The supporting traffic report prepared by Uloth &amp; Associates predicts that a total of 23,280 vehicles per day will travel on the section of Wentworth Parade in front of Lot 810, in a scenario where the shopping centre accommodates 150,000sqm of floorspace. This represent an increase to current day flows of 270%, with the daily background traffic stated as 8,490 vehicles per day for the section of Wentworth Parade just north of Malata Crescent.</p>	<p><b>Not supported</b></p> <p>The TIA indicates the intersection upgrade of Driveway 4 is not required until the "additional upgrades" are undertaken in the vicinity of 150,000sqm. The City recognises this will be several years at least in addition to the requirement for a full TIA update to be provided for development post 90,000sqm retail floor space expansion. At which point the City will address this requirement alongside updated traffic generation figures.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		 <p>As context, 23,000 vehicles per day is approximately the same number of movements carried by current day Beeliar Drive immediately north of the shopping centre (west of Wentworth Parade).</p> <p>This increase in vehicle movements will significantly impact any future development of Lot 810, decreasing the level of service for vehicles exiting from Malata Crescent onto Wentworth Parade - in particular, vehicles seeking to head north turning right across traffic - and potentially prohibiting safe movement given no signals or upgrades are proposed.</p> <p>It is noted that the entrance to the shopping centre immediately north of Lot 810 onto Wentworth Parade (identified as 'DWY 4') will require an upgrade to a signalised intersection to accommodate the increase in traffic flows. As a result of the impact of traffic generated by the shopping centre, primary access for Lot 810 should occur to the north to allow vehicles to access Wentworth Parade safely with the upgraded intersection. For this to occur, the City should seek for Driveway 4 to be a gazetted public road for the length of</p>	



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>the Lot 810 northern boundary (and potentially to afford Lot 9400 to the east with access also), as a requirement of the Structure Plan, to be shown on the Structure Plan map.</p> <p>It is not considered in the interests of orderly and proper planning to allow a substantial increase in development floorspace to the Gateways Shopping Centre if it creates an impost on our Client's lot, and effectively deters development from achieving the highest and best use for the City on this strategically important site. The creation of a gazetted public road will essentially frame the southern section of Gateways Shopping Centre, allowing access to any future development of Lot 810 and 9400 to safely occur on their northern boundaries.</p> <p>Subject to the City recommending a modification to the Structure Plan as outlined above, we submit our non-objection.</p>	
5	Department of Transport and Public Transport Authority GPO Box C102 PERTH WA 6839	<p>The Department of Transport (DoT) has liaised with Main Roads WA (MRWA) and the Public Transport Authority (PTA), and provides the following comments.</p> <p>This proposed Structure Plan Amendment is related to the potential for redevelopment of the Gateways Shopping Centre, including the expansion of retail and commercial areas. The Amendment includes provision for an increase in retail floor area from 50,000sq.m to approximately 90,000sq.m, and modification in the development structure to include a 'Main Street'. The Amendment also includes provision for an ultimate development of the Site, including as much as 150,000sq.m of total development.</p> <p>The DoT acknowledges the traffic modelling and planning that has been undertaken by the proponent. The Transport Portfolio however is not prepared to support the proposed amendment to the Structure Plan as a large number of significant transport matters remain unresolved, including those raised by the Portfolio and acknowledged by Council in 2014.</p> <p>The Traffic Impact Assessment provides detailed assessment of traffic operation and function, but is not considered to be adequate in the context of non-traffic transport impacts, including public transport, pedestrian and cycling modes. The requirements for such information are defined by SPP4.2 - Activity Centres for Perth and Peel and the Transport Assessment Guidelines.</p> <p>A number of items for resolution have been appended to these comments. These items do not comprise an exhaustive list of the additional information required, but identify specific areas of concern to be addressed in a detailed Transport Impact Assessment.</p> <p>Please also refer to our related advice dated 24 February 2014 and the City's undertakings to proceed with planning as a result of those comments.</p> <p><b>Recommendations</b></p>	<p><b>Response to recommendations:</b></p> <p><b>Recommendation 1 – The City respond to DoT advice provided on 24 February 2014.</b></p> <p>The advice DoT is referring to here is the DoT's submission on the Cockburn Central Activity Centre Plan (2014) and the requirement to undertake <i>A Public Transport Movement and Access Strategy for the wider Activity Centre</i>. In response the City recognises the significant infrastructure under the control and planning of DoT, the PTA and MRWA in Cockburn Central and does not support the suggestion the responsibility should sit with the City to coordinate such a plan. Such infrastructure includes the Kwinana Freeway, the Cockburn Train Station, the emerging Thornlie line, the MRWA designed Armadale Road and North Lake Road Bridge Interchange project and the 5 PTS carparks surrounding the station. In addition to the ongoing road design requirements imposed on Beeliar Drive by MRWA.</p> <p>In 2017 the PTA received funding to prepare a Station Access Strategy which the City understands to be in draft form. It is suggest</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>In view of the above, DoT therefore recommends that:</p> <ul style="list-style-type: none"> <li>• The City prepare and progress the matters arising from the DoT advice of 24 February 2014, as per its resolution.</li> <li>• The City prepare a Pedestrian and Cyclist Access Strategy, Vehicle Parking Management Strategy and Public Transport Movement and Access Strategy to inform the development of the Precinct.</li> <li>• The Proponent provides detail regarding transport-related aspects of the Structure Plan, for all modes, to a standard consistent with that required under SPP4.2 – Activity Centres for Perth and Peel and the Transport Assessment Guidelines.</li> <li>• The Proponent provides additional detail with regards to the proposed bus priority measures and infrastructure improvements, and their impact on bus services.</li> <li>• The currently planned easement in gross must be lodged and registered on title as soon as practical.</li> <li>• Parking provision be maintained below 4.2 spaces/100 sq.m, assessed at the completion of each stage of development.</li> </ul> <p><b>Items for Resolution</b> The following defines a number of key transport items that the Transport Portfolio requires resolution of before the Structure Plan can be supported or approved. It is expected that these would form part of an Activity Centre Structure Plan Transport Assessment consistent with the requirements of SPP4.2 - Activity Centres for Perth and Peel and the Transport Assessment Guidelines.</p> <p><b>Parking</b> As stated in the SP Report, the Precinct proposes a maximum provision of 4.5 spaces per 100sq.m for retail, and an additional 2.0 spaces per 100sq.m for non-retail uses. It also recommends a temporary increase in parking supply ratio up to 5.0 spaces per 100sq.m, in acknowledgement of development staging.</p> <p>The DoT requires that all Large Shopping Centres provide a maximum of 4.2 bays per 100sq.m. The parking provision rates proposed in the SP Amendment are acceptable, so far as the total remains below this maximum rate for the Precinct. This ratio must be assessed at the completion of each Stage of development, for the associated retail and non-retail yield appropriate at that Stage.</p> <p>A Parking Management Plan consistent with the DoT's Parking Guidelines for Large Shopping Centres will be required in support of any future Development Application. In addition, this Plan should be undertaken in coordination with a Behaviour Management Plan consistent with the Do T's Travel Plan Guidelines for Large Shopping Centres.</p> <p><b>Cycling and Pedestrian Access</b></p>	<p>the Transport Portfolio (DoT, MRWA and PTA) should consult with each other to ensure the draft Station Access Strategy is an effective integrated plan that considers the concerns raised by DoT. Noting the City has already provided input and advice on the draft in 2017 of which includes such a recommendation.</p> <p>It is considered extremely unlikely the City is in a position to coordinate a plan that requires considerable input, funding and recommendations from 3 State Agencies regarding infrastructure and land that the City has no control over.</p> <p>The remaining contents of the 2014 letter relate to the wider activity centre, not Gateways and the City largely disagrees with the recommendations.</p> <p><b>Recommendation 2 – The City prepare a Pedestrian and Cyclist Access Strategy, Vehicle Parking Management Strategy and Public Transport Movement and Access Strategy to inform the development of the Precinct.</b></p> <p>The City met with the Department of Transport during the Structure Plan advertising period at which time it was highlighted the intent of the Structure Plan Amendment was to provide the flexibility for the shopping centre to expand while at the same time ensuring we include the necessary triggers at subsequent development stages to ensure all infrastructure requirements are addressed. At this meeting the City highlighted the intent to include in the structure plan part 1 the need for future development to respond to the</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The location of the Site adjacent to several high-intensity pedestrian nodes, and with direct access to the primary Cycling Network highlights the importance of high quality pedestrian and cycling connections to the Precinct. Parking restrictions and demand management policies may also increase the propensity for active travel, consistent with the City's Strategic Community Plan.</p> <p>Therefore, the SP Amendment should provide an appropriate level of information to allow the Transport Portfolio assess the sufficiency and safety of proposed pedestrian and cycling access to and through the Precinct. The indicative pedestrian and cycling access plan should be updated to detail how access will be maintained or improved, as well as how the existing internal road network will be affected. In addition, the following recommendations are proposed for consideration:</p> <p><i>Cycling Network Provision</i> The SP Report indicates that all pedestrian paths will be of "sufficient width" to be shared with cyclists. This infrastructure should be carefully considered to reflect the potential demand, which is likely to include employees, shoppers, children, training and utility cyclists. The different needs of these constituent groups warrant consideration of additional on-street or segregated cycling infrastructure along the periphery and core internal links, or an increased path width to support shared path usage. The proposed width of all paths and bike lanes should be identified in the SP to allow for assessment of sufficiency.</p> <p>The SP should reference the Western Australian Bicycle Network Plan (WABN) 2014-2031 and the Transport@ 3.5 million and Beyond Cycling Network Plan to provide context for the cycling and pedestrian network. In addition, the SP should reference the Draft City of Cockburn Bike Plan to ensure integration with the local pedestrian and cycling network.</p> <p><i>End-of-Trip Facilities</i> Well-distributed bike storage facilities are a requirement to support cycling modes. This should be provided in the form of u-rails in prominent areas adjacent to entrances, and secure bike shelters for employees. Other facilities should also be considered, including end-of-trip changing facilities and bicycle repair stands.</p> <p><i>Beeliar Drive Pedestrian Bridge</i> Consideration should be given to locating the 'Beeliar Drive Pedestrian Bridge' onto the eastern side of Linkage Avenue. The eastern side provides a greater area for landing of the bridge on the northern and southern sides of Beeliar Drive, while providing a more legible connection of the southern landing to the existing shared path on Beeliar Drive. By landing the pedestrian bridge on the eastern side of Linkage Road would also provide more legible and direct connection to Cockburn Train Station.</p>	<p>extensive requirements of the City's Local Commercial Activity Centre Strategy (LCACS), particularly highlighting the assessment area of "access" for "Significant development Applications" including the need to address the prioritising of public, transport, cycling and walking, walkability in the catchment. It is disappointing the DoT does not recall these discussions within the formal submission nor did the DoT respond to the City suggesting this approach was not supported.</p> <p>It is noted the City recommends the inclusion within the Structure Plan Part 1 the following –</p> <p><u>Design of the Public Domain and movement network</u></p> <p>A public domain and access plan is to be prepared prior to the approval of stage 1 for all streets, footpaths, landscaping and public spaces within the structure plan area and including the Beeliar Drive interface. The public domain and access Plan shall address how to deliver streets that are appropriate for an urban environment versus a car park environment focused on driveways for vehicles. This includes addressing needs for cyclists, pedestrians and vehicles and integration with bus routes and bus stops. The public domain and access plan shall respond to the relevant Department of Transport policy requirements in addition to State Planning Policy 4.2 where relevant.</p> <p>Recognising the staged approach likely to be adopted for development, the public domain and access plan can also be staged however the plans in the TIA including the pedestrian,</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The design of this bridge should be mindful of cyclist and universal access (i.e. DOA compliance), with sufficient width to permit separation of pedestrians and cyclists. Staircases to the footbridge may be used to encourage usage by able-bodied pedestrians, to limit travel distance. Such staircases may reduce, but not eliminate, the number of ramps required.</p> <p><i>East - West pedestrian connections through Subject Site</i></p> <p>The TIA currently only depicts new and/or improved north-south pedestrian linkages and the east west pedestrian linkages being provided between the north-south corridors. It does not appear that any linkages connecting from south of the Wentworth Parade/Main Street Crossover to the shopping complex have been created or improved.</p> <p>It is recommended that additional east west connections be provided to assist with safe pedestrian movements through the car parking area, not just between the north south pedestrian corridors.</p> <p>Designated footpaths should also be identified as 'existing' and 'future' on plans as is required by the Transport Impact Assessment Guidelines, to allow better assessment of the pedestrian upgrades.</p> <p><i>Additional Crossover (Wentworth Parade)</i></p> <p>A new crossover is proposed for Wentworth Parade which may impact the existing pedestrian access route. Additional infrastructure will be required to support safe, effective pedestrian movement across this important east-west link.</p> <p>The indicative plan also does not detail how the new crossover and access road will affect the current internal road network of the car park. Information is required regarding the impact and/or mitigation of this change on the current internal road network and pedestrians movement.</p> <p><i>Vehicular Access</i></p> <p>The new Wentworth Parade crossover is located approximately 20 metres south of an existing crossover to 'The Gate' drive through bottle-shop. The Department of Transport is does not support the retention of both crossovers; a single crossover only may be maintained in this location.</p> <p><i>Public Transport</i></p> <p>An existing agreement allows conditional access by PTA buses through the site, subject to route restrictions and annual review. The Transport Portfolio requires the removal of this condition to allow for better public transport access to the Shopping Centre and the Cockburn Central bus interchange via the Main Street. This will support existing and future</p>	<p>cyclist links, the vehicular access plan and the public transport plan should guide each subsequent stage addressing key elements including how precincts will connect and integrate over time.</p> <p><b>Recommendation 3 - The Proponent provides detail regarding transport-related aspects of the Structure Plan, for all modes, to a standard consistent with that required under SPP4.2 – Activity Centres for Perth and Peel and the Transport Assessment Guidelines.</b></p> <p>The response to recommendation 2 largely responds to this recommendation in addition to the recognition that the Transport Impact Assessment and the Structure Plan report propose the delivery of a pedestrian overpass across Beeliar Drive, connecting the Gateways precinct with the town centre. The City is recommending the pedestrian bridge be delivered within the first stage of development.</p> <p>Furthermore the DoPLH at pre-lodgement meeting did not require the applicant to respond to the SPP4.2 framework.</p> <p><b>The Proponent provides additional detail with regards to the proposed bus priority measures and infrastructure improvements, and their impact on bus services.</b></p> <p>The TIA on page 11 details the bus route through the site and a solution should a second bus stop be required. It is unclear what further information DoT requires here.</p>

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		<p>bus routes serving the surrounding catchment and will help reduce dependence on private vehicles. The amended agreement should be registered on title as an easement in gross between both Beeliar Drive and Wentworth Parade, and the bus underpass.</p> <p>The Modified SP should show the additional bus stops at the western end of Main Road (near Wentworth Parade), as identified in the SP Report text. All bus infrastructure requirements including roadworks and shelters within the boundary of the Precinct should be funded and provided by the landowner.</p> <p>The PTA does not support the requirement for all buses to access the Precinct via Wentworth Parade. Access for some buses via Driveway 2 is necessary to mitigate peak hour delays and provide reliable service.</p> <p>To support bus services via Wentworth Parade, appropriate upgrades will be required (e.g. traffic signals or bus priority measures), particularly for routes travelling east. These bus priority improvements, and the impact of these on the peak operation of bus services, must be assessed and described in the SP Report.</p>	<p><b>The currently planned easement in gross must be lodged and registered on title as soon as practical.</b></p> <p>The City agrees and understands Perron is rectifying this oversight.</p> <p><b>Parking provision be maintained below 4.2 spaces/100sq.m, assessed at the completion of each stage of development.</b></p> <p>Support – the structure plan and TIA to be updated accordingly.</p>
6	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>Main Roads has now completed its assessment of the Traffic Impact Assessment (TIA) report with the modelling inputs and the associated impacts to the existing road networks.</p> <p>At this stage, Main Roads is unable to support this development application for the proposed expansion of this shopping precinct as the network modelling undertaken is deficient on a number of levels.</p> <p>In this regard, please refer to the attached spreadsheet which provides comprehensive comments on each item that requires further attention by Uloth &amp; Associates.</p> <p>In addition, the applicant indicates that it is proposed that new traffic signals are to be installed along Wentworth Parade at multiple access driveways to the shopping complex.</p> <p>The developer must fully demonstrate that all alternative options are considered and a comparative analysis is provided to justify and demonstrate that traffic signal controls will deliver the optimum solution over other intersection controls (such as roundabouts).</p> <p>Similarly, the developer must justify and provide sound reasoning for any proposed modification to existing traffic signal controls and intersection lane capacity.</p> <p>In this regard I refer to Main Roads Traffic Signals Approval Policy for the applicant's further assistance which sets out the circumstances under which Main Roads Network Operations will consider approving the modification of existing traffic signals and the provision of new traffic signals on the road network.</p>	<p><b>Support – the applicant to update the TIA to the MRWA satisfaction.</b></p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>This policy document can be viewed via the link below: <a href="https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/TrafficManagement/Intersection%20Control%20Selection/Pages/default.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/StandardsTechnical/RoadandTrafficEngineering/TrafficManagement/Intersection%20Control%20Selection/Pages/default.aspx</a></p> <p>The applicant is also advised that the proposed modification of the Kwinana Freeway north bound off ramp to include access directly into the shopping complex is <b><u>not supported</u></b>.</p> <p>Given that the majority of the surrounding road network is under the responsibility of the City of Cockburn, Council's traffic engineering area should initially endorse such proposals prior to the applicant seeking Main Roads approval.</p> <p>Main Roads will reassess this application upon receipt of the revised modelling inputs within the TIA and provide its further comments.</p> <p>Please note that Main Roads is available to meet and discuss this development request with the key stakeholders.</p> <p><b>Please see attached for further comments.</b></p>	



**COCKBURN CENTRAL (GATEWAY PRECINCT) LSP AMENDMENT PROPOSAL TRAFFIC IMPACT ASSESSMENT REPORT  
NETWORK PERFORMANCE REVIEW COMMENTS**

Item No.	Section	Comments
1	Appendix D	Different internal zones seem to have been used to represent Cockburn Gateway Shopping Centre (Zone 1 in the 2016 sub-area network, Zone 5 in the 2031 sub-area network). Is there a reason why this is the case?
2	Appendix D	Tables D.1 and D.2 do not have trip demands for half of the zone pairs, for example: - 2 to 1 - 3 to 1; 3 to 2 - A to 1; A to 2; A to 3; etc.
3	Section 6.1	The current trip generation rate (5.65 trips/100 sqm) already exceeds the rate outlined in the RMS 'Guide to Traffic Generating Developments – updated traffic surveys' for shopping centres 40,000-70,000 sqm (4.4 trips/100 sqm). Therefore, the trip generation rate for the future upgrade scenarios should be estimated by proportionally factoring up the RMS trip rate for shopping centres 70,000 sqm and larger. Also, since Thursday evening is generally the busiest weeknight for Perth shopping centres, the highest RMS weekday trip rate should be used. Thus, for both future expansion scenarios, the more appropriate trip rate to adopt is $5.65/4.4 \times 4 = 5.14$ trips/100 sqm.
4	Section 6.4, Section 7, Appendix E	In light of comment #3, the results and conclusions outlined in these sections may no longer be valid.
5	Section 6.3, Section 7	The proposed upgrade of the Beeliar Dr bridge over Kwinana Fwy has only been included in the AIMSUN model for the 150,000 sqm expansion scenario. Given that 2031 traffic flows have been used for <i>both</i> expansion scenarios, this widening should logically be either included in, or excluded from, <i>both</i> expansion scenarios.
6	Appendix A.4	Please clarify on the "variety of sources" used as basis for the 'Other Uses' trip generation rates.
7	Appendix A.4	Please clarify on the "10 percent decrease of published RMS rates" that the trip generation for the shopping centre proper is stated to signify (note (1) Table A.4).
8	Appendix A.4	How was the number of trips between the 'Shopping Centre Proper' and the 'Other Uses' components of the development in Table A.4 (4,730 veh daily, 495 veh in PM peak) determined? It seems unrealistic to have such a high volume of traffic traversing within the development site itself, given the close proximity of the buildings.
8	Figure A.12	This figure is suppose to indicate the existing PM peak hour background traffic, but some traffic volumes to and from the development (via Driveways 1, 2 and 3) have also been shown.
9	Appendix B.2.2	More elaboration is needed to explain the derivation of the existing development ('Shopping Centre') trip matrix used in the existing traffic model. How was this trip matrix derived from existing PM peak hour development traffic illustrated in Figure A.10?
10	Appendix B.3.2	Only a travel time comparison has been carried out to validate the existing model. Other outputs need to be validated as well, including turning movements and directional link volumes, queue lengths and signal timings.
11	General	The underlying SCATS historical data used for all traffic signal phasings and timings in the models (both SIDRA and AIMSUN) must be provided as part of the TIA report for Main Roads' review.

12	AIMSUN Models	<ul style="list-style-type: none"> <li>- Please explain how the traffic demand for different vehicle classes was estimated.</li> <li>- No warm-up period was defined. Please define the warm-up period and appropriate demand matrix accordingly to ensure that the simulation reflects pre-peak hour traffic conditions prior to the simulation's assessment period (peak hour).</li> <li>- Signal timings used in the model should be provided.</li> <li>- The modelled lane configuration of Beeliar Dr eastbound between Wentworth Pde and Midgegooroo Ave does not accurately reflect the actual layout; the verge-side lane splits into two lanes just after the Beeliar Dr/Wentworth Pde intersection.</li> <li>- Yellow and red timings defined in the model do not reflect SCATS time settings. The intergreen times of the intersections defined in SCATS are mostly either 7 or 8 seconds whilst the intergreen timings in the model are either 5 or 6 seconds.</li> <li>- Speed limit of some sections to be updated as per the existing condition, including Midgegooroo Ave, Kwinana Fwy off ramp, westbound Beeliar Dr between Wentworth Pr and Midgegooroo Ave, and westbound Beeliar Dr between Linkage Ave and northbound Kwinana Fwy on ramp.</li> <li>- The extent of the model should be consistent across <i>all</i> scenarios, to enable like-for-like comparison. Currently, the existing model's coverage is much smaller than the future scenarios, excluding the North Lake Rd/Midgegooroo Ave &amp; Armadale Rd/Tapper Rd intersections.</li> <li>- Solid lane lines to be coded where required to avoid unrealistic lane change behaviour (e.g. lane changing at the stop line).</li> <li>- Reported modelling errors to be checked, especially:               <ol style="list-style-type: none"> <li>1. No paths available from centroids 25517 to 25519</li> <li>2. No giveaway conditions defined at node 24785</li> <li>3. PT line 25652 to be revisited</li> </ol> </li> </ul>
13	SIDRA Models	<ul style="list-style-type: none"> <li>• The Beeliar Dr/Armadale Rd freeway interchange has not been modelled as a network in the existing scenario.</li> <li>• In addition to the Beeliar Dr/Armadale Rd interchange, the network model should be extended along Beeliar Dr, to include the Midgegooroo Ave &amp; Wentworth Pde intersections.</li> <li>• The south-east approach modelled for the Beeliar Dr/Kwinana Fwy northbound ramp intersection does not exist. Given that this approach has been modelled to carry 700 veh/hr, this constitutes a <i>significant</i> error.</li> <li>• No separate vehicle movement class has been defined for traffic entering the on-ramps in the Beeliar Dr/Kwinana Fwy interchange models, as per recommended SIDRA methodology.</li> <li>• Peak Hour Factor has been increased from 95% to 100% for the future scenarios. This potentially underestimates the effect of 'peaking' of the peak hour volumes on intersection performance.</li> <li>• Justification must be provided for the particular Arrival Type values chosen (e.g. Arrival Type 6 assumed for Beeliar Dr/Kwinana Fwy Northbound, but Arrival Type 4 – 5 assumed for Beeliar Dr/Kwinana Fwy Southbound).</li> <li>• Default queue space and vehicle lengths have been used; the traffic needs to be calibrated to the characteristics of the Austroads vehicle classes.</li> <li>• Default lane widths used.</li> <li>• Inconsistent approaches have been employed to model the signal timings for the different scenarios; why have user-given phase times been used for the Thursday PM peak models, but user-given cycle times for the Saturday models?</li> <li>• No pedestrian crossing activation has been modelled at the Beeliar Dr/Midgegooroo Ave intersection. Particularly, the crossings across Beeliar Dr are activated roughly every 2nd cycle in both Thu PM Peak and Sat peak, &amp; can have a significant effect of stretching the minimum green time for the phase servicing Midgegooroo Ave.</li> <li>• Lane 5 on the East approach of the Beeliar Dr/Midgegooroo Ave intersection should be modelled as short lane.</li> <li>• Justification must be provided for the changes made to the gap acceptance parameters from their default values.</li> </ul>



### 14.3 ADOPTION OF PROPOSED MODIFICATIONS TO LOCAL PLANNING POLICY 4.6 - COCKBURN COAST DESIGN GUIDELINES FOR ROBB JETTY AND EMPLACEMENT PRECINCTS

<b>Author(s)</b>	C Da Costa
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Modified LPP 4.6 Cockburn Coast Design Guidelines for Robb Jetty and Emplacement Precincts <a href="#">↓</a></li><li>2. Shoreline Mixed Residential Precinct Masterplan <a href="#">↓</a></li></ol>

#### RECOMMENDATION

That Council adopt the proposed modifications to Local Planning Policy LPP 4.6 'Cockburn Coast Design Guidelines for Rob Jetty and Emplacement Precincts' for finalisation in accordance with Clause 4 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, as shown in the attachment to the Agenda.

#### Background

Modifications to the City's Local Planning Policy LPP 4.6 'Cockburn Coast Design Guidelines for Rob Jetty and Emplacement Precincts' were adopted by Council for the purposes of advertising in accordance with Clause 4 (1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* at the Ordinary Council Meeting held on 8 March 2018.

The policy was subsequently advertised and one submission was received during the advertising period, in support of the proposed modifications.

The Local Planning Policy LPP 4.6 provides guidance for the creation of quality development that ensures the design principles of the Robb Jetty and Emplacement Local Structure Plan are achieved.

#### Submission

N/A

#### Report

The purpose of this policy is to provide guidance for applicants, Council and the community in the assessment and determination of applications for development within the Robb Jetty and Emplacement Local Structure Plan.

### *Proposed Modifications*

Taylor Burrell Barnett Town Planning and Design on behalf of the landowner (Landcorp) proposes the following amendments to LPP 4.6 (Attachment 1):

- In section 1, Typology Specific Guidelines, adding a new 'Mixed Residential Typology' and associated text;
- Amending Figure 03 Built Form Typologies to identify the subject area as 'Mixed Residential Typology' instead of 'High Density Typology';
- Amending Figure 08 High Density built form typology to excise the proposed 'Mixed Residential – Typology';
- In Section 2, General Provisions, amending Figure 14 Building Height Plan to show a height range of 2-5 storeys for the 'Mixed Residential Typology' area; and
- Including the attached Addendum to the Guidelines to include Typology Specific Guidelines for the 'Mixed Residential Typology'.

### *Masterplan*

The proposed amendments to the Design Guidelines (DGs) specifically relate to 9002L Cockburn Road, 41, 45 & 49 Bennett Avenue, Coogee. The amendments were accompanied by a Masterplan (Attachment 2) which is a non-statutory document and which the applicant advises has been informed by an extensive research exercise for Cockburn Coast undertaken in 2016 by Landcorp, the Australian Urban Design Research Centre (AUDRC) and Lisa Shine Urban Design to test how *'medium density level housing typologies could be developed in Perth, to address the "missing middle" in current densification efforts.'*

### *Lot and Housing Types*

The proposed amendments are to facilitate a diversity of housing types and lot sizes including low rise apartments, compact housing, maisonette housing and terrace housing rather than all apartment housing which the current typology would deliver. The final arrangement of lots will be determined through a subdivision application which will then be guided further by a Local Development Plan.

### *Density*

The applicant has demonstrated that through the provision of a range of lot and housing types in this precinct that the R100 density shown in the Local Structure Plan (LSP) can still be achieved if the modifications are approved.

### *Building Heights*

One of the modifications to the DGs includes a reduction to the minimum building height in the precinct from 3 levels to 2 levels. The Masterplan indicates that it is only some of the single lots would accommodate 2 level dwellings with all apartment sites remaining at 3-5 levels and dwellings abutting the existing Public Open Space (POS) to the north remaining at 3 levels which is consistent with the 3 level dwellings recently completed and under construction to the east of the site which frame the POS.

### *Public Open Space (POS)*

The Masterplan includes a central area of POS (0.96ha) which connects to the POS abutting the northern boundary which will be ceded through the subdivision process. The introduction of this area of POS does not impact on the DGs. Also, this additional POS is additional and will not result in a reduction of POS across the greater LSP area.

### *Laneways and Streets*

The Masterplan includes additional roads and laneways to provide access for future dwellings. Whilst the amendments to the DGs do not impact on the road network within the precinct, new controls introduced within the new 'Mixed Residential Typology' include building design provisions relating to setbacks to the roads and laneways which is consistent with other typology areas.

### *Car Parking*

The Masterplan indicates a number of on-street car parking bays in and around the site which will provide visitor parking for single dwellings with rear laneway access. The amendments to the DGs also include new provisions about access and parking which allow open carports and tandem parking for single dwellings which is supported by the City.

### *Local Development Plan*

A Local Development Plan (LDP) will be required upon further subdivision of the subject land much the same as the earlier stages. LDPs will be site specific and provide more detailed built form provisions for the single house lots including but not limited to specific setbacks, garage locations and building heights.

### *Setback Requirements*

It has been noted that a previous change to LPP 4.6 which occurred in 2017 which amended the word 'side' to 'secondary street' in the building setback criteria for each typology has inadvertently removed

the relaxation of side boundary walls. This relaxation for boundary wall heights is required in the area to achieve the desired built form outcomes. Therefore, each table containing the building setback criteria has been amended accordingly to revert back to the original wording.

### **Strategic Plans/Policy Implications**

#### City Growth

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

Ensure growing high density living is balanced with the provision of open space and social spaces.

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

### **Budget/Financial Implications**

There were some minor costs involved in advertising the amendments to the policy which were borne from municipal funds.

### **Legal Implications**

N/A

### **Community Consultation**

Consultation was undertaken in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015* and one anonymous submission was received in support of the proposed changes stating that the modifications *‘provide residential alternatives suited to the current market and should enable the Shoreline development to continue at a reasonable pace’*.

### **Risk Management Implications**

If the modifications are not adopted, it could result in an inconsistent approach to decision making, which is undesirable and could damage the brand and/or reputation of the City.

**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 May 2018 Ordinary Council Meeting.

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

Nil

<b>POL</b>	<b>COCKBURN COAST DESIGN GUIDELINES FOR ROBB JETTY AND EMPLACEMENT PRECINCTS</b>	<b>LPP 4.6</b>
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<b>POLICY CODE:</b>	LPP 4.6
<b>DIRECTORATE:</b>	Planning & Development
<b>BUSINESS UNIT:</b>	Planning and Development
<b>SERVICE UNIT:</b>	Statutory Planning
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**BACKGROUND:**

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

**PURPOSE:**

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

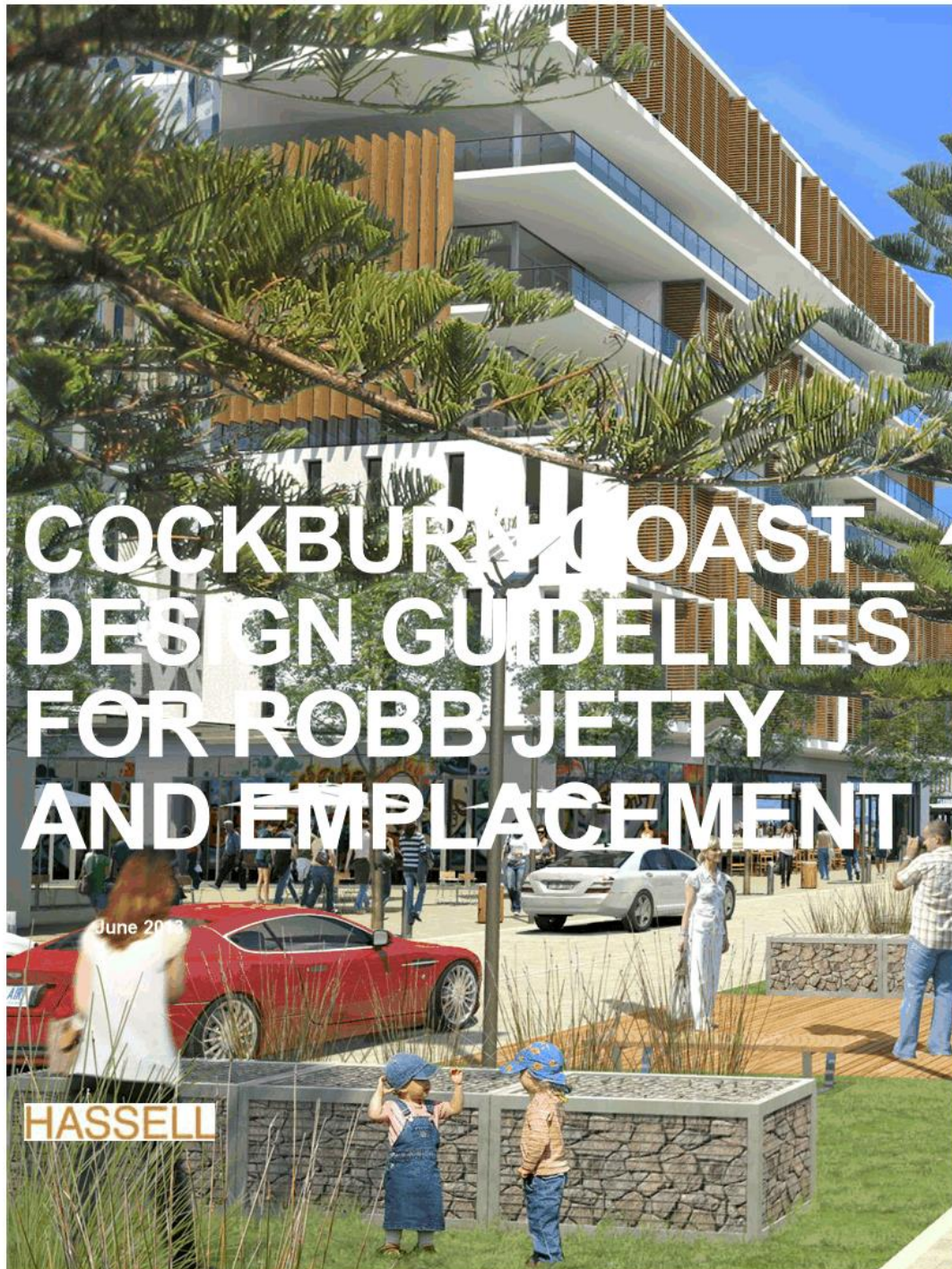
**POLICY:**

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

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



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



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## Background

### I Introduction

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

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

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

The design guidelines are divided into two main sections:

#### **Typology Specific Guidelines**

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

#### **General Provisions**

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

### II Vision for Cockburn Coast

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

Cockburn Coast will be different from its neighbouring suburbs; it will be a place that offers choice and variety of living, recreation and working opportunities. Core to the success of the redevelopment is a well-connected Bus Rapid Transit (BRT) system which is intended to link the development to its surrounding areas. As well as connecting the design guideline area to its surrounds, this system will provide an internal system of movement which encourages more sustainable personal transportation choices.

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

***Robb Jetty LSP Area***

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

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

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

***Emplacement LSP Area***

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

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

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

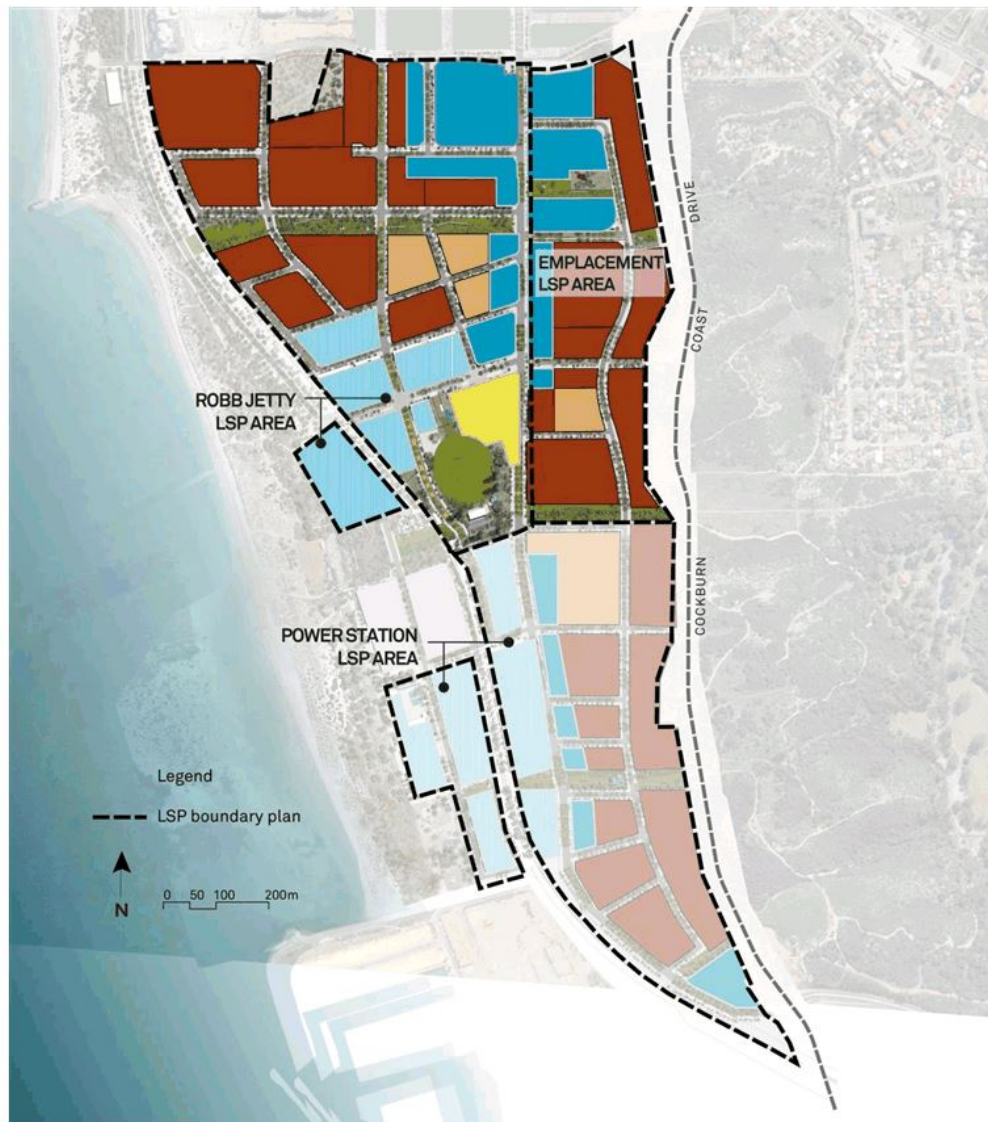


Figure 01\_Cockburn Coast Local Structure Plan areas

### III Context

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

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

#### IV Approach

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

***“To create a vibrant, landmark destination that is connected, integrated, diverse and accessible.”***

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

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

#### V Objectives

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

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

#### VI Purpose

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

#### VII Design Guideline Policy Area

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



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

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Figure 02\_Design Guidelines Policy Area

### VIII Relationship to Relevant Planning Documents

The design guidelines are adopted under the provisions of section 4 of the Planning and Development Regulations 2015 Procedures for Making Local Planning Policy. The provisions of these design guidelines vary the requirements of the State Planning Policy 3.1 Residential Design Codes (R-Codes). Where these design guidelines are silent the provisions of the R-Codes and relevant local planning policies apply. It should be noted that the plot ratio deemed to comply provisions of the R-Codes are varied and plot ratio will not form part of the assessment criteria for proposals in these precincts.

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

### IX Relationship to the Robb Jetty LSP and Emplacement LSP

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

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

## **X Guideline Framework**

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

### *Design Objective:*

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

### *Assessment Criteria:*

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

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

## **XI Discretion**

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

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

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

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

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

## **XII Definitions**

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

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

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

### **XIII Development Process**

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





Activity Centre – Main Street Typology



Mixed Use – Cockburn Road Typology



High Density Residential Typology



Medium Density Residential Typology

## 1. TYPOLOGY SPECIFIC GUIDELINES

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

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### *Activity Centre - Main Street Typology*

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

### *Mixed Use - Cockburn Road Typology*

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

### *High Density Residential Typology*

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

### *Medium Density Residential Typology*

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

### *Mixed Residential Typology*

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



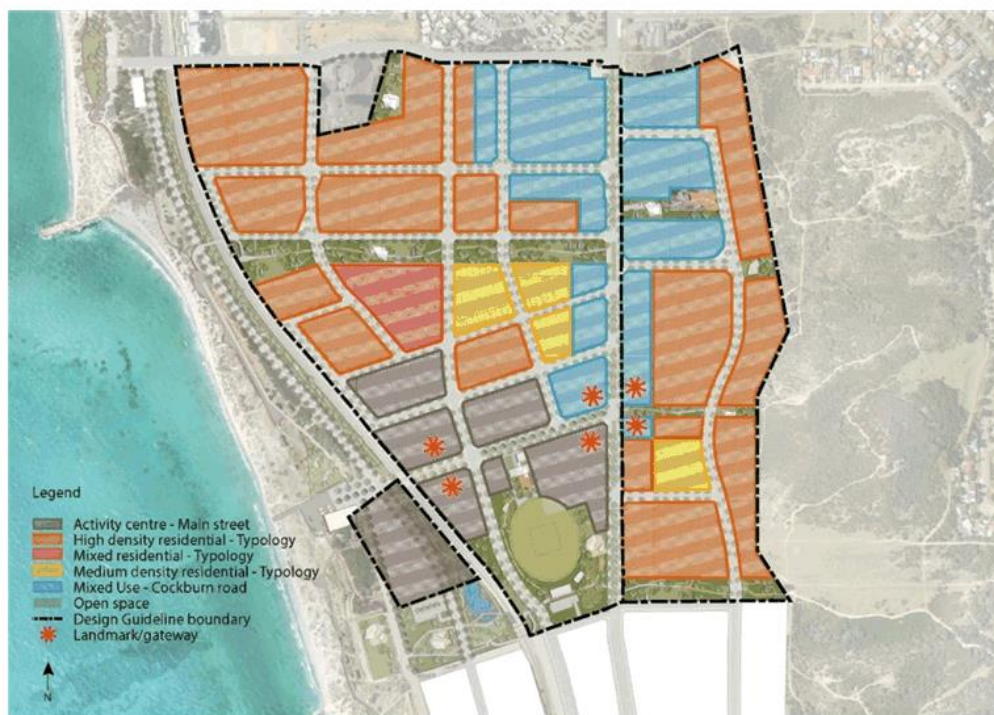


Figure 03\_Built Form Typologies

### Activity Centre – Main Street Typology

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

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

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

Buildings generally of 5 to 8 storeys in height will promote a pedestrian friendly place through podium style built form and a focus on ground floor activation. Development embodies a warm architectural finish through the use of natural materials, whilst street awnings, wide footpaths and soft landscaped edges create a sense of intimacy and shelter pedestrians.

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



Figure 04\_Activity Centre built form typology

### Building Setbacks

#### Design Objective

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

#### Assessment Criteria

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

Setback	Primary Street (minimum and maximum)	Secondary Side/Rear (minimum)	Laneway (minimum)	Public Open Space (minimum)
Levels 1-5	Nil	Nil	Nil	4.0 metres to wall and 2.0 metres to balconies (cantilevered/Light weight only)
Levels 6+	5.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)	3.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)	3.0 metres	5.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)

\* Where there is a commercial laneway the minimum setback above 3 storeys should be a distance equivalent to the width of lane unless a variation to the assessment criteria outlined in clause 2.4.1(ii)c of the general provisions is granted

Table 01\_ Building Setbacks for Activity Centre

- ii. The public open space setback area shall include space for landscaping and if necessary an outdoor living area. Where additional outdoor living area is to be provided,



the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area)

- iii. Projections are permitted within the 4.0 metre setback to public parkland to maximum of 2 metres into the setback area
- iv. Balconies will be supported within the nil setback on levels 1-5 where a substantial facade is provided to ensure a continuous built form
- v. Balconies for Levels 6+ proposed to be setback between 2-5 metres shall be lightweight/cantilevered only

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### Building Articulation

#### Design Objective

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

#### Assessment Criteria

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

### Building Levels

#### Design Objective

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

#### Assessment Criteria

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

## Awnings

### Design Objective

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

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### Assessment Criteria

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

## Building Height

### Design Objective

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

### Assessment Criteria

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

## Building Materials

### Design Objective

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

### Assessment Criteria

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

## Open Space

### Design Objective

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

**Assessment Criteria**

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

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**Landmark Sites****Design Objective**

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

**Assessment Criteria**

- i. Sites in key locations have been nominated as landmark sites as shown in Figure 04
- Built Form Typologies shall:
- a) Promote prominent architectural form on corner elements to provide a reference point in the built form and landscape;
  - b) Encourage additional height elements where appropriate to create a point of difference with the balance of the development area and demarcate points of entry and prominence; and
  - c) Variations to setback requirements will be considered in order to create prominent feature elements.

**Fencing****Design Objective**

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

**Assessment Criteria**

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

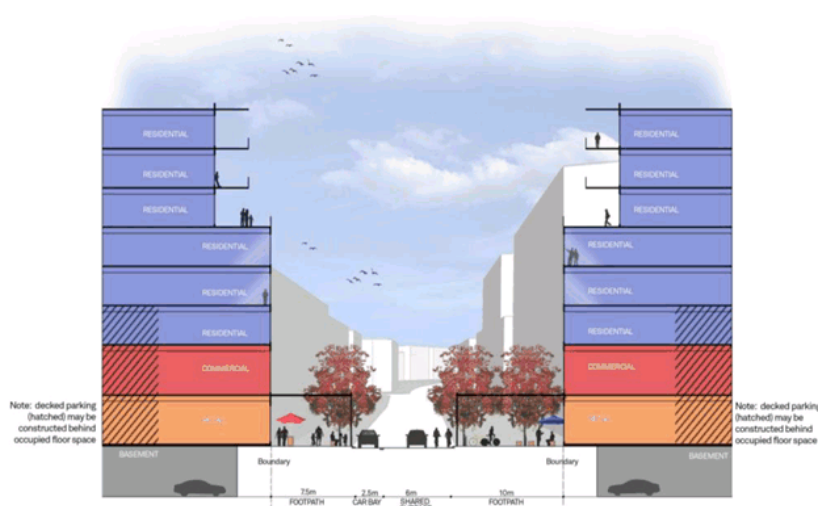


Figure 05\_Typical cross section for activity centre development



### Mixed Use – Cockburn Road Typology

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

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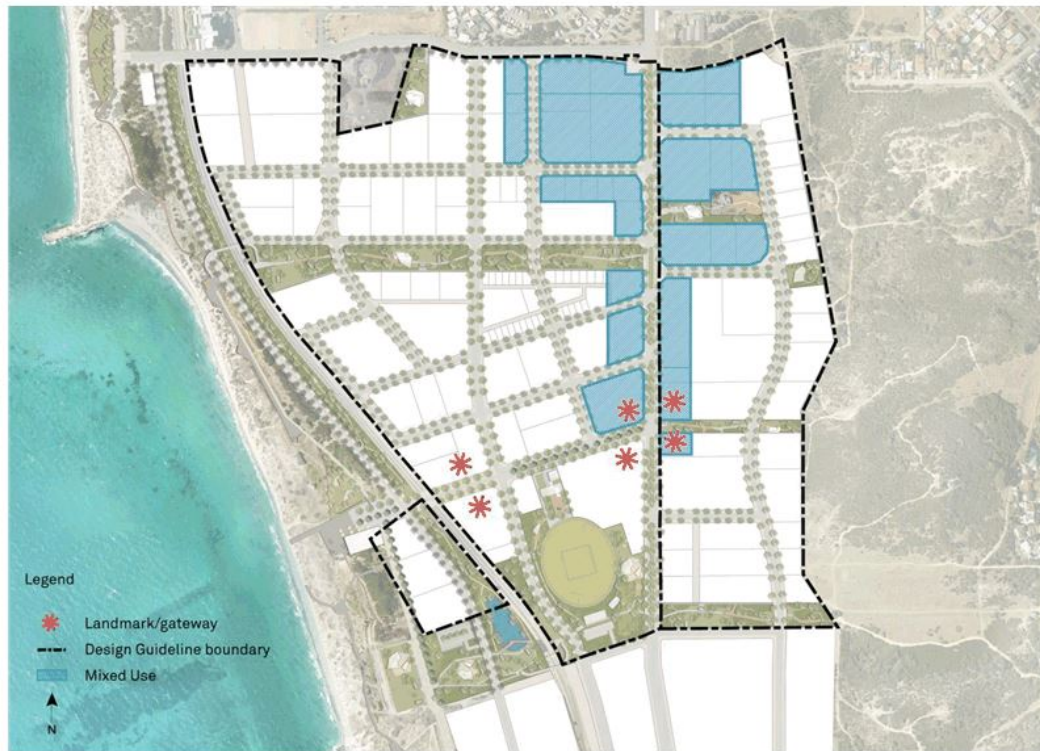


Figure 06\_Mixed Use built form typology

### Building Setbacks

#### Design Objective

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

#### Assessment Criteria

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

Table 02\_ Building Setbacks for Mixed Use development

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

Levels 4+	5.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)	3.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)	3.0 metres	5.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)
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\* Where there is a commercial laneway the minimum setback above 3 storeys should be a distance equivalent to the width of lane unless a variation to the assessment criteria outlined in clause 2.4.1(ii)c of the general provisions is granted

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

### Building Articulation

#### Design Objective

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

#### Assessment Criteria

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

### Building Levels

#### Design Objective

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

#### Assessment Criteria

- i. Floor to floor heights on the ground floor should be 4.5 metres to allow for commercial use of the ground floor

- ii. All other floors shall maintain a 3.1 metre floor to floor height for residential use and a 3.6 metre floor to floor height for commercial use
- iii. The ground floor should be flush with the adjacent footpath at the boundary
- iv. All development is to achieve a minimum finished floor level of +3.8AHD to ensure development takes into account coastal erosion and accretion patterns. Non habitable rooms and the provision of basement parking are exempt from the finished floor level stated above

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### **Awnings**

#### **Design Objective**

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

#### **Assessment Criteria**

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

### **Building Height**

#### **Design Objective**

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

#### **Assessment Criteria**

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

### **Building Materials**

#### **Design Objective**

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

#### **Assessment Criteria**

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

## Open Space

### Design Objective

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

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### Assessment Criteria

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

## Landmark Sites

### Design Objective

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

### Assessment Criteria

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

## Fencing

### Design Objective

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

### Assessment Criteria

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





Figure 07\_Typical cross section for mixed use development



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

### High Density Residential Typology

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

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





Figure 8\_High Density built form typology



## Building Setbacks

### Design Objective

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

27

### Assessment Criteria

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

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

Table 03\_ Building Setbacks for high density residential development

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

## Building Articulation

### Design Objective

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

### Assessment Criteria

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



**Building Levels**

## Design Objective

28

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

## Assessment Criteria

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

**Building Height**

## Design Objective

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

## Assessment Criteria

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

**Building Materials**

## Design Objective

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

## Assessment Criteria

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

**Open Space**

## Design Objective

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

**Assessment Criteria**

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

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**Fencing****Design Objective**

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

**Assessment Criteria**

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

**Landscaping****Design Objective**

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

**Assessment Criteria**

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

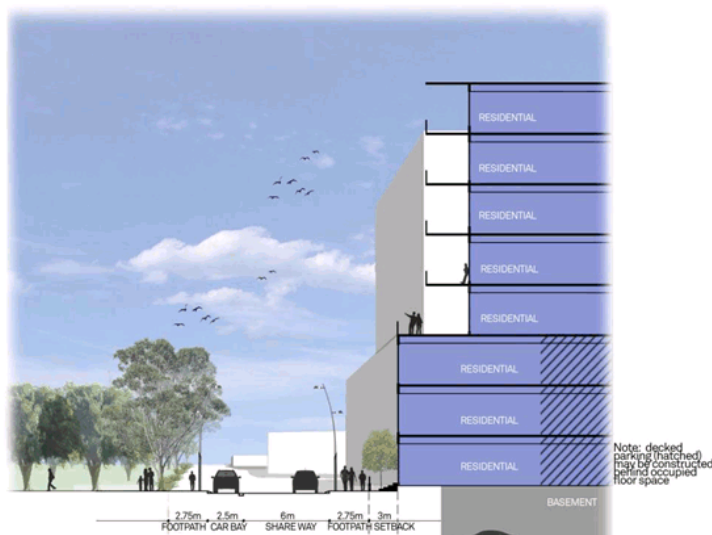


Figure 9\_Typical cross section of high density residential adjoining road

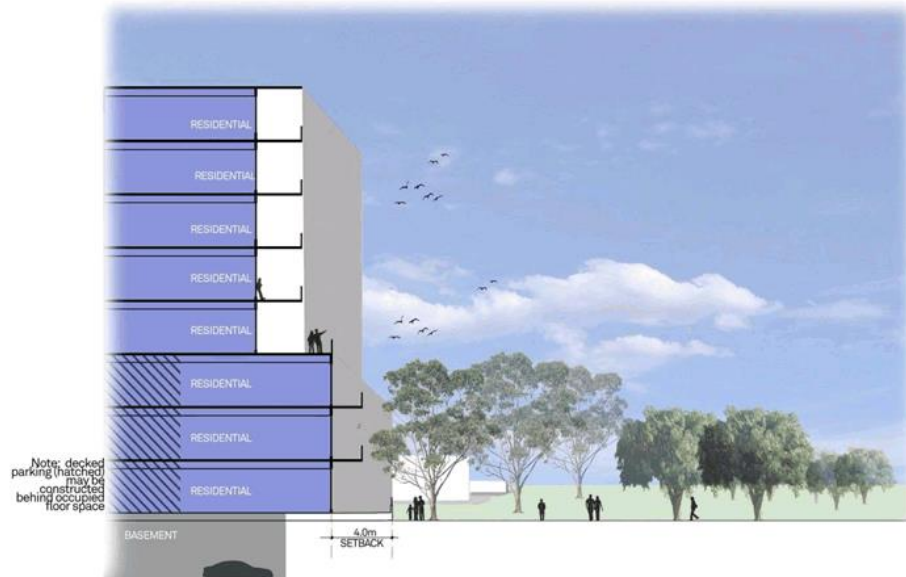


Figure 10\_Typical cross section of high density residential directly adjoining public open space



Figure 11\_Typical cross section for high density residential development



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

### Medium Density Residential Typology

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



Figure 12\_Medium Density built form typology

|



## Building Setbacks

### Design Objective

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

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### Assessment Criteria

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

Setback	Primary Street (minimum)	Secondary Side (minimum)	Laneway (minimum)	Public Open Space (minimum)
Levels 1-3	2.0 metres <u>(primary)</u>  1.0 metres <u>(secondary)</u>	1.5 metres <u>Nil</u>	Nil	3.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)
Levels 4+	5.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)	3.0 metres <u>to wall and</u> <u>2.0 metres to</u> <u>balconies</u> (cantilevered/light weight only)	3.0 metres	5.0 metres to wall and 2.0 metres to balconies (cantilevered/light weight only)

Table 04\_ Building Setbacks for medium density residential development

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

## Building Articulation

### Design Objective

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

### Assessment Criteria

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

- b. variation in materials and colours; and
- c. varied balcony treatments.

### Roof Form

33

#### Design Objective

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

#### Assessment Criteria

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

### Building Levels

#### Design Objective

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

#### Assessment Criteria

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

### Building Height

#### Design Objective

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

#### Assessment Criteria

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

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

- I. To encourage a style of development that is consistent with the coastal location
- II. To provide for a consistency in the standard of finish and materials throughout Cockburn Coast 34
- III. To foster a sense of place through an identifiable character and style of development

**Assessment Criteria**

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

**Open Space****Design Objective**

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

**Assessment Criteria**

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

**Fencing****Design Objective**

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

**Assessment Criteria**

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

**Landscaping****Design Objective**

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

**Assessment Criteria**

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



Figure 13\_Typical cross section for medium density built form typology

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## 2. GENERAL PROVISIONS

### 2.1 Built Form Requirements

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

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

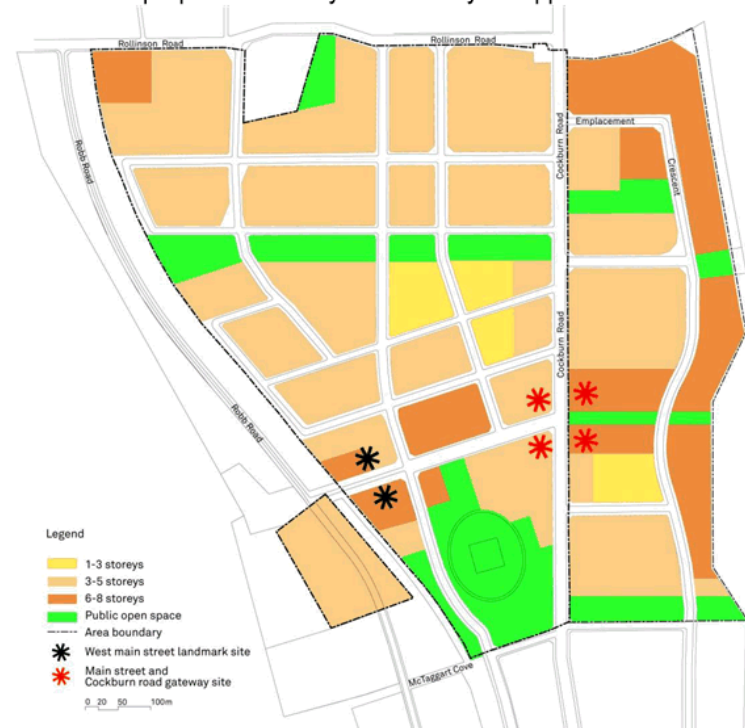
#### 2.1.1 Building Height

##### Design Objective

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

##### Assessment Criteria

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



City of Cockburn Local Planning Policy – Cockburn Coast Design Guidelines

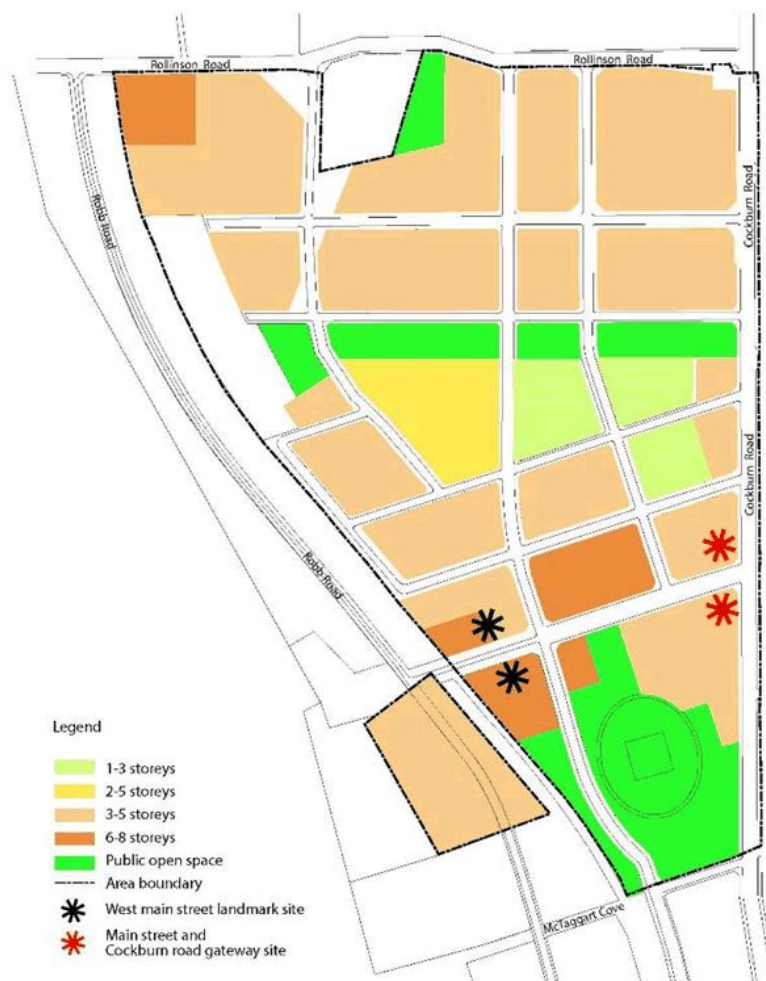


Figure 14\_Building Height Plan

### 2.1.2 Facades

#### Design Objective

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

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#### Assessment Criteria

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



Buildings shall provide a break up of bulk and scale through articulated facades



Building facades are to be finished with fine grain architectural elements



### 2.1.3 Roof Form

#### Design Objective

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

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#### Assessment Criteria

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

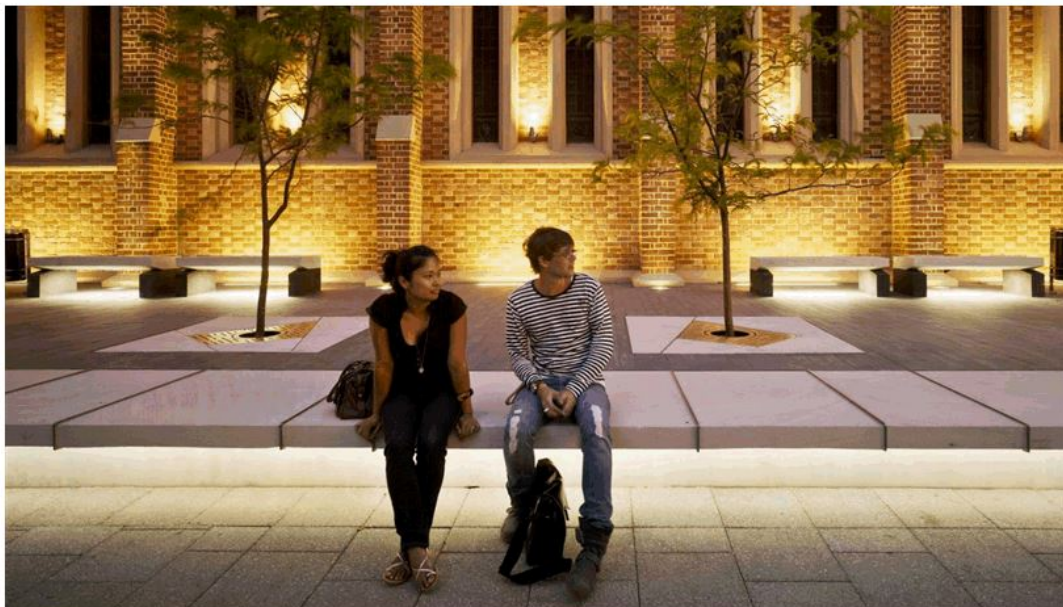
### 2.1.4 Lighting

#### Design Objective

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

#### Assessment Criteria

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



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



### 2.1.5 Acoustics and Vibration

#### Design Objective

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

40

#### Assessment Criteria

- i. Design of Noise sensitive premises must be give consideration to the following:
  - a) the identification of existing/potential environmental noise sources;
  - b) development orientation and layout taking into account the location of existing/potential environmental noise sources;
  - c) the location of bedrooms away from noise sources;
  - d) the location of balconies and windows away from noise sources;
  - e) the use of built form (blade walls, etc) to screen noise sources; and
  - f) the use of building design elements (balcony balustrades, decorative screens, etc) to provide some reduction in noise impact on windows.
- ii. Notifications are required to be applied to the created land title and any subsequent strata titles of any noise sensitive premises pursuant to section 70A of the *Transfer of Land Act 1893*, together with section 165 of the *Planning and Development Act 2005* to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner city environment
- iii. An acoustic and vibration (as deemed required in the local structure plan) report and associated plans are required detailing compliance with the above design objectives and assessment criteria for noise sensitive and commercial developments. The report is to be prepared by a qualified and experienced acoustic consultant and submitted as part of a DA and should address the requirements of State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (and associated guidelines), the City of Cockburn's Local Planning Policy LPP 1.12 Noise Attenuation and Quiet House Design Principles

### 2.1.6 Active Edges and Street Relationship

#### Design Objective

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

#### Assessment Criteria

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

### 2.1.7 Heritage Considerations

#### Design Objective

41

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

#### Assessment Criteria

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



Ground floor commercial land uses will provide active street edges

City of Cockburn Local Planning Policy – Cockburn Coast Design Guidelines

## 2.2 Service Infrastructure and Access

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

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### 2.2.1 Internal Access

#### Design Objective

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

#### Assessment Criteria

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

### 2.2.2 Parking

#### Design Objective

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

#### Assessment Criteria

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

### 2.2.3 Parking Location and Access

#### Design Objective

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

#### Assessment Criteria

- i. All on site car parking facilities are to be concealed from public view to ensure car parking does not dominate streetscapes or create conflict with pedestrian and vehicle movement
- ii. Car parking entry is to be subservient to pedestrian entries and shall address street spaces, building returns and recesses
- iii. Where terrace style or single residential lots are proposed vehicle access must be provided at the rear of the dwellings
- iv. Car parking is to be concealed from public view by habitable frontages, or high quality landscaping along minor/secondary streets
- v. Parking facilities should not be visible from public open space
- vi. Where garage doors service only one dwelling they should be no wider than 6 metres

### 2.2.4 Sleeved Parking

#### Design Objective

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

## Assessment Criteria

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

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## 2.2.5 End of Trip Facilities

## Design Objective

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

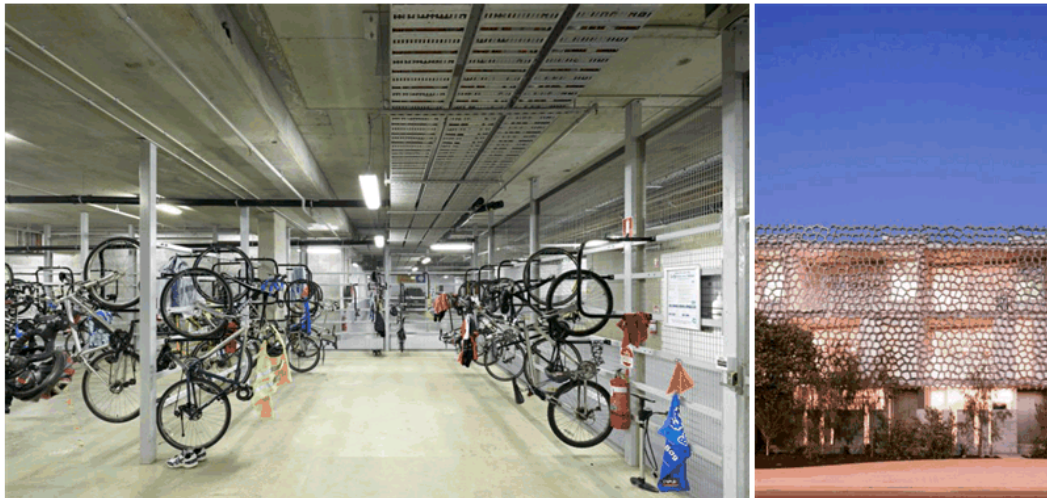
## Assessment Criteria

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

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

Table 05\_ End of trip facility provision rates





End of trip facilities

Use of screening can minimise the impact of parking structures

## 2.2.6 Site Services

### Design Objective

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

### Assessment Criteria

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

## 2.2.7 Sustainability Requirements

Integral to the sustainability of the development will be the provision of affordable housing and facilities to encourage alternative modes of transport to the private car. This will promote a healthy lifestyle that encourages people to actively engage with the urban environment and create a robust and diverse community

## 2.3.1 Sustainable Travel

### Design Objective

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

### Assessment Criteria

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

## 2.4 Laneways

### 2.4.1 Residential and Commercial Laneways

#### Design Objective

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

#### Assessment Criteria

##### i. Residential Laneways

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

##### ii. Commercial Laneways

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



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

a. Communal Open Space

Design Objective

- I. To provide an adequate area of quality communal open space for multiple dwelling developments which will enhance residential amenity and provide opportunities for soft landscape areas. 46

Assessment Criteria

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

## 2.5 Stage 3 Addendum

### Mixed Residential Typology

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

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

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

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



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

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

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Figure 15 Mixed Residential built form typology

### Building Setbacks

#### Design Objective

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

#### Assessment Criteria

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

<u>Setback</u>	<u>Primary Street minimum)</u>	<u>Secondary minimum)</u>	<u>Laneway minimum)</u>	<u>Public Open Space – Northern Drainage Swale (minimum)</u>	<u>Public Open Space – Central Spine (minimum)</u>
<u>Levels 1-3</u>	<u>3.0 metres</u>	<u>Nil</u>	<u>Nil</u>	<u>3.0 metres to</u>	<u>2.0 metres to wall</u>

City of Cockburn Local Planning Policy – Cockburn Coast Design Guidelines

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

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Table 05 Building Setbacks for mixed residential development

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

### Building Articulation

#### Design Objective

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

#### Assessment Criteria

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

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

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## **Roof Form**

### **Design Objective**

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

### **Assessment Criteria**

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

## **Building Levels**

### **Design Objective**

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

### **Assessment Criteria**

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

## **Building Height**

### **Design Objective**

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

### **Assessment Criteria**

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

## **Building Materials**

### **Design Objective**

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

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### **Assessment Criteria**

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

## **Open Space**

### **Design Objective**

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

### **Assessment Criteria**

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

## **Fencing**

### **Design Objective**

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

### **Assessment Criteria**

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

## **Access and Parking**

### **Design Objective**

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

### **Assessment Criteria**

- i. Open carports are permitted for terrace style or single dwellings where it is considered to improve streetscape character and surveillance, provided that storage and drying areas are suitably screened from public view
- ii. Tandem parking will be permitted where two or more parking bays are provided for the exclusive use of the same dwelling



- iii. Car park entries, driveway crossovers, service areas and bin refuse collection points should be constructed from materials consistent with the road pavement and landscape design treatments of the of the adjacent street
- iv. Where terrace style or single residential lots are proposed the required visitor parking provision shall be located in streets that are immediately adjacent, or in close proximity, to the development

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### **Waste Management**

#### **Design Objective**

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

#### **Assessment Criteria**

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

### **Landscaping**

#### **Design Objective**

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

#### **Assessment Criteria**

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

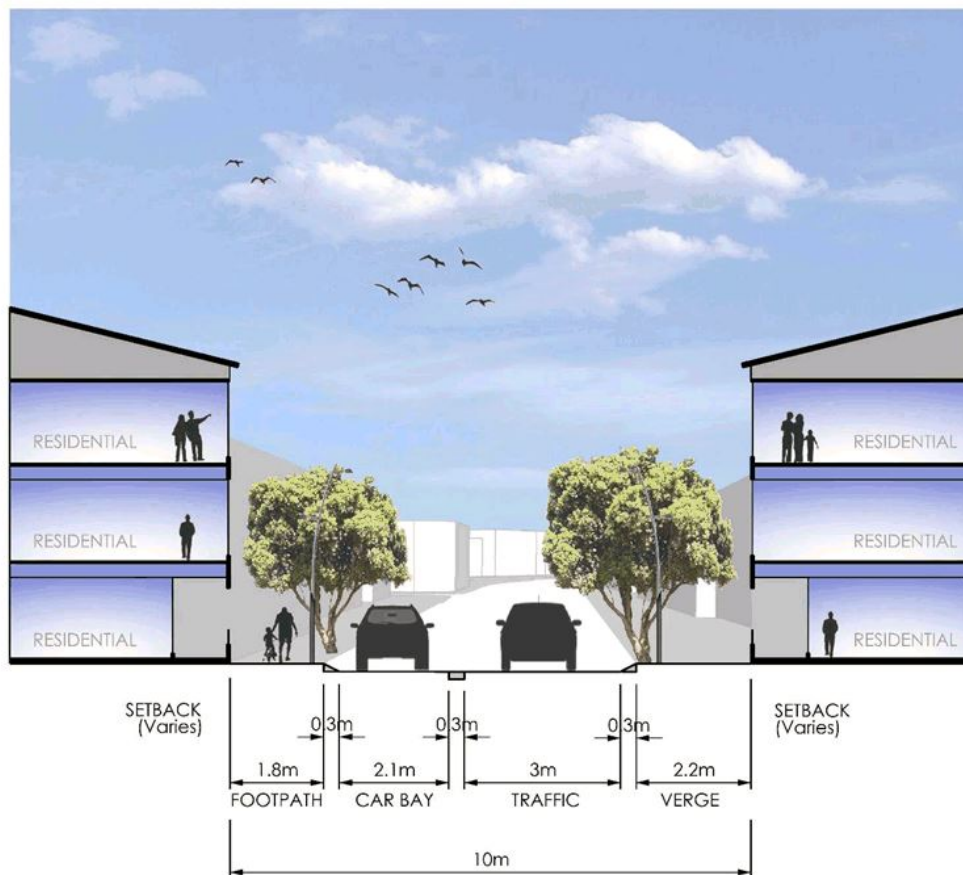


Figure 16 Typical cross section of Mixed Residential adjoining road



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





**The Shoreline Mixed Residential Precinct**

A comprehensively designed special urban precinct consisting of a diverse range of innovative housing choices, set in a creative public realm design, prioritising pedestrian activity and safety.

Key Features include:

- A** Apartment development of 3-5 storeys achieving a gateway function for this key amenity location.
- B** Terrace homes of 3 storeys designed as a consolidated development achieving a contemporary appearance.
- C** Terrace homes of 2 storeys to offer a more intimate character for this open space whilst achieving active edges and passive surveillance of the public realm.
- D** Apartment development framing to Bennett Avenue of 3-5 storeys maintaining original site aspirations and interface to future adjacent high-density development.
- E** Pedestrian prioritised shared space zones (mews) with soft landscaping relief.
- F** High quality landscaped slow speed local access streets achieving vehicle, pedestrian and parking demands in an integrated manner.
- G** Central public open space spine providing passive recreational benefits and connectivity with the wider public open space network.
- H** Highly connected vehicle network provides functionality for residents and service vehicles.



#### 14.4 PROPOSED SCHEME AMENDMENT NO. 131 - RATIONALISATION OF CABLE WATER SKI PARK - TROODE STREET STRUCTURE PLAN AREA

**Author(s)** R Pleasant

**Attachments** 1. Proposed Scheme Amendment Map [↓](#)  
2. Current Scheme Zoning [↓](#)

#### RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 amend the City of Cockburn Town Planning Scheme No. 3 ("Scheme") for the following purposes:
  1. Rezoning various lots in part of Spearwood within 'Development Area 12' – Troode Street Development Zone' from 'Development' zone to 'Residential R20', 'Residential R30' and 'Residential R40' as depicted on the Scheme Amendment Map (Attachment 1).
  2. Reserving various areas of land as 'Public Purposes: Parks and Recreation' and 'Public Purposes: Local Road' as depicted on the Scheme Amendment Map (Attachment 1).
  3. Deleting 'Development Area 12 – Troode Street Development Zone' from the Scheme map and Table 9 of the Scheme.
- (2) Note the amendment referred to in resolution (1) above is a 'basic amendment' as it satisfies the following criteria of Regulation 34 of the *Planning and Development (Local Planning Schemes) Regulations 2015*:
 

*an amendment to the scheme map that is consistent with a structure plan, activity centre plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme currently includes zones of all the types that are outlined in the plan;*
- (3) Upon preparation of amending documents in support of resolution (1) above, determine that the amendment is consistent with Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the amendment be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, ensure the amendment documentation, be signed and sealed and then submitted to the



Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning.

### **Background**

The Cable Water Ski Park – Troode Street Structure Plan was adopted for Development Area 12 (DA 12) on 21 October 2003. The purpose of the Structure Plan is to guide the subdivision and development of the area. The area covered by the Structure Plan has now been fully developed and there is no further need for Structure Plan.

### **Submission**

N/A

### **Report**

The purpose of this amendment is to incorporate the Structure Plan within 'Development Area 12' (Troode Street) into the City of Cockburn Town Planning Scheme No. 3 where identified zonings correlate to those in the Scheme. This will remove an additional layer of planning added by the Structure Plan and Development Area which is no longer required. The Scheme Amendment Map is at Attachment 1. The current Scheme Map is at attachment 2.

The subject area is zoned 'Development' and 'Development Area 12' ("DA 12") pursuant to the Scheme.

The purpose of the 'Development' zone is to require a Structure Plan to guide subdivision and development. The 'Development Area 12' provisions set out the requirement for a Structure Plan to be prepared for the purposes of guiding residential development and to provide for a Local Parks and Recreation Reserve (to be designated Public Open Space and drainage) to accommodate the bushland/wetland area which is to be retained for conservation purposes. Given a Structure Plan is approved in accordance with these requirements and has now been implemented (including Management Orders to the City of Cockburn being in place for the 'Public Purpose' reserves) these provisions serve no further purpose and are proposed to be deleted.

The proposed amendment will rezone the subject area from 'Development' zone and 'DA 12' to the correlating zones and reserves identified on the Structure Plan, as shown in Attachment 1. This is deemed to be a 'basic amendment' in accordance with Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations

2015, as it is an amendment to the Scheme map that is consistent with a structure plan that has been approved under the Scheme where the Scheme currently includes zones of all the types that are outlined in the plan. In accordance with the Regulations no advertising is required.

Two Local Development Plans are adopted within the Structure Plan area which will continue to be operational in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

#### The Cable Water Ski Park – Troode Street Structure Plan

The Cable Water Ski Park – Troode Street Structure Plan primarily designates a local road network; 'Residential' zonings with codings between R20, R30 and R40, two areas of POS and a Bush Forever site. All of these zonings and reserves directly correlate to zonings and reservations pursuant to the Scheme, therefore it is proposed that all lots are rezoned from the 'Development' zone accordingly, and that 'DA 12' be deleted from this Structure Plan area.

#### Conclusion

Amendment No. 131 will rationalise the zonings and reserves outlined in the Cable Water Ski Park – Troode Street Structure Plan into the Scheme by removing a layer of planning that is no longer required.

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

### **Strategic Plans/Policy Implications**

#### City Growth

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

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

### **Budget/Financial Implications**

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

**Legal Implications**

N/A

**Community Consultation**

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

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

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

**Risk Management Implications**

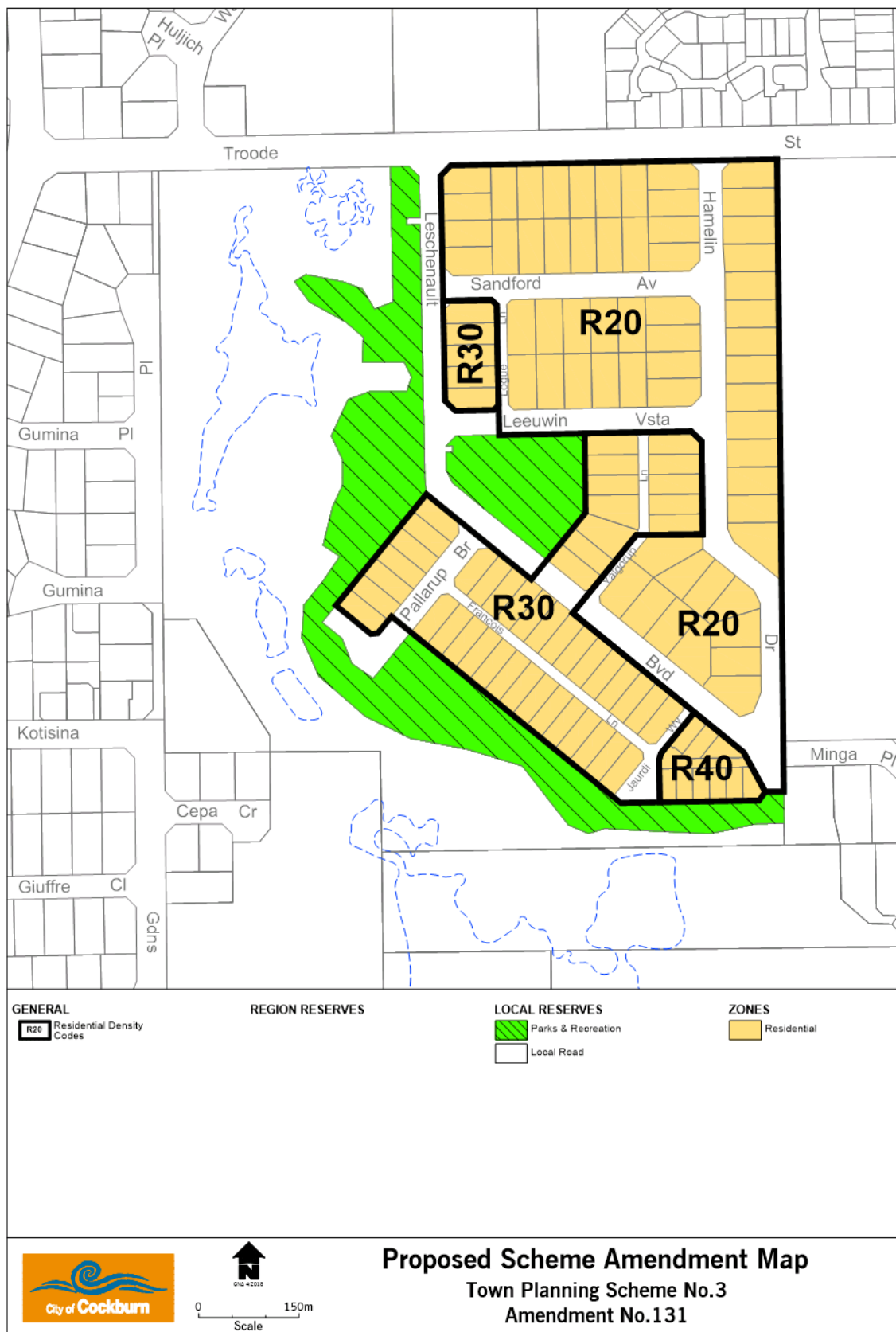
The officer's recommendation takes in to consideration all the relevant planning factors associated with this proposal. It is considered that the officer recommendation is appropriate in recognition of making the most appropriate planning decision.

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

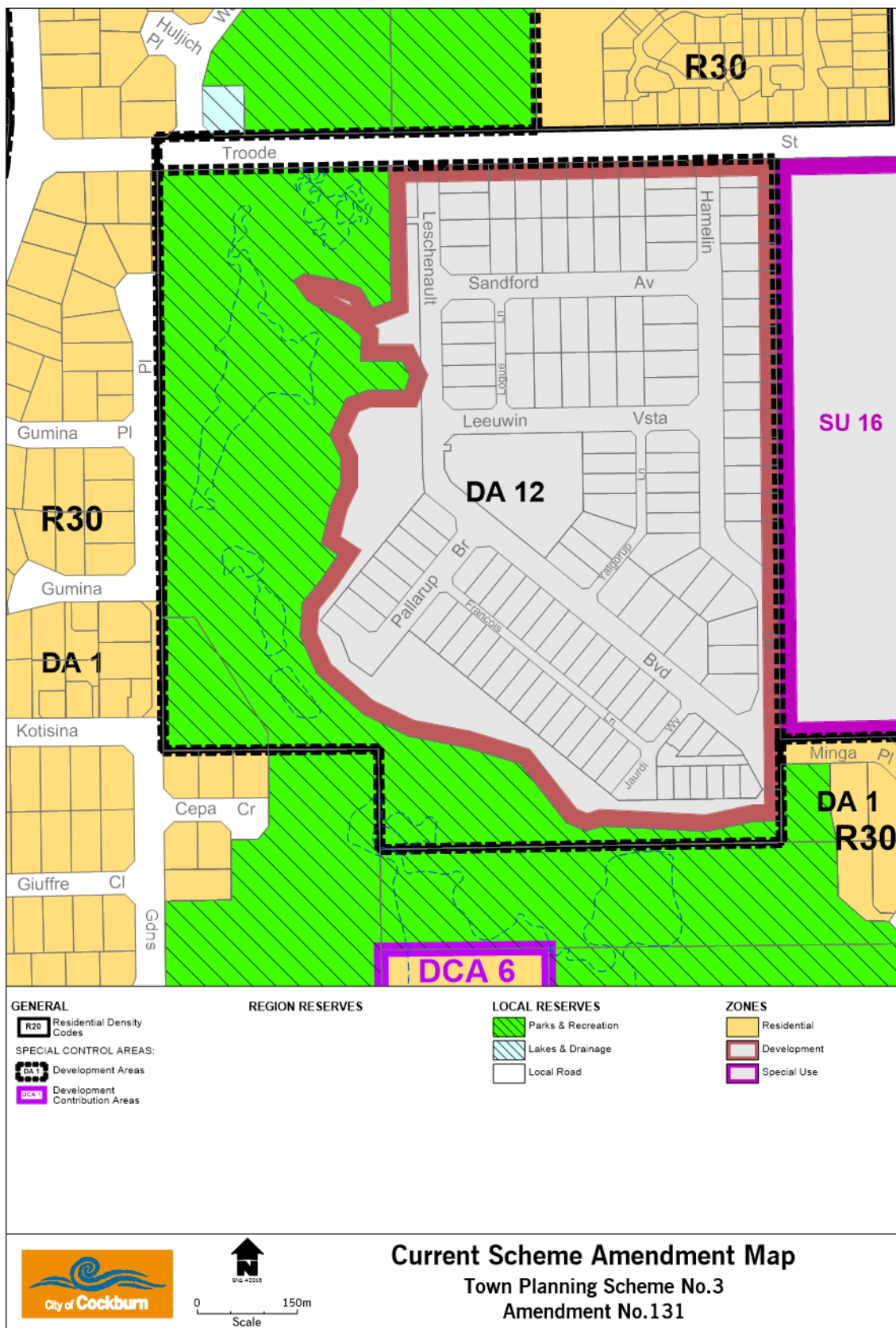
N/A

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

Nil.







## 14.5 PROPOSED LARGE FORMAT DIGITAL SIGN - LOT 38 BARFIELD ROAD, HAMMOND PARK (DA17/0996)

<b>Author(s)</b>	R Trinh
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Location Plan <a href="#">↓</a></li> <li>2. Site Plan <a href="#">↓</a></li> <li>3. Elevation Plan <a href="#">↓</a></li> <li>4. Donald Veal Consultants - Traffic Report <a href="#">↓</a></li> <li>5. Cardno - Road Safety Report <a href="#">↓</a></li> </ol>
<b>Location</b>	Lot 38 Barfield Road, Hammond Park
<b>Owner</b>	Espin Capital Pty Ltd
<b>Applicant</b>	Pinnacle Planning
<b>Application Reference</b>	DA17/0996

### RECOMMENDATION

That Council:

- (1) refuse to grant planning approval for the Large Format Digital Sign at Lot 38 Barfield Road, Hammond Park, based on the following reasons:
  1. The proposed use is not permitted within the Special Use 23 zone of Town Planning Scheme No. 3.
  2. Approval of the proposed development would not demonstrate orderly and proper planning and would therefore contradict the aims of Town Planning Scheme No. 3.
  3. The proposal will detract from the visual amenity of the area.
  4. The proposal is contrary to the City's Local Planning Policy 3.7 – Signs and Advertising, in that it would allow the advertising of services and products that do not relate to the subject property.
- (2) notifies the applicant and those who made a submission of Council's decision.

### Background

#### Site Description

The subject site is 1.7326 hectares in area and is located on a lot that directly abuts Kwinana Freeway in Hammond Park. The lot currently

serves as a corridor for the Western Power high voltage overhead transmission lines and currently has supporting pylon structures on site. Other lots located north and south of this lot serve the same purpose with similar supporting structures that extend parallel with Kwinana Freeway from Russell Road to Rowley Road. The lot is relatively undeveloped with low lying vegetation throughout the site and is located on the western side of Kwinana Freeway but has no direct vehicular access.

### **Submission**

N/A

### **Report**

#### Proposal

The application proposes third party non-specific signage to be displayed that change over time. The primary purpose of the sign is to advertise various messages to motorists travelling north on the Kwinana Freeway. The sign is proposed to be located 0.5m from the eastern boundary of the lot and consists of:

- 3x surface panels that are 25.2m in height;
- Structured in a triangular shape;
- 1x 6.98m wide aluminium cladded panel, facing west;
- 1x 7.72m wide aluminium cladded panel, facing south east; and
- 1x 7.72m wide panel that includes a light-emitting diode (LED) sign panel that is 11.54m in height and 7.32m in width, facing north east.

Two separate road safety reviews were undertaken of the proposal by Donald Veal Consultants and Cardno and presented as part of this application. Both reports assessed the impact on road safety and concluded that the proposed sign was not seen to increase the level of road safety risk.

#### Proposal Context

An application was previously lodged for this site that proposed similar sized signage in very similar locations. The application was refused under delegation because it did not accord with the intent and spirit of the City's Local Planning Policy 3.7 – Signs and Advertising's (LPP 3.7) key objectives, was considered a land use that was not consistent with the list of land uses permitted on the subject site and was seen to detract from the visual amenity of the area. The application was refused

by the City on 4 January 2017 following consultation with Main Roads Western Australia (MRWA) and Western Power.

### Planning Framework

#### *Metropolitan Region Scheme (MRS)*

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and the proposal is consistent with this zone.

#### *Town Planning Scheme No. 3 (TPS 3)*

The subject site is located within Special Use 23 (SU23) and Development Contribution Area 13 under TPS 3.

The objectives of Special Use zones are:

*"To provide for uses which have unique development requirements that cannot be easily accommodated by the objectives of any of the other zones included in the Scheme."*

SU23 prescribes specific land uses that are able to be approved, which include:

- Carpark;
- Civic Use;
- Community Purpose;
- Nursery;
- Public Amusement; and
- Recreation Private.

These land uses are listed either as permitted or discretionary uses that are subject to special notice. All other uses are specifically mentioned to be not permitted.

'Signage' is not listed in the zoning table of TPS 3 and therefore where it is not associated with any other primary use, is ordinarily considered as a 'Use not listed'. This use is not mentioned as a land use capable of being approved within SU23 and is therefore considered to be not permitted within this zone. Any use that is not permitted in a zone must be refused and Council does not have discretion to approve the use.

#### *Local Planning Policy 3.7 – Signs and Advertising (LPP 3.7)*

The proposal is considered as an advertising sign that is guided by the requirements of LPP 3.7. The purpose of the policy is to ensure that exposure of activities or services through signage and advertising does not adversely impact upon the amenity of the area. The objectives of the policy are:



To ensure that signage and advertising does not detract from the streetscape or amenity of the area.

To avoid the proliferation of signage in commercial areas.

To avoid an abundance of signs on individual sites and buildings.

To ensure that signs only relate to the services and products on the site.

To encourage the rationalisation of advertising signs on individual premises.

To encourage the incorporation of advertising signs into the design consideration of buildings.

The general development provisions of LPP 3.7 require all signs to:

- a) Not pose a threat to public safety or health.
- b) Only relate to services and products on the subject site.
- c) Not consist of inappropriate or offensive language or material.
- d) Not protrude over Council property, including footpaths (unless allowed under a verandah or attached to a fascia) or neighbour's property.

The City's Traffic Engineer has raised concerns regarding the signage being a potential distraction to freeway traffic. The sign is proposed to advertise third party material, which does not relate to services or products on the subject site. The City would also not be in a position to ensure compliance with advertising does not consist of inappropriate or offensive language or material, due to the variability to change material.

The sign was not considered as a 'Pylon' sign because it greatly varies all maximum standards specified by LPP 3.7. The sign is considered as a 'Variable Message Sign' sign under LPP 3.7 and therefore requires a planning approval because it is not required by a public authority.

These types of signs are not supported unless the City deems that the sign is used by public authorities for a public purpose. The application proposes a LED sign that is capable of displaying material that change over time. The application proposes non-specific third party advertising to be displayed by the LED sign that would not relate to the services and products on the site and are considered to potentially detract from the amenity of the area due to its substantial size.

#### Consultation

##### *Nearby Landowner Consultation*

The City chose not to advertise the application because its position after assessment was that there was no discretion to approve the proposal. Advertising an application that was not supported by the planning framework was not seen to provide any valuable input.

#### *Western Power*

The application was referred to Western Power for comment, due to the proximity to the high voltage overhead transmission lines. No objection was received from Western Power for the proposed development.

#### *Main Roads Western Australia (MRWA)*

Under the Instrument of Delegation, Powers of Local Governments and Department of Transport (DEL 2017/02), referral is not required when the local government first decides to refuse the application under the MRS or under circumstances where the application is for an ancillary and incidental addition or modification to an existing authorised development, which does not encroach upon the road reservation and has no intention to alter existing access arrangements.

The City assessed and sought to refuse the application without referral to MRWA. The proposal also specifically stated that the proposal is for an incidental structure, which would not warrant referral to MRWA. Under the specific request of the applicant, the City referred the application to MRWA for comment.

MRWA provided a response that did not identify any critical safety risks with the location, however provided advice to the City to consider the adverse impacts on the visual amenity of the roadside environment and surrounding areas. The operational parameters of the Large Format Digital Sign (LFDS) would need to comply with the [Main Roads Policy and Application Guidelines for Advertising Signs 2018 \(Guidelines\)](#).

#### Planning Considerations

TPS 3 does not support the proposed use within SU23. The use is not specifically mentioned in the list of land uses that can be supported and is therefore not permitted and Council doesn't have discretion to issue an approval.

LPP 3.7 does not support the proposed 'Variable Message Sign' and the proposed sign is not seen to comply with the objectives and general development provisions.

#### *Main Roads Policy and Application Guidelines for Advertising Signs 2018 (Guidelines)*

The Guidelines refer to signs that are within or are reasonably capable of being seen by the driver of a motorised vehicle traveling along a

State Road. Advertising signs are assessed under road user safety, road user amenity, design, construction and maintenance.

Road user safety includes the assessment of the display, location, content, movement and rotation. Minimal details have been provided in the application to determine if the sign is capable of complying with all requirements of the Guidelines. These heavily rely on the digital display of material that can be altered and changed to comply. MRWA previously provided no objection to the proposed location of the proposal.

The road user amenity overlaps with the requirements of TPS 3 and LPP 3.7. MRWA have specifically mentioned that the City should be considering the impact on visual amenity against the Guidelines. The design, construction and maintenance requirements of the Guidelines do not apply to the structure in this location. Conditions to comply with the Guidelines should be imposed if Council chose to support the application.

#### *Amenity*

The proposed sign would be clearly visible by road users travelling south along Kwinana Freeway. This is the intended audience of the sign and is supported in the reports by Donald Veal Consultants and Cardno. The structure is also likely to be visible from dwellings and other roads in Aubin Grove and Hammond Park. The aluminium panels facing west and south would be visible to the Hammond Park locality and the panel including the LED screen would be visible from the Aubin Grove locality.

The low lying vegetation on the site is unlikely to screen the structure from any direction but would be partially screened by the vegetation contained within the Kwinana Freeway road reserve. The intention of the sign is to be fully visible by road users and therefore the LED sign protrudes well above the vegetation in the area. The site also contains the Western Power pylons for the high voltage overhead transmission lines that are clearly visible in the distance from Kwinana Freeway. These pylon structures and the connecting powerlines are consistently spaced approximately 300m apart and are designed in a dull colour to not further detract from the amenity of the area and distract road users. The proposed sign is designed with the complete opposite intention and would appear out of place in the area.

#### Conclusion

The proposed sign cannot be approved within SU23 as it is not listed as one of the special uses in Table 8. In addition, even if the use could be contemplated, the application does not comply with the requirements of LPP 3.7 or the Guidelines. The sign would appear out of place in this location and would adversely impact the amenity of the residents of

Hammond Park and Aubin Grove. The proposal is inconsistent with the objectives of TPS 3 and LPP 3.7 therefore should be refused.

### **Strategic Plans/Policy Implications**

#### **Economic, Social & Environmental Responsibility**

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

Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health.

### **Budget/Financial Implications**

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

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

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

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

The Proponent(s) has been advised that this matter is to be considered at the 10 May 2018 Ordinary Council Meeting.

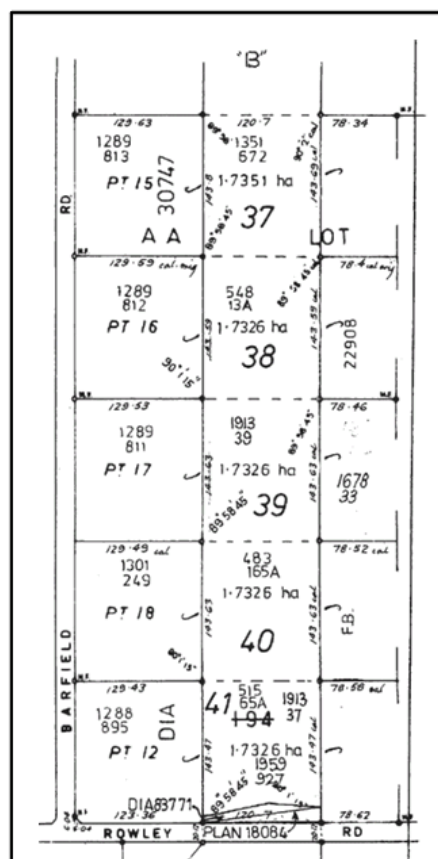
### **Implications of Section 3.18(3) *Local Government Act, 1995***

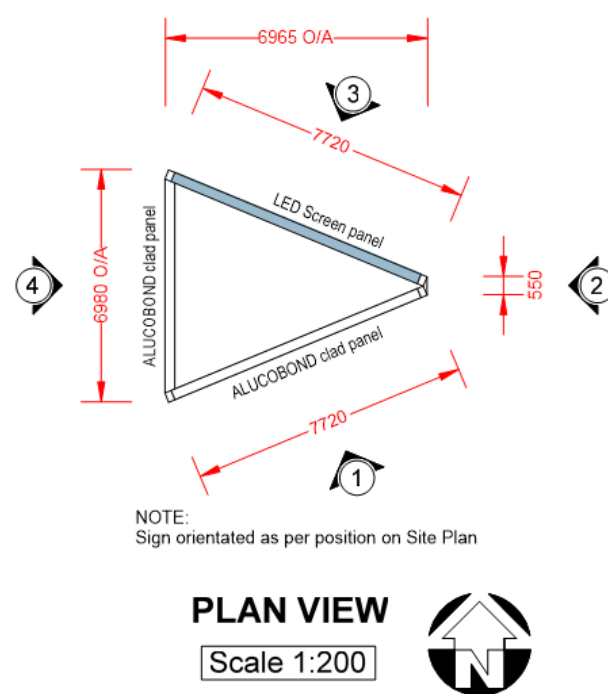
Nil











	<b>Project:</b> <b>LED Screen Panel</b> 45° Boxed	<b>Location:</b> <b>Lot 38</b> <b>BARFIELD RD</b> <b>HAMMOND PARK</b>	<b>Drawing No:</b> LT38_BARFIELD_HP_5	Date: 04/08/2016	Revision: R5
			SHEET SIZE: A3	<b>Sheet No: 00 - 02</b>	



March 2018

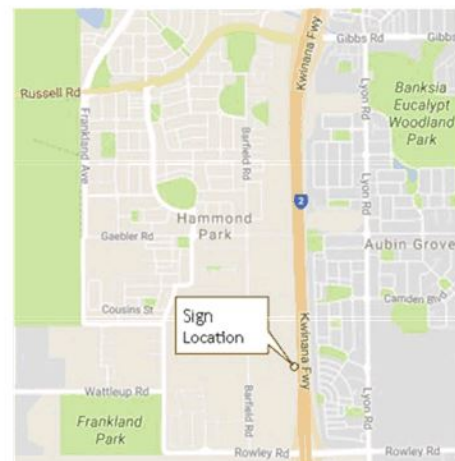
Final – Rev 1

## Kwinana Freeway, Barfield Road - Large Format LED Sign Proposal

Prepared For:  
Espin Capital

ESPIN CAPITAL  
Private Equity

## Review Report



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Client: Espin Capital



Project: LED Digital Sign Review – Kwinana Freeway Barfield Road

#### Document Issue Authorisation

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	11/12/2017	Draft Report	BAV/SGY	SGY	DNV
1	0	15/12/2017	Final Report	BAV/SGY	SGY	DNV
1	1	20/03/2018	Final Rev 1 Sign amendments	BAV	CS	CS

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Donald Veal Consultants Pty Ltd



Client: Espin Capital



Project: LED Digital Sign Review – Kwinana Freeway Barfield Road

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## 1. INTRODUCTION

### 1.1 BACKGROUND

Donald Veal Consultants (DVC) has been engaged by Espin Capital to review and comment upon the traffic safety aspects relevant to the proposed placement of a single-sided LED advertising sign along the Kwinana Freeway in Hammond Park. The purpose of our review is to investigate whether the proposed sign meets the requirements of MRWA's Roadside Advertising Guidelines, and to identify any specific safety concerns associated with the proposed placement of the sign.

### 1.2 SCOPE OF ASSESSMENT

This report considers the traffic safety and operational efficiency aspects of the proposal in terms of potential impact on drivers travelling on the road network, and in particular, southbound drivers on Kwinana Freeway as the sign will be located on the west side of the freeway.

MRWA's Roadside Advertising Guidelines identify a number of criteria against which a proposed sign must be assessed. These criteria vary depending upon the sign's location. In this instance, the applicable sections of the guidelines are those relating to:

- General conditions for advertising devices; and
- Conditions for advertising signs beyond state road reserves.

### 1.3 SITE VISIT

As part of the assessment process a site visit was conducted by a Senior Road Safety Auditor on Wednesday 22<sup>nd</sup> November, namely Steve Yapp (SRSA 161). The auditor repeatedly drove through the site, identifying any potential issues to be considered and assessed.

### 1.4 PROPOSED SIZE AND LOCATION OF SIGN

The proposed LED sign structure itself will be 25.2m high and 8.4m wide, and will comprise of a signage panel measuring 11.34m high and 7.32m long. The bottom of the sign will be approximately 13.66m clear of ground level. The LED sign will face northbound traffic. The sign design drawings are shown in **Appendix A**.

A detailed location map of the sign is shown in **Figure 1.1**. The proposed advertising sign would be located some 345m south of an existing 'Freeway Exit' traffic sign and approximately 60m north of an 'emergency stopping lane only' sign. It should be noted that Kwinana Freeway is in cutting through this section.

The existing variable message sign (VMS) on the northbound carriageway, some 570m to the north of the proposed sign, is also an LED sign. The sign structure will be located approximately 15m to the east of overhead electricity wires, which are carried by large pylons and approximately 45m to the east of the PSP which runs parallel to the Kwinana Freeway.

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Figure 1.1: Detailed Location of Proposed Sign

Source: NearMap



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## 2. TRAFFIC VOLUMES, ROAD NETWORK AND CRASH HISTORY

### 2.1 TRAFFIC VOLUMES

The latest available daily traffic volumes were sourced from Main Roads Western Australia (MRWA) traffic data as shown in **Table 2.1**.

**Table 2.1: Daily Flows on Kwinana Freeway**

Location	Date	Busiest Weekday			Mon-Fri Daily Average	Mon-Sun Daily Average
		Daily	AM Peak Hour	PM Peak Hour		
Kwinana Fwy SB at bridge under Russell Rd SLK 22.42 (Site 8439)	Sept 2014	48,187	3,186	3,622	44,828	42,055*
	2014/15				44,849	41,488
Kwinana Fwy SB south of Russell Rd SLK 23.70 (Site 8441)	July 2014	47,505	3,437	3,766	46,617	Not Provided
	2014/15				47,872	44,473
Russell Rd on to Kwinana Fwy SB SLK 0.31 (Site 7960)	Feb 2013	3,005	217	382	2,956	Not Provided
	2012/13				2,910	2,786

Source: MRWA \*Based on (av weekday x 5 + av weekend day x 2) / 7

MRWA also publish a digest of traffic count data giving an average weekday and average daily count calculated from short periods of survey data. At some locations, although none of relevance for this section of Kwinana Freeway, the digest reports information from Network Performance Sites (NPS) which are continuously monitored and therefore can provide annual average daily traffic data (AADT).

Only the south bound drivers passing through this section of the Kwinana Freeway would be able to see the proposed LED sign on their approaches.

### 2.2 ROAD NETWORK

This section of the Kwinana Freeway is constructed as a divided dual carriageway with two traffic lanes in each direction. There is a railway reserve for the Perth-Mandurah line within the median. The freeway is orientated south / north and is classified as a *Primary Distributor* under the MRWA Road





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Hierarchy with a posted speed limit of 100km/h within the study area. The allowable speed on the off ramps reduces to 70km/h.

### 2.3 CASUALTY CRASH HISTORY

Detailed crash data was obtained for this section of Kwinana Freeway from MRWA. A total of 27 casualty crashes was reported over the most recent five-year period within 1km of the proposed sign location, covering both the northbound and southbound carriageways. Eight of these crashes were classified as hospital crashes, the remaining 19 crashes were all medical crashes. No fatal crashes were recorded for the 2km section of Kwinana Freeway.

A total of 14 crashes were recorded as occurring on the southbound carriageway, 11 crashes occurred on the northbound carriageway and two crashes did not have direction details.

Crashes occurring on the on/off ramps have not been included as the majority of the crashes occurred at the signalised intersections before entering the freeway.

The crash details are shown in **Appendix B**.

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### **3. ASSESSMENT AGAINST MRWA ROADSIDE ADVERTISING POLICY**

#### **3.1 GENERAL SAFETY AND EFFICIENCY CRITERIA**

The MRWA Roadside Advertising Policy provides guidelines for determining whether or not particular types and sizes of advertising signs are acceptable in a variety of situations on the road network. The assessments are made for different types of road environment.

General permission criteria for permitting advertising signs visible from state-controlled roads are intended to ensure that a high level of safety for road users is maintained and traffic efficiency is assured.

The guidelines identify three main areas to be controlled in order to maintain safety and efficiency for road users, namely, site selection, which comprises lateral and longitudinal placement, physical characteristics and crash history.

#### **3.2 SITE SELECTION**

##### *3.2.1 Lateral Placement*

In this case, lateral placement is not an issue, as the sign will be located outside the road reserve, some 45m from the PSP adjacent the Kwinana Freeway and will not impinge upon the clear zones.

##### *3.2.2 Longitudinal Placement*

Restrictions upon the longitudinal placement of advertising signs are intended to:

- minimise the level of driver distraction in areas where greater concentration is required;
- preserve sight distances; and
- retain a high level of traffic efficiency.

Whilst the sign will be located mid-block rather than at an intersection, there are a number of criteria specific to a sign to be located beyond State Road reserves, but visible from such a road, that need to be assessed to ensure that the longitudinal placement is acceptable. These include:

- Advertising devices shall not be located within Device Restriction Areas as depicted in Figure 1 of Appendix A for state roads other than Freeways and Freeway standard roads or Figure 2 of Appendix A for Freeways or Freeway standard roads;
- Within two (2) kilometres of an information bay located on the same route, which provides for the display of business advertising; and
- Advertising devices shall not be positioned within driver sightline areas.

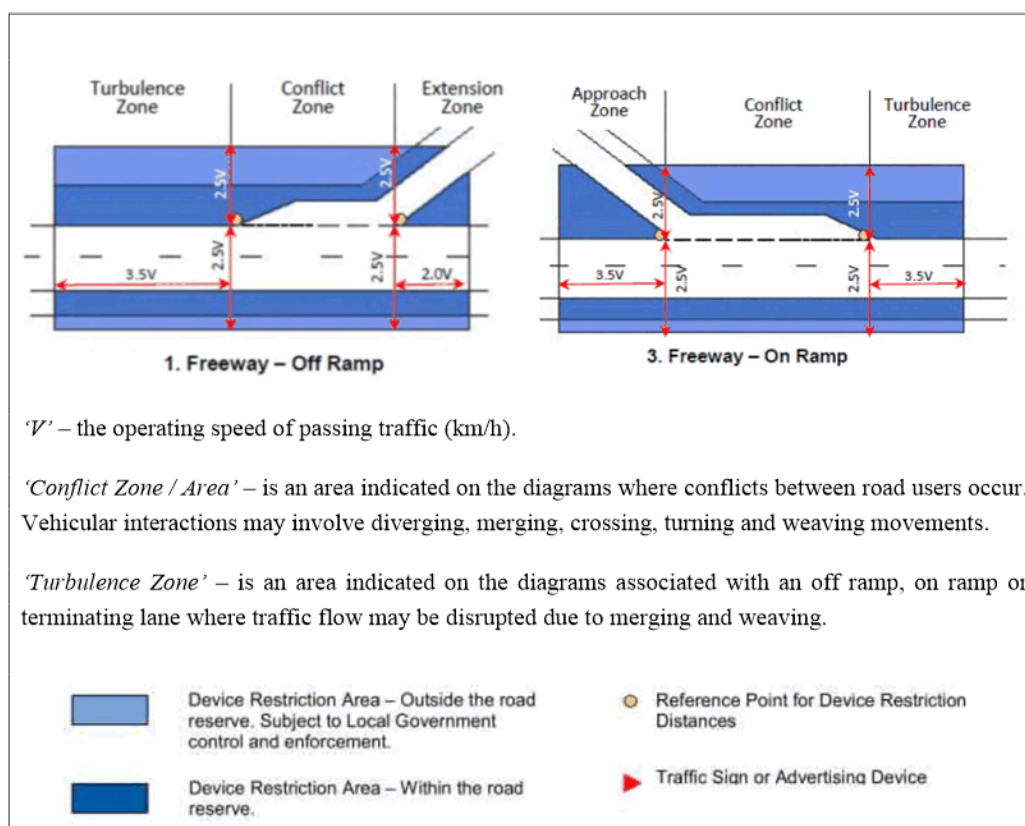
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### 3.2.3 Device Restriction Areas

The MRWA Roadside Advertising Policy provides details of locations where advertising signs are not to be located. In Appendix A of the MRWA document, various diagrams are shown depicting areas where advertising signs are restricted. The area relevant to a freeway layout is shown in **Figure 3.1**.

The diagram shows the restriction areas for locating advertising signs on the freeway near an on or off ramp. The critical dimension referred to in the diagram is 'V', which is defined as 'the operating speed of passing traffic (km/h)'. In this case, the speed limit is 100km/h, and V is therefore 100m.



**Figure 3.1 : Restriction Area for advertising devices visible from a Freeway or Freeway standard road**

Source: MRWA Roadside Advertising Policy July 2015

Based on  $V = 100\text{km/h}$ , the device restriction area is defined as  $2.5V = 250\text{m}$  laterally and  $3.5V = 350\text{m}$  longitudinally, from the end of the on and off ramps.



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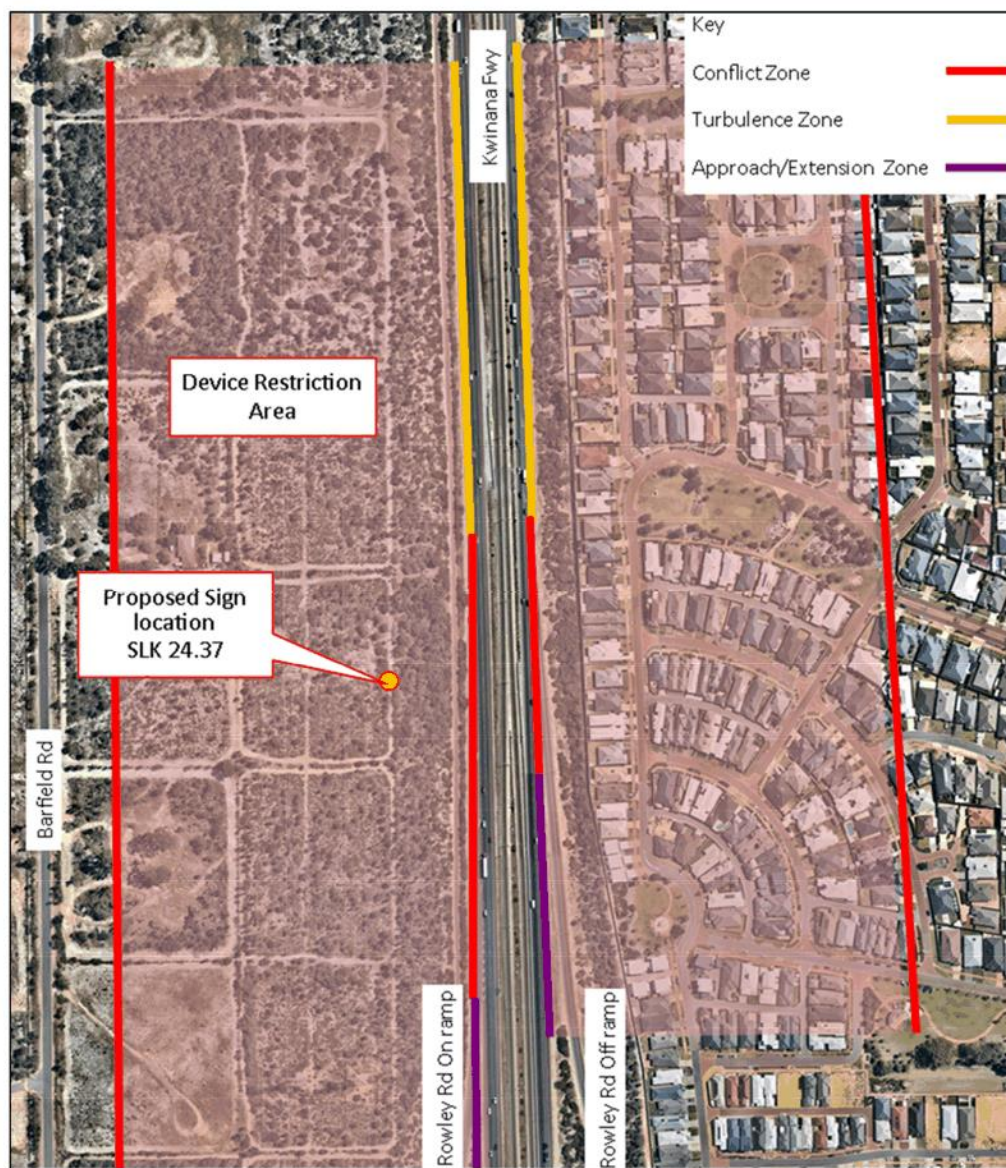


Figure 3.2: Advertising Sign Restriction Area

Source: NearMap

The intention of the diagrams in Figure 2 of Appendix A is not entirely clear when related to the far carriageway from a sign, as they show the Freeway as a single carriageway. However, given that the 'Approach Zone' and 'Viewing Zone' distances can only possibly apply to the adjacent carriageway, it is assumed that the Restriction Zones on the far side from the proposed signs refers to the median. However, this does not fit well with the 2.5V lateral distances shown.



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Depending upon the interpretation, the sign location may theoretically fall within the restriction zone associated with the Russell Road northbound on-ramp, despite the sign being directed at traffic on the other side of the freeway, separated by some 85m, four lanes of traffic and a railway line in the median.

However, the proposed sign location lies outside of the freeway road reserve and is therefore subject to local government control and enforcement rather than that of MRWA.

Figure 2 also defines Device Restriction Areas associated with existing Traffic Signs. This indicates that a sign should not be located within 2.5V longitudinally of an existing traffic sign. In this case, this is within 250m. There are two existing signs within 250m of the proposed sign location, one on either carriageway. However, it is unclear whether the sign on the southbound carriageway should be included, as the intention of the diagrams in Figure 2 of Appendix A is not entirely clear.

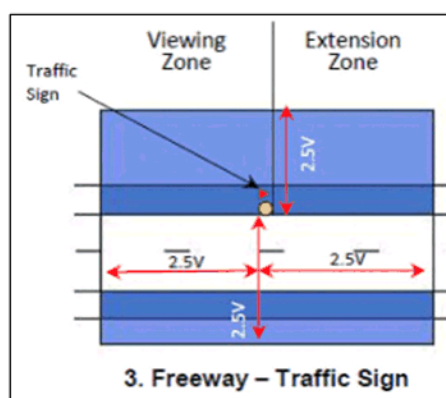


Figure 3.3: Advertising Sign Restriction Area

As currently written, the guidelines would appear to suggest that the north facing element of the proposed sign lies within the restricted zone of the southbound freeway exit sign.

### 3.2.4 Driver Sight Lines

The current southbound view of the section of freeway approaching the proposed sign location is shown in **Figure 3.4**, whilst the photomontage with the sign in place is shown in **Figure 3.5**.

As can be seen from these images, the proposed sign will have no detrimental effect on drivers' sight lines.



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**Figure 3.4: Kwinana Freeway Southbound**

*Source: Streetview*



**Figure 3.5: Kwinana Freeway Southbound with sign**

*Source: Streetview*



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### 3.3 PHYSICAL CHARACTERISTICS

The physical characteristics of a sign to be located beyond State Road reserves, but visible from such a road, must meet the conditions identified in Section 5.3 of the Guidelines.

The majority of these conditions refer to the content and brightness of such signs. No issues have been identified with the design or content of the proposed sign in this regard.

One of the other conditions is stated as follows:

- Advertising displays that could create a confusing or dominating background, which have the potential to reduce the clarity of a traffic control device or the readability of the road layout, shall not be permitted. Assessment shall be undertaken subjectively.

Whilst there are existing traffic signs along this section of Freeway, the proposed sign would be outside the road reserve, and would not infringe this condition.

### 3.4 CASUALTY CRASH RATE

The Guidelines specify that Advertising devices must be located clear of any sections of road which have an actual crash rate higher than the critical crash rate.

Appendix C of the MRWA Roadside Advertising Policy provides details of how to calculate the crash rate for evaluating a specific advertising sign. The crash rate 'R' is calculated as follows:

$$R = \frac{\sum_{t=1}^{20} C_t \times A_t \times 10^4}{n \times L \times V \times 365}$$

Where

- R = Casualty Crash Rate (expressed in terms of 10<sup>4</sup> ERU per 10<sup>8</sup> VKT)
- t = RUM Group (1 – 20: See Table 2)
- C<sub>t</sub> = Crash Risk Score for a crash in RUM Group "t" (See Table 2)
- A<sub>t</sub> = Number of crashes in RUM Group "t"
- n = Number of years of crash data (usually 5)
- L = Length (km) of road section (usually 1km)
- V = Annual Average Daily Traffic (AADT) for the section
- 365 = Number of days in one year

No significant roadworks have been completed on this section of road within the 5 year crash history period. All casualty crashes listed in the crash history have been used for analysis. The calculations have been conducted for a rolling 1km section of road in 100m sections from 1 km prior to the sign to 1km beyond the sign by carriageway. The southbound crash rates are shown in **Table 3.1**.



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**Table 3.1: Casualty Crash Rate for 1km in rolling 100m sections along Kwinana Freeway Southbound**

V = 44,473

L = 1

Days/year = 365

n = 5

Denominator = 0.81

RUM Group	Included RUM Codes	Crash Score High Speed (>=80)	No. of Crashes Per 1km in 100m rolling sections (N - S)										
			1000m - 0m	900m - 100m	800m - 200m	700m - 300m	600m - 400m	500m - 500m	400m - 600m	300m - 700m	200m - 800m	100m - 900m	0m - 1000m
1	10 - 19	96	0	0	0	0	0	0	0	0	0	0	0
2	21, 51	319	0	0	0	0	0	0	0	0	0	0	0
3	22 - 26	64	0	0	0	0	0	0	0	0	0	0	0
4	31 - 33	21	4	8	8	7	7	7	8	9	8	8	8
5	35, 36, 37, 54	31	2	1	1	1	1	1	1	1	2	1	1
6	38, 39	67	0	0	0	0	0	0	0	0	0	0	0
7	27, 34	183	0	0	0	0	0	0	0	0	0	0	0
8	42, 46, 47, 48	23	0	0	0	0	0	0	0	0	0	0	0
9	53, 55, 56	88	0	0	0	0	0	0	0	0	0	0	0
10	43, 44, 61 - 64	101	0	0	0	0	0	0	1	1	1	1	1
11	93	73	0	0	0	0	0	0	0	0	0	0	0
12	1 - 9, 98	235	0	0	0	0	0	0	0	0	0	0	0
13	65	0	0	0	0	0	0	0	0	0	0	0	0
14	69, 95	33	0	0	0	0	0	0	0	0	0	0	0
15	52, 71, 73, 76, 77	79	0	0	0	0	0	0	0	0	0	0	0
16	72, 74, 94	95	0	0	0	0	0	0	0	0	0	0	0
17	75	70	0	0	0	0	0	0	0	0	0	0	0
18	81, 83	101	0	0	0	0	0	0	0	0	0	0	0
19	82, 84	107	0	0	0	0	0	0	0	0	0	0	0
20	85	62	0	0	0	0	0	0	0	0	0	0	0
21	20, 30, 40, 45, 49, 50, 60, 66, 67, 70, 80, 90, 91, 92, 94, 96, 97	Not Included	0	0	0	0	0	0	0	0	0	0	0
Total Crashes			6	9	9	8	8	8	10	11	11	10	10
Total Crash Score			146	199	199	178	178	178	300	321	331	300	300
R = (With 2 Unknown Directional Crashes)			180	245	245	219	219	219	370	395	408	370	370
R = (without 2 unknown Directional Crashes)			128	193	193	193	193	193	370	395	408	370	370

Source: MRWA

The annual average daily traffic (AADT) volume recorded for the southbound section of road, measured in 2014/15 was 44,473vpd (MRWA TrafficMap data for Site 8441).

A total of 14 casualty crashes occurred in this 2km section on the southbound carriageway. However as two crashes did not have directional information recorded, these crashes have also been included in the southbound carriageway crashes, bringing the potential maximum number of casualty crashes to 16.

The highest crash rate over 1km of this section of freeway was 408, which is below both the average and critical crash rates. Therefore, based on these calculations, MRWA define this southbound section of road as having a Low Casualty Crash Rate.

MRWA Roadside Advertising Policy provides details in 3.1.3 of further restrictions that may apply due to the crash rate or crash history where:





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- sections of the road on a carriageway basis have a crash rate higher than the critical crash rates tabulated in the guidelines; or
- intersections have a vehicle crash history of three or more killed and serious injury (KSI) crashes in the last 5 years where at least one of the vehicles involved was approaching the proposed sign.

In this case the proposed sign will be located in a section of the road where the crash rate is lower than the critical crash rates, and further restrictions will not apply.

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#### **4. ADDITIONAL SAFETY ISSUES**

It was identified during the site visit, and verified using NearMap, that the proposed sign structure will be in close proximity to overhead electricity lines, presumably owned by Western Power.

It is not known what voltage these lines carry, or what relevant easements or restriction zones may be applicable.

It is understood that Espin Capital is liaising directly with Western Power to establish the requirements for siting a sign of this design in this location.

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## 5. SUMMARY AND CONCLUSION

### 5.1 SUMMARY

The sign is proposed to be installed outside of the road reserve on the west side of Kwinana Freeway approximately 515m north of the commencement of the Rowley Road on ramp and about 60m offset from the northbound carriageway. The LED sign will face the southbound traffic on the Kwinana Freeway.

The MRWA Roadside Advertising Policy and Application Guidelines identify areas within which advertising signs should be restricted relative to various freeway configurations. In this case, the sign is within the restricted area as it is within the northbound conflict zone of the Rowley Road on ramp and also located within 250m of other freeway traffic signs.

A total of 27 casualty crashes was reported over the most recent five-year period within 1km of the proposed sign location. 14 crashes occurred in the southbound direction, 11 crashes in the northbound direction and two crashes did not have directional details.

The resulting calculations for the rolling 1km sections from the sign show that the highest crash rates for the southbound carriageway is 408. This is below both the average and critical crash rates of 409.2 and 410.5, respectively.

Based on these calculations, MRWA define these road sections as having a Low Casualty Crash Rate.

It was identified during the site visit, and verified using NearMap, that the proposed sign structure will be in close proximity to overhead electricity lines, presumably owned by Western Power. We understand that Espin Capital is liaising directly with Western Power to establish the requirements for siting a sign of this design in this location.

### 5.2 CONCLUSION

The proposed single sided north facing sign has been assessed against MRWA's Roadside Advertising Signs Policy and Application Guidelines, and specifically the sections relevant to a sign to be located beyond state road reserves.

The proposed sign location fails to meet the requirements of the guidelines in some respects as the north facing sign is technically located within the restriction zone associated with a 'Freeway Exit' sign, despite being on the far side of the median.

However, the north facing sign would, in our view, pose little if any safety risk to road users and should therefore be granted approval from a traffic safety perspective.

Client: Espin Capital

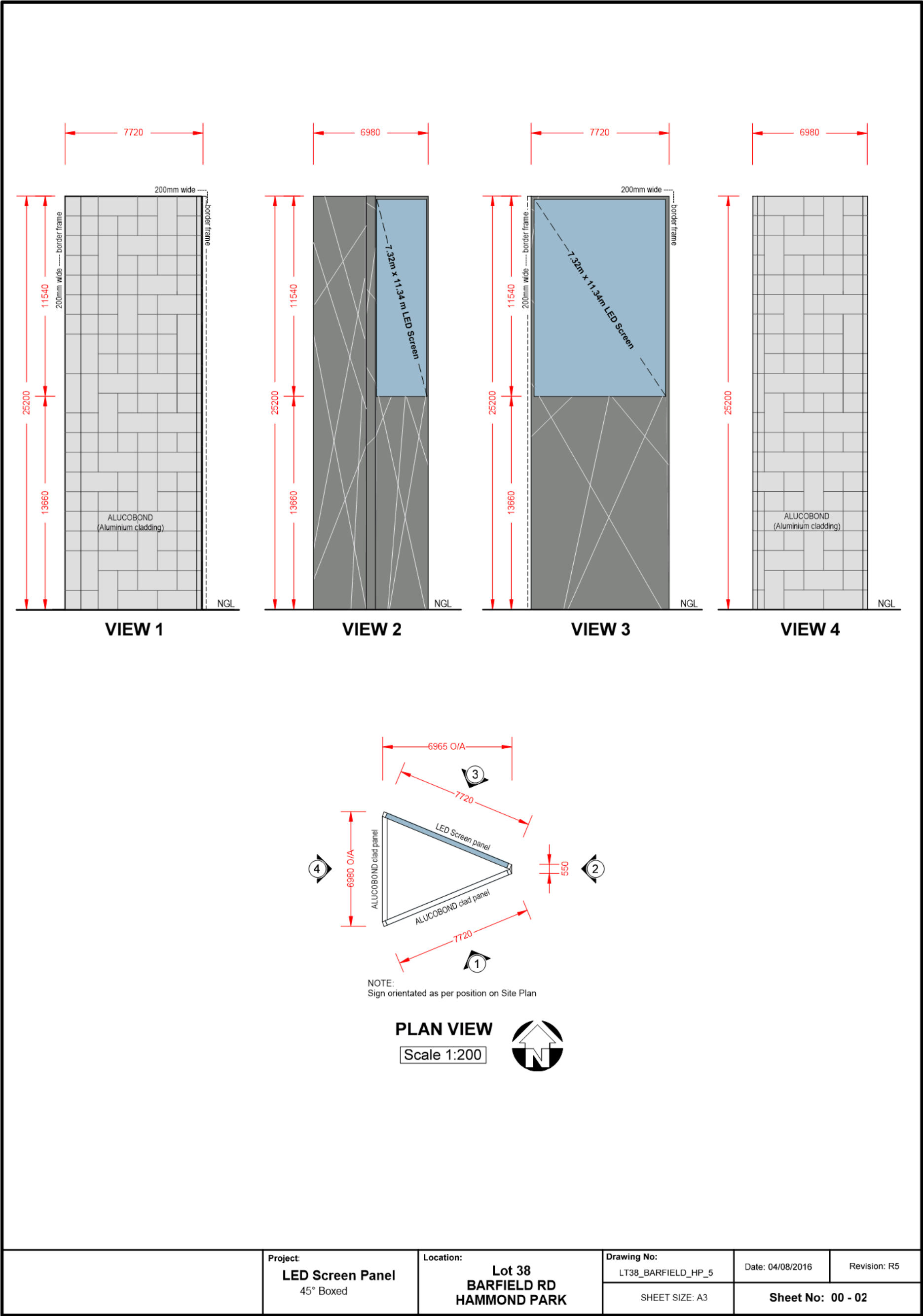


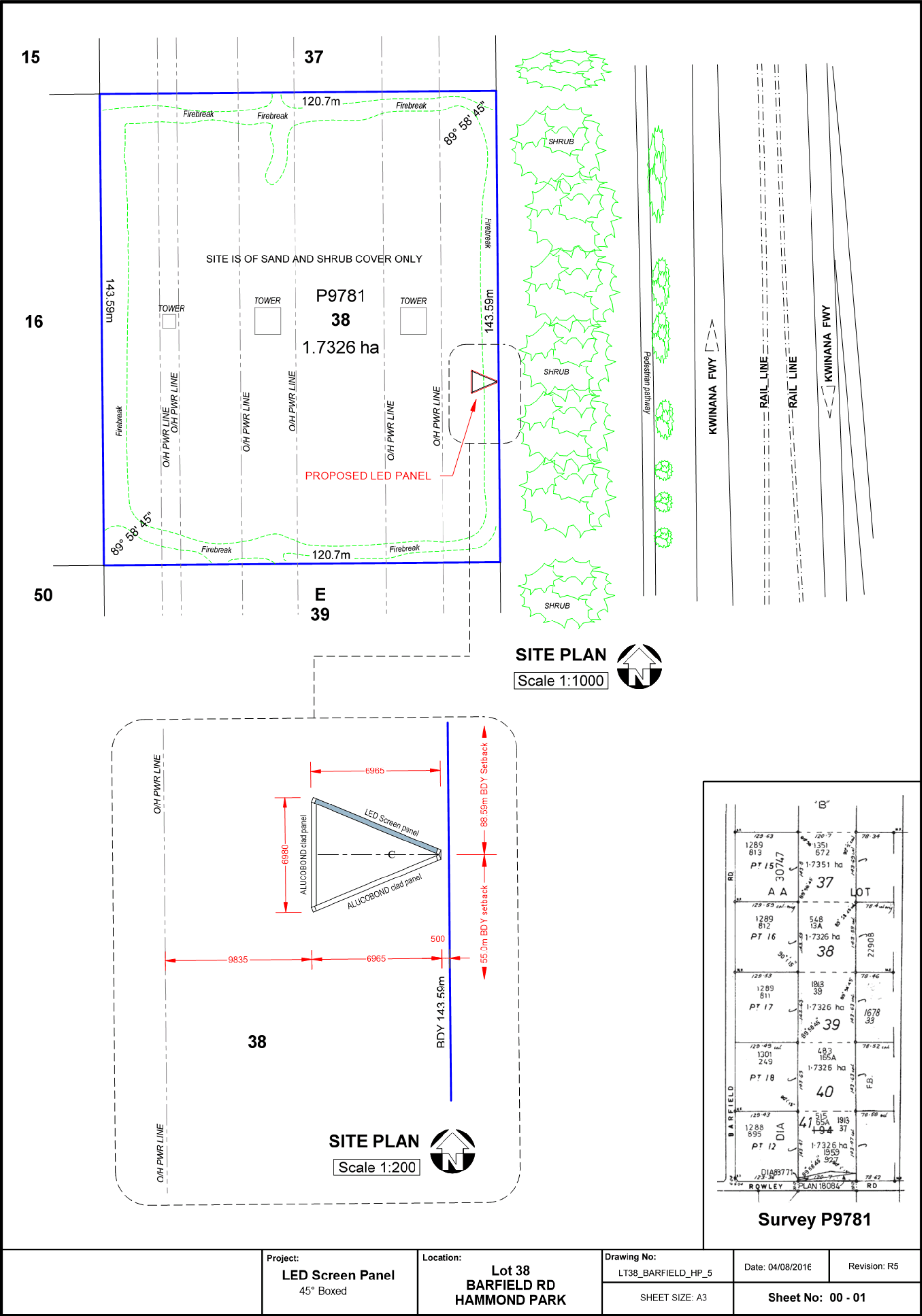
Project: LED Digital Sign Review – Kwinana Freeway Barfield Road

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## **APPENDIX A: SIGNAGE DESIGN DRAWINGS**







Client: Espin Capital



Project: LED Digital Sign Review – Kwinana Freeway Barfield Road

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## APPENDIX B: MRWA CRASH DATA



Client: Espin Capital  
Project: LED Digital Sign Review – Kwinana Freeway Barfield Road

Distance from Barfield Rd (M)	SLK	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Traffic Control	Road Alignment	MR Nature	Location	RUM	RUM Group	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move	Objects Hit	Target Impact Point
930	23.44	28/03/2015	Saturday	1730	Hospital	2015066090	Midblock	Dawn Or Dusk	Dry	No Sign Or Control	Straight	Sideswipe Same Dir	On Cway	36:Same Dir: Change Lanes - Right	5	Target	Car	N	S	Overtaking: Cut In From Left		Rear
																Colliding	Motor Cycle	N	S	Straight Ahead: Not Out Of Control		
730	23.64	19/02/2014	Wednesday	0842	Hospital	2014633660	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target	Car			Straight Ahead: Not Out Of Control		Side
																Colliding	Station Wagon			Straight Ahead: Not Out Of Control		
700	23.67	28/01/2014	Tuesday	0710	Medical	2014625514	Midblock	Daylight	Dry	No Sign Or Control	Straight	Sideswipe Same Dir	On Cway	36:Same Dir: Change Lanes - Right	5	Target	Motor Cycle	S	N	Straight Ahead: Not Out Of Control		Side
																Colliding	Utility	S	N	Overtaking: Cut In From Left		
490	23.88	06/11/2014	Thursday	1710	Medical	2014034880	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target	Station Wagon	S	N	Stopped: By Congestion		Rear
																Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
440	23.93	19/02/2014	Wednesday	0000	Hospital	2014662043	Midblock			No Sign Or Control		Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target	Car			Straight Ahead: Not Out Of Control		Rear
																Colliding				Straight Ahead: Not Out Of Control		
240	24.13	06/03/2015	Friday	1715	Medical	2015064970	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Colliding	Station Wagon	N	S	Out Of Control: Other		
																Target	Car	N	S	Straight Ahead: Not Out Of Control		Rear
230	24.14	05/07/2016	Tuesday	1615	Medical	2016193981	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target	Station Wagon	N	S	Straight Ahead: Not Out Of Control		Rear
																Colliding	Station Wagon	N	S	Straight Ahead: Not Out Of Control		
220	24.15	28/04/2013	Sunday	0241	Hospital	2013089814	Midblock	Dark - St Lights On	Dry	No Sign Or Control	Straight	Hit Object	On Left Verge After Leaving Cway	72:Off Path On Straight: Off Left Cway Obj	16	Colliding	Car	S	N	Out Of Control	Drainage Ditch	
150	24.22	25/05/2016	Wednesday	1040	Medical	2016161066	Midblock	Daylight	Dry	No Sign Or Control	Straight	Sideswipe Same Dir	On Cway	36:Same Dir: Change Lanes - Right	5	Target	Car	N	S	Straight Ahead: Not Out Of Control		Side
																Colliding	Road Train	N	S	Overtaking: Cut In From Left		
0	24.37	03/02/2012	Friday	1047	Hospital	2011829195	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Colliding	Station Wagon	N	S	Straight Ahead: Not Out Of Control		
																Target	Station Wagon	N	S	Stopped: To Avoid Obj		Rear
0	24.37	06/02/2012	Monday	1430	Medical	2012802513	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target		N	S	Straight Ahead: Not Out Of Control		Rear
																Colliding		N	S	Straight Ahead: Not Out Of Control		
0	24.37	10/07/2012	Tuesday	0547	Medical	2012146712	Midblock	Dark - St Lights On	Wet	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Colliding	Car	N	S	Straight Ahead: Not Out Of Control		
																Target	Station Wagon	N	S	Straight Ahead: Not Out Of Control		Rear
0	24.37	08/03/2013	Friday	1640	Medical	2013049284	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Colliding	Utility	N	S	Straight Ahead: Not Out Of Control		
																Target	Truck	N	S	Straight Ahead: Not Out Of Control		Rear
-250	24.62	14/05/2014	Wednesday	0640	Medical	2014725533	Midblock	Dawn Or Dusk	Dry	No Sign Or Control	Curve	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target	Car	S	N	Stopped: By Congestion		Rear
																Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
-360	24.73	23/04/2012	Monday	0730	Medical	2012808486	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target	Car	S	N	Stopped: To Avoid Veh		Rear
																Colliding	Station Wagon	S	N	Straight Ahead: Not Out Of Control		
-440	24.81	30/10/2016	Sunday	1720	Medical	2016278950	Midblock	Dawn Or Dusk	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dir: Same Lane Rear End	4	Target	Car	S	N	Straight Ahead: Not Out Of Control		Rear



Client: Espin Capital  
Project: LED Digital Sign Review – Kwinana Freeway Barfield Road



Distance from Barfield Rd (M)	SLK	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Traffic Control	Road Alignment	MR Nature	Location	RUM	RUM Group	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move	Objects Hit	Target Impact Point
																Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
-500	24.87	15/06/2012	Friday	1730	Medical	20128 22405	Midblock	Dawn Or Dusk	Wet	No Sign Or Control	Straight	Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Target	Station Wagon	N	S	Stopped: By Congestion		Rear
																Colliding	Utility	N	S	Straight Ahead: Not Out Of Control		
-500	24.87	15/07/2012	Sunday	0251	Hospital	20126 15465	Midblock	Dark - St Lights On	Dry	No Sign Or Control	Straight	Rear End	On Cway	61: On Path: Parked	10	Colliding	Four Wheel Drive (Not Car Design)	N	S	Straight Ahead: Not Out Of Control		
																Target	Panel Van	N	S	Stopped: Parked On Cway		Rear
-500	24.87	01/07/2015	Wednesday	2348	Medical	20151 49423	Midblock	Dark - St Lights On		No Sign Or Control		Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Target	Car	N	S	Out Of Control: Other		Side
																Colliding	Car	N	S	Straight Ahead: Not Out Of Control		
-510	24.88	29/01/2015	Thursday	1235	Medical	20150 13796	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Target	Car	S	N	Straight Ahead: Not Out Of Control		Rear
																Colliding	Utility	S	N	Straight Ahead: Not Out Of Control		
-590	24.96	27/08/2014	Wednesday	0600	Medical	20148 09872	Midblock	Dawn Or Dusk	Dry	No Sign Or Control	Straight		On Cway	63: On Path: Accident Or Breakdown	10	Target	Station Wagon	S	N	Stopped: Other		Rear
																Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
-600	24.97	04/11/2016	Friday	1745	Medical	20163 32544	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Target	Car	S	N	Stopped: By Congestion		Rear
																Colliding	Panel Van	S	N	Straight Ahead: Not Out Of Control		
-630	25.00	15/06/2012	Friday	1815	Medical	20128 22170	Midblock	Dark - St Lights On	Wet	No Sign Or Control	Straight	Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Target	Car	N	S	Stopped: To Avoid Veh		Rear
																Colliding	Car	N	S	Straight Ahead: Not Out Of Control		
-670	25.04	26/05/2016	Thursday	0650	Medical	20161 61206	Midblock	Dawn Or Dusk	Wet	No Sign Or Control	Straight	Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
																Target	Car	S	N	Stopped: To Avoid Veh		Rear
-720	25.09	05/04/2016	Tuesday	1700	Medical	20161 05453	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Target	Motor Cycle	N	S	Straight Ahead: Not Out Of Control		Rear
																Colliding	Station Wagon	N	S	Straight Ahead: Not Out Of Control		
-780	25.15	20/09/2014	Saturday	0945	Hospital	20140 15394	Midblock	Daylight	Dry	No Sign Or Control	Straight	Sideswipe Same Dir	On Cway	35: Same Dir: Parallel Lanes - S/wipe	5	Target	Truck	N	S	Straight Ahead: Not Out Of Control		Side
																Colliding	Truck	N	S	Out Of Control: Other		
-970	25.34	29/04/2015	Wednesday	0654	Hospital	20150 38764	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31: Same Dir: Same Lane Rear End	4	Colliding	Motor Cycle	S	N	Straight Ahead: Not Out Of Control		
																Target	Car	S	N	Straight Ahead: Not Out Of Control		Rear



Our Ref CW1027900  
Contact Sam Laybutt

6 April 2018

**BY EMAIL ONLY**

Pinnacle Planning  
937 Wellington Street  
WEST PERTH WA 6005

**Attention: Ben Carter, Director**

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ABN 77 008 119 000

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[www.cardno.com](http://www.cardno.com)

Dear Ben,

**RE: PROPOSED LARGE FORMAT DIGITAL SIGN – KWINANA FREEWAY,  
HAMMOND PARK (LOT 38 BARFIELD ROAD)**

Cardno has undertaken a Peer Review of the road safety aspects of the proposed Large Format Digital Sign (LFDS) located within Lot 38 Barfield Road, on the west side of Kwinana Freeway, Hammond Park.

It is understood that Main Roads has advised the City of Cockburn that it does not support the Application for a proposed LFDS, due to the device being in a Device Restriction Area (DRA).

A Safety Review of the sign has been undertaken by Donald Veal Consultants (DVC) which concluded that while the sign is within the DRA, the signs would pose little if any safety risk to road users.

The following sets out Cardno's review of the road safety aspects of the proposed LFDS against Main Road's criteria with reference to the DVC report.

**SIGN LOCATION**

The proposed LFDS is located on the western side of Kwinana Freeway, within private property at Lot 38 Barfield Road, Hammond Park. The proposed LFDS is visible to southbound traffic travelling along Kwinana Freeway.

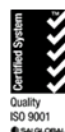
Kwinana Freeway is classified as a 'Freeway' as per Main Roads' *Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves* ('the Policy') and has a posted speed limit of 100km/h at the location of the proposed LFDS. It has two lanes in each direction, separated by wide, grassed and landscaped median, with a railway reserve for the Mandurah Line within the median. Current southbound AADT is 44,473 vehicles per day, based on Main Roads' traffic data.

**PHYSICAL CHARACTERISTICS**

The proposed LFDS structure is 25.2m tall and 7.7m wide, and the display panel is 7.32m wide by 11.34m high, with a total area of 83m<sup>2</sup>. Further details of the proposed LFDS are shown on the plans located at **Attachment 1**.

The physical characteristics of the advertisements (e.g. illuminance and illumination, movement and rotation, content, dwell and transition times etc.) have not yet been determined, however it is understood the intention of the Applicant is to comply with

Australia • Belgium • Canada • Colombia • Ecuador • Germany • Indonesia •  
Kenya • New Zealand • Nigeria • Papua New Guinea • Peru • Philippines • Singapore •  
United Arab Emirates • United Kingdom • United States • Operations in over 100 countries



the requirements of Main Roads' *Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves* ('the Policy'). These can be dealt with by way of planning approval conditions.

#### DEVICE RESTRICTION AREAS

The proposed sign location has been reviewed and the sign is located within the Device Restriction Areas shown in Appendix A, Figure 2 of the *Policy*. This is consistent with DVC's assessment of the sign location.

Cardno notes that Main Roads WA was the proponent for an LFDS on Kwinana Freeway at Bull Creek, which has been in operation for approximately 18 months. This LFDS is located within multiple Device Restriction Areas, and is located on a section of the Kwinana Freeway with a Crash Rate that exceeds the Critical Crash Rate. Despite these non-compliances with Main Roads' *Policy*, the LFDS was approved, installed and has been operating without incident for a long period of time.

Other LFDS have been approved or not objected to by Main Roads in locations which are similarly non-compliant with the *Policy*, including the Channel 9 building in Perth and on Oxford Close in West Leederville.

It is clear that there is scope for signs which are located with the Device Restriction Areas and not compliant with the Main Roads' *Policy* to be approved and installed.

#### CRASH RATE CALCULATION

Cardno has undertaken a crash rate calculation for the proposed LFDS in accordance with the method prescribed in Appendix C of the *Policy*. The result of the calculation found that the highest crash rate of the relevant road section is 395.5 ( $10^4$  ERU per  $10^8$  VKT). The analysis confirms that the crash rate for this section of road, calculated in accordance with the *Policy*, is lower than the Critical Crash Rate for this road type, which is 410.5 ( $10^4$  ERU per  $10^8$  VKT), therefore, the sign location has met the crash rate criteria of the *Policy*.

Cardno's crash rate calculation results is consistent with DVC's Safety Review Report.

#### CONCLUSION

In conclusion, given that the sign is located in a road section with low crash rates, Cardno considers that the sign would not increase the level of road safety risk at this location, and as a result, the application should be approved.

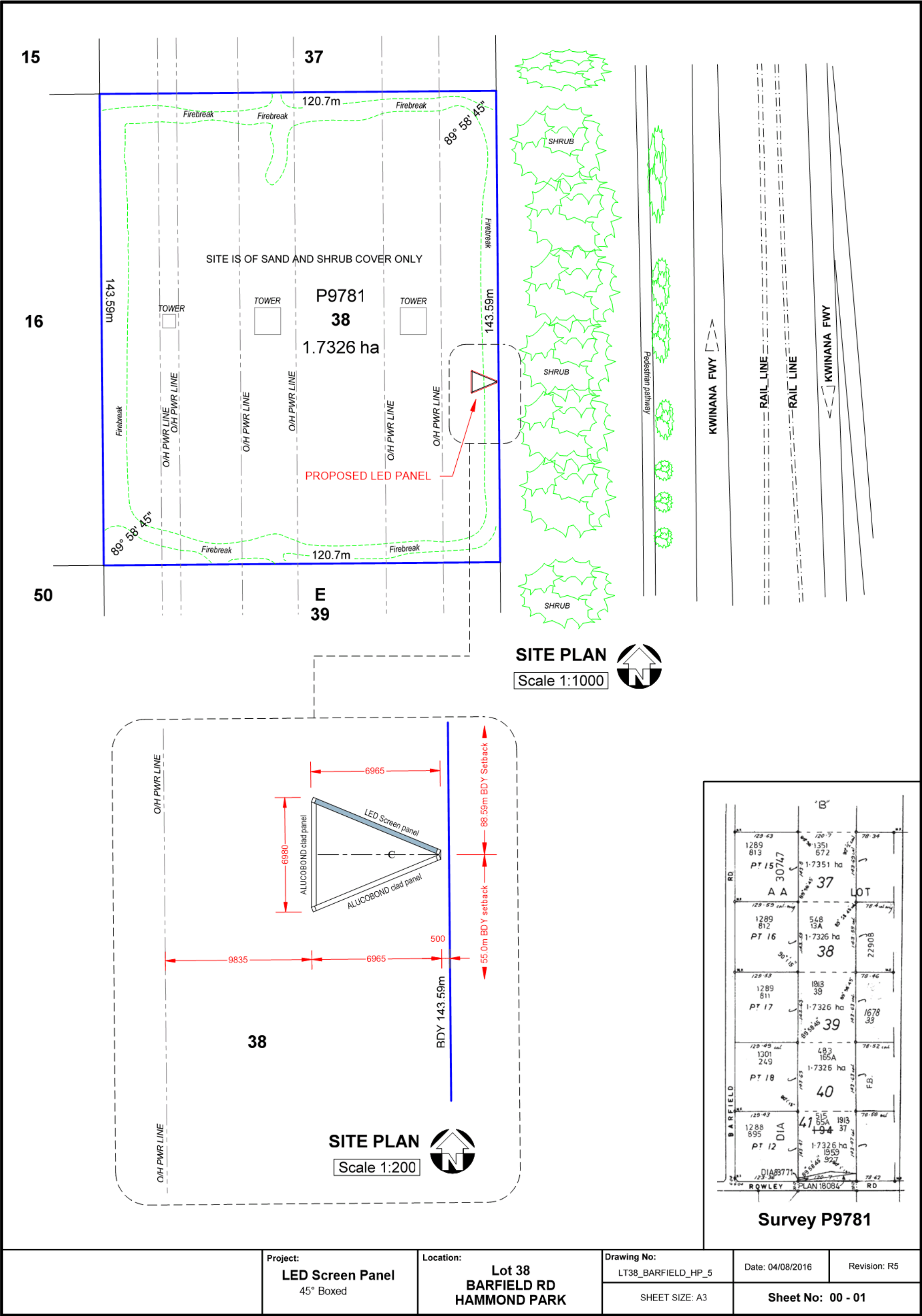
Yours faithfully

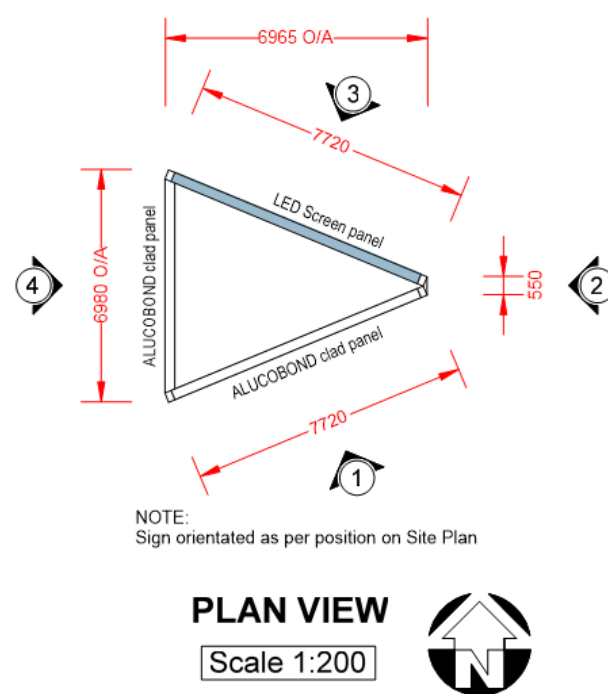
Sam Laybutt  
Team Leader – Transport Engineering & Road Safety  
for Cardno  
Direct Line +61 8 6461 0724  
Email: Sam.Laybutt@cardno.com.au

Enc: Attachments

## Attachment 1 – Sign Plans







	<b>Project:</b> <b>LED Screen Panel</b> 45° Boxed	<b>Location:</b> <b>Lot 38</b> <b>BARFIELD RD</b> <b>HAMMOND PARK</b>	<b>Drawing No:</b> LT38_BARFIELD_HP_5	Date: 04/08/2016	Revision: R5
			SHEET SIZE: A3	<b>Sheet No: 00 - 02</b>	

**14.6 PROPOSED LARGE FORMAT DIGITAL SIGN & LANDSCAPING -  
LOT 34 GAEBLER ROAD, HAMMOND PARK (DA17/0997)**

<b>Author(s)</b>	R Trinh
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Location Plan <a href="#">↓</a></li><li>2. Site Plan <a href="#">↓</a></li><li>3. Park Plan <a href="#">↓</a></li><li>4. Elevation Plan <a href="#">↓</a></li><li>5. Donald Veal Consultants - Traffic Report <a href="#">↓</a></li><li>6. Cardno - Road Safety Report <a href="#">↓</a></li></ol>
<b>Location</b>	Lot 34 Gaebler Road, Hammond Park
<b>Owner</b>	Espin Capital Pty Ltd
<b>Applicant</b>	Pinnacle Planning
<b>Application Reference</b>	DA17/0997

**RECOMMENDATION**

That Council:

- (1) refuse to grant planning approval for the Large Format Digital Sign & Landscaping at Lot 34 Gaebler Road, Hammond Park, based on the following reasons:

Reasons

1. The proposed use is not permitted within the Special Use 23 zone of Town Planning Scheme No. 3.
  2. Approval of the proposed development would not demonstrate orderly and proper planning and would therefore contradict the aims of Town Planning Scheme No. 3.
  3. The proposal will detract from the visual amenity of the area.
  4. The proposal is contrary to the City's Local Planning Policy 3.7 – Signs and Advertising, in that it would allow the advertising of services and products that do not relate to the subject property.
- (2) Notifies the applicant and those who made a submission of Council's decision.

## Background

### Site Description

The subject site is 1.3203 hectares in area and is located on a lot that directly abuts Kwinana Freeway in Hammond Park. The lot currently serves as a corridor for the Western Power high voltage overhead transmission lines and currently has supporting pylon structures on site. Other lots located north and south of this lot serve the same purpose with similar supporting structures that extends parallel with Kwinana Freeway from Russell Road to Rowley Road. The lot is relatively undeveloped with low lying vegetation throughout the site and is located on the western side of Kwinana Freeway and has vehicular access from Gaebler Road.

## Submission

N/A

## Report

### Proposal

The application proposes third party non-specific variable message signage to be displayed that change over time. The sign is proposed to be located 0.5m from the eastern boundary of the lot and consists of:

- 3x surface panels that are 25.2m in height;
- Structured in a triangular shape;
- 1x 6.98m wide aluminium clad panel, facing west;
- 2x 7.72m wide panel that includes a light-emitting diode (LED) sign panel that is 11.54m in height and 7.32m in width, facing north east and south east; and
- 348m<sup>2</sup> of the lot abutting Gaebler Road to be landscaped as a park with some play equipment.

Two separate road safety reviews were undertaken of the proposal by Donald Veal Consultants and Cardno and presented as part of this application. Both reports assessed the impact on road safety and concluded different findings. Donald Veal Consultants determined that the proposed sign was not seen to increase the level of road safety risk but Cardno recommended the sign be modified to remove the north facing display panel in order to be considered as a sign outside of the device restriction area outlined in the [Main Roads Policy and Application Guidelines for Advertising Signs 2018 \(Guidelines\)](#).



### Proposal Context

An application was previously lodged for this site that proposed similar sized signage in very similar locations. The application was not supported because it did not accord with the intent of the City's Local Planning Policy 3.7 – Signs and Advertising's (LPP 3.7) key objectives, was considered a land use that was not consistent with the list of land uses permitted on the subject site and was seen to detract from the visual amenity of the area. The application was refused under delegation by the City on 4 January 2017 following consultation with Main Roads Western Australia (MRWA) and Western Power.

### Planning Framework

#### *Metropolitan Region Scheme (MRS)*

The subject site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and the proposal is consistent with this zone.

#### *Town Planning Scheme No. 3 (TPS 3)*

The subject site is located within the Special Use 23 (SU23) zone and Development Contribution Area 13 under TPS 3.

The objectives of Special Use zones are:

*"To provide for uses which have unique development requirements that cannot be easily accommodated by the objectives of any of the other zones included in the Scheme."*

SU23 prescribes specific land uses that are able to be approved, which include:

- Carpark;
- Civic Use;
- Community Purpose;
- Nursery;
- Public Amusement; and
- Recreation Private.

These land uses are listed either as permitted or discretionary uses that are subject to special notice. All other uses are specifically mentioned to be not permitted.

'Signage' is not listed in the zoning table of TPS 3 and therefore where it is not associated with any other primary use, is ordinarily considered as a 'Use not listed'. This use is not mentioned as a land use capable of being approved within SU23 and is therefore considered to be not permitted within this zone. Any use that is not permitted in a zone must be refused and Council does not have discretion to approve the use.

The landscaping component of the application does not fit the definition of any of the land uses capable of being considered. It provides some play equipment under the powerlines and an additional pedestrian path to one that already exists between Gaebler Road and the shared path that runs parallel alongside Kwinana Freeway. The landscaped area is clearly ancillary to the use of the site for signage and does not serve any real need in this location. If Council was to support the proposal, given the site is privately owned, all on-going park maintenance would have to be completed privately and additional signage alerting park users to this would be required.

*Local Planning Policy 3.7 – Signs and Advertising (LPP 3.7)*

The proposal is considered as an advertising sign that is guided by the requirements of LPP 3.7. The purpose of the policy is to ensure that exposure of activities or services through signage and advertising does not adversely impact upon the amenity of the area. The objectives of the policy are:

- To ensure that signage and advertising does not detract from the streetscape or amenity of the area.
- To avoid the proliferation of signage in commercial areas.
- To avoid an abundance of signs on individual sites and buildings.
- To ensure that signs only relate to the services and products on the site.
- To encourage the rationalisation of advertising signs on individual premises.
- To encourage the incorporation of advertising signs into the design consideration of buildings.

The general development provisions of LPP 3.7 require all signs to:

- a) Not pose a threat to public safety or health.
- b) Only relate to services and products on the subject site.
- c) Not consist of inappropriate or offensive language or material.
- d) Not protrude over Council property, including footpaths (unless allowed under a verandah or attached to a fascia) or neighbour's property.

The City's Traffic Engineer has raised concerns regarding the signage being a potential distraction to freeway traffic. The sign is proposed to

advertise third party material, which does not relate to services or products on the subject site. The City would also not be in a position to ensure compliance with advertising does not consist of inappropriate or offensive language or material, due to the variability to change material.

The sign was not considered as a 'Pylon' sign because it greatly varies all maximum standards specified by LPP 3.7. The sign is considered as a 'Variable Message Sign' sign under LPP 3.7 and therefore requires a planning approval because it is not required by a public authority.

These types of signs are not supported unless the City deems that the sign is used by public authorities for a public purpose. The application proposes a LED sign that is capable of displaying material that change over time. The application proposes non-specific third party advertising to be displayed by the LED sign that would not relate to the services and products on the site and are considered to potentially detract from the amenity of the area due to its substantial size.

### Consultation

#### *Nearby Landowner Consultation*

The City chose not to advertise the application because its position after assessment was that there was no discretion to approve the proposal. Advertising an application that was not supported by the planning framework was not seen to provide any valuable input.

#### *Western Power*

The application was referred to Western Power for comment, due to the proximity to the high voltage overhead transmission lines. Western Power noted that one proposed location of the sign failed the clearance required under the Australian Standards 7000:2010.

#### *Main Roads Western Australia (MRWA)*

Under the Instrument of Delegation, Powers of Local Governments and Department of Transport (DEL 2017/02), referral is not required when the local government first decides to refuse the application under the MRS or under circumstances where the application is for an ancillary and incidental addition or modification to an existing authorised development, which does not encroach upon the road reservation and has no intention to alter existing access arrangements.

The City assessed and sought to refuse the application without referral to MRWA. The proposal also specifically stated that the proposal is for an incidental structure, which would not warrant referral to MRWA. Under the specific request of the applicant, the City referred the application to MRWA for comment.

MRWA provided a response that did not identify any critical safety risks with the location, however provided advice to the City to consider the adverse impacts on the visual amenity of the roadside environment and surrounding areas. The operational parameters of the Large Format Digital Sign (LFDS) would need to comply with the [Main Roads Policy and Application Guidelines for Advertising Signs 2018 \(Guidelines\)](#).

#### Planning Considerations

TPS 3 does not support the proposed 'Use not listed' within SU23. The use is not specifically mentioned in the list of land uses that can be supported and is therefore not permitted.

LPP 3.7 does not support the proposed 'Variable Message Sign' and the proposed sign is not seen to comply with the objectives and general development provisions.

The park is proposed as an added feature to the development but appears to only have been an obligatory inclusion for the predominant use of the site for signage to be erected. The park and sign are proposed more than 100m away and have no relation to each other. The park does not serve any purpose other than acting as an additional pedestrian access point between Gaebler Road and the shared path that runs parallel along Kwinana Freeway. A pedestrian path already exists in this location and the proposed additional path would be a duplication that may be misinterpreted by the public to be a Council managed and funded facility.

#### *Main Roads Policy and Application Guidelines for Advertising Signs 2018 (Guidelines)*

The Guidelines refer to signs that are within or are reasonably capable of being seen by the driver of a motorised vehicle traveling along a State Road. Advertising signs are assessed under road user safety, road user amenity, design, construction and maintenance.

Road user safety includes the assessment of the display, location, content, movement and rotation. Minimal details have been provided in the application to determine if the sign is capable of complying with all requirements of the Guidelines. These heavily rely on the digital display of material that can be altered and changed to comply. MRWA previously provided no objection to the proposed location of the proposal.

The road user amenity overlaps with the requirements of TPS 3 and LPP 3.7. MRWA have specifically mentioned that the City should be considering the impact on visual amenity against the Guidelines. The design, construction and maintenance requirements of the Guidelines do not apply to the structure in this location. Conditions to comply with



the Guidelines should be imposed if Council chose to support the application.

#### *Amenity*

The proposed sign would be clearly visible by road users travelling south along Kwinana Freeway. This is the intended audience of the sign and is supported in the reports by Donald Veal Consultants and Cardno. The structure is also likely to be visible from dwellings and other roads in Aubin Grove and Hammond Park. The aluminium panel facing west would be visible to the Hammond Park locality and the panels including the LED screens would be visible from the Aubin Grove locality.

The low lying vegetation on the site is unlikely to screen the structure from any direction but would be partially screened by the vegetation contained within the Kwinana Freeway road reserve. The intention of the sign is to be fully visible by road users and therefore the LED sign protrudes well above the vegetation in the area. The site also contains the Western Power pylons for the high voltage overhead transmission lines that are clearly visible in the distance from Kwinana Freeway. These pylon structures and the connecting powerlines are consistently spaced approximately 300m apart and are designed in a dull colour to not further detract from the amenity of the area and distract road users. The proposed sign is designed with the complete opposite intention and would appear out of place in the area.

#### Conclusion

The proposed sign cannot be approved within SU23 as it is not listed as one of the special uses in Table 8. In addition, even if the use could be contemplated, the application does not comply with the requirements of LPP 3.7 or the Guidelines. The sign would appear out of place in this location and would adversely impact the amenity of the residents of Hammond Park and Aubin Grove. The proposal is inconsistent with the objectives of TPS 3 and LPP 3.7 and is likely to set an undesirable precedent and is therefore should be refused.

### **Strategic Plans/Policy Implications**

#### Economic, Social & Environmental Responsibility

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

Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health.

**Budget/Financial Implications**

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

**Legal Implications**

N/A

**Community Consultation**

N/A

**Risk Management Implications**

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

**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 May 2018 Ordinary Council Meeting.

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

Nil.









HAMMOND PARK  
CONNECTOR  
Lot 34 Gaebler Road, Hammond Park

DEVELOPMENT  
APPLICATION  
16/11/2017







<b>maarch*</b> <small>MARK ATKINSON ARCHITECTURE L1, 41 Hampton Road, Nedlands, WA 6009 E: info@maarch.net.au • T: 41 6 6252 8199</small>	PROJECT HAMMOND PARK CONNECTOR	CLIENT	ADDRESS LOT 34 GAEBLER ROAD, HAMMOND PARK	DATE 16/10/17	SCALE -	DRAWN BC	DRAWING PERSPECTIVE 1	REV A	PROJECT NO. MAA 17-031	DRAWING ID -
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MAARCH|16





<b>maarch*</b> <small>MAARCH ARCHITECTURE</small> <small>1000 N. HARRISON STREET, SUITE 100</small> <small>ANN ARBOR, MI 48106-1000</small> <small>TEL: 734.769.7000 FAX: 734.769.7001</small> <small>WWW.MAARCH-ARCHITECTURE.COM</small>	PROJECT	CLIENT	ADDRESS	DATE	SCALE:	DRAWN	DRAWING	REV	PROJECT NO.	DRAWING ID
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MARCH|17





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18	SECTION A-A





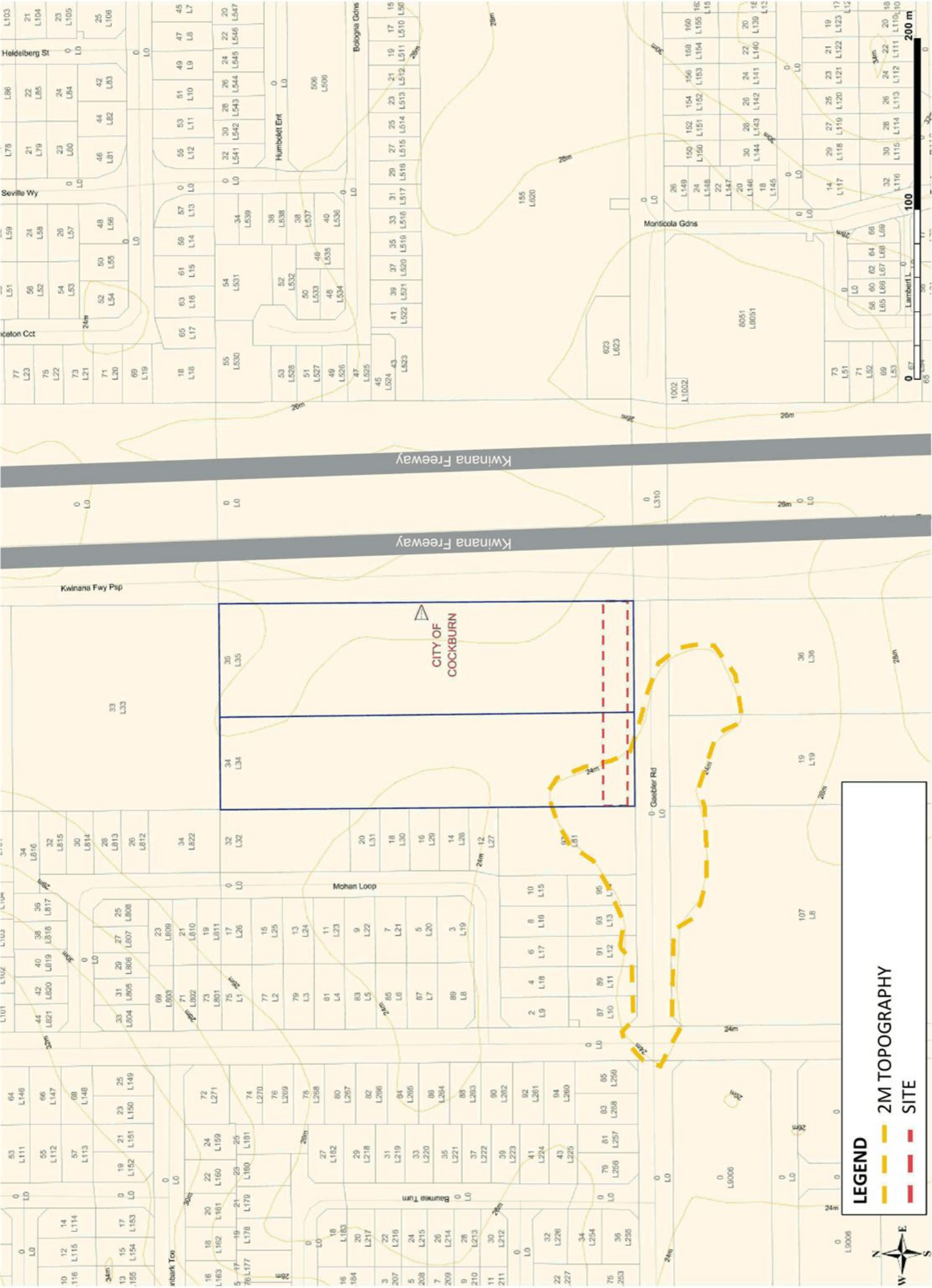
<b>maarch*</b> <small>THE REGIONAL ARCHITECTURAL FIRM</small> <small>10000 W. 10TH AVE. SUITE 100</small> <small>ARLINGTON, VA 22204-3000</small>	<b>PROJECT</b>  <b>HAMMOND PARK CONNECTOR</b>	<b>CLIENT</b>  <b>HAMMOND PARK CONNECTOR</b>	<b>ADDRESS</b>  <b>LOT 34 GAEBLER ROAD, HAMMOND PARK</b>	<b>DATE</b>	<b>SCALE</b>	<b>DRAWN</b>	<b>DRAWING</b>	<b>REV</b>	<b>PROJECT NO.</b>	<b>DRAWING ID</b>
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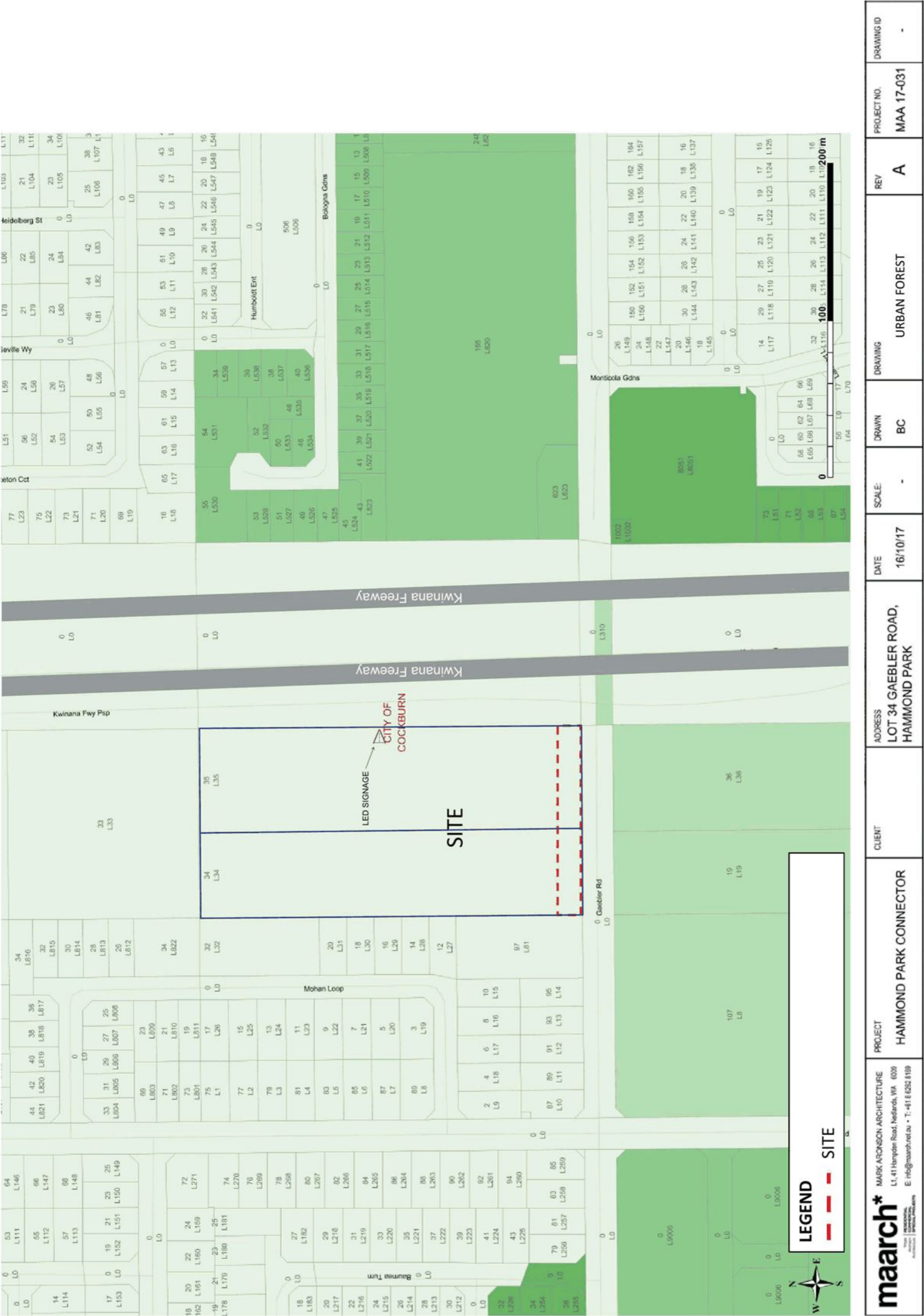






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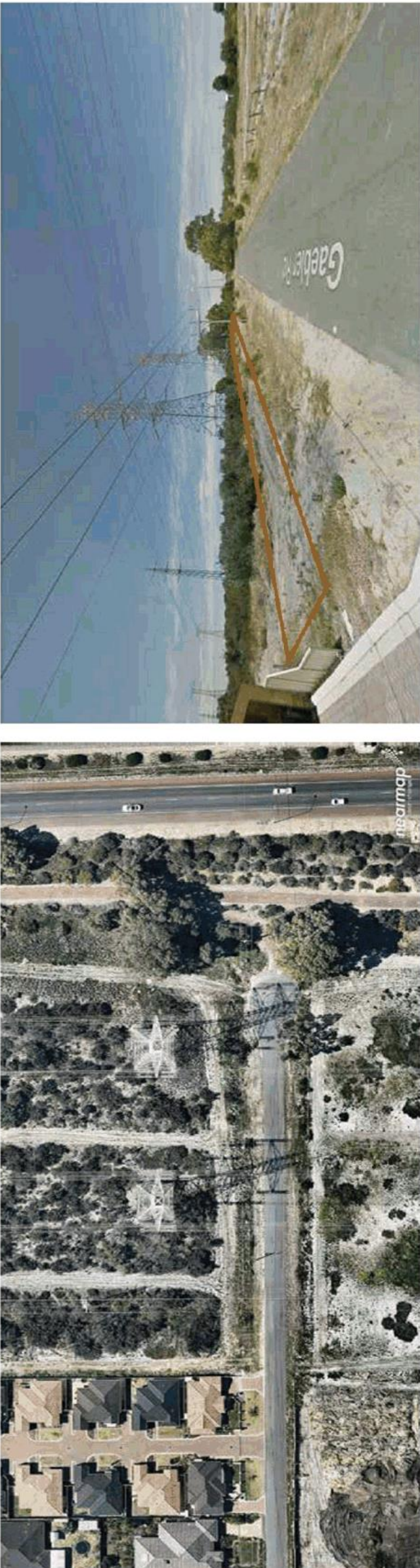




ANALYSIS OF EXISTING VEGETATION



ANALYSIS OF SITE CONDITION



 <div>MARK ANSON ARCHITECTURE 11, 41 Hampton Road, Nedlands, WA 6009 E: info@maarch.net.au • T: 41 6 6252 8199</div>	PROJECT HAMMOND PARK CONNECTOR	CLIENT	ADDRESS LOT 34 GAEBLER ROAD, HAMMOND PARK	DATE 16/10/17	SCALE -	DRAWN BC	DRAWING SITE CONDITION	REV A	PROJECT NO. MAA 17-031	DRAWING ID -
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MAARCH | 7



In accompaniment, careful thought and consideration has been implemented at the early stage of conceptualization with the aim to create an inclusive space for all to enjoy, regardless of age and disabilities. Summarily, Universal Design.



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	HAMMOND PARK CONNECTOR		LOT 34 GAEBLER ROAD, HAMMOND PARK	16/10/17	-	BC	NARRATIVE	A	MAA 17-031	-

MARCH|8





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MAARCH | 9

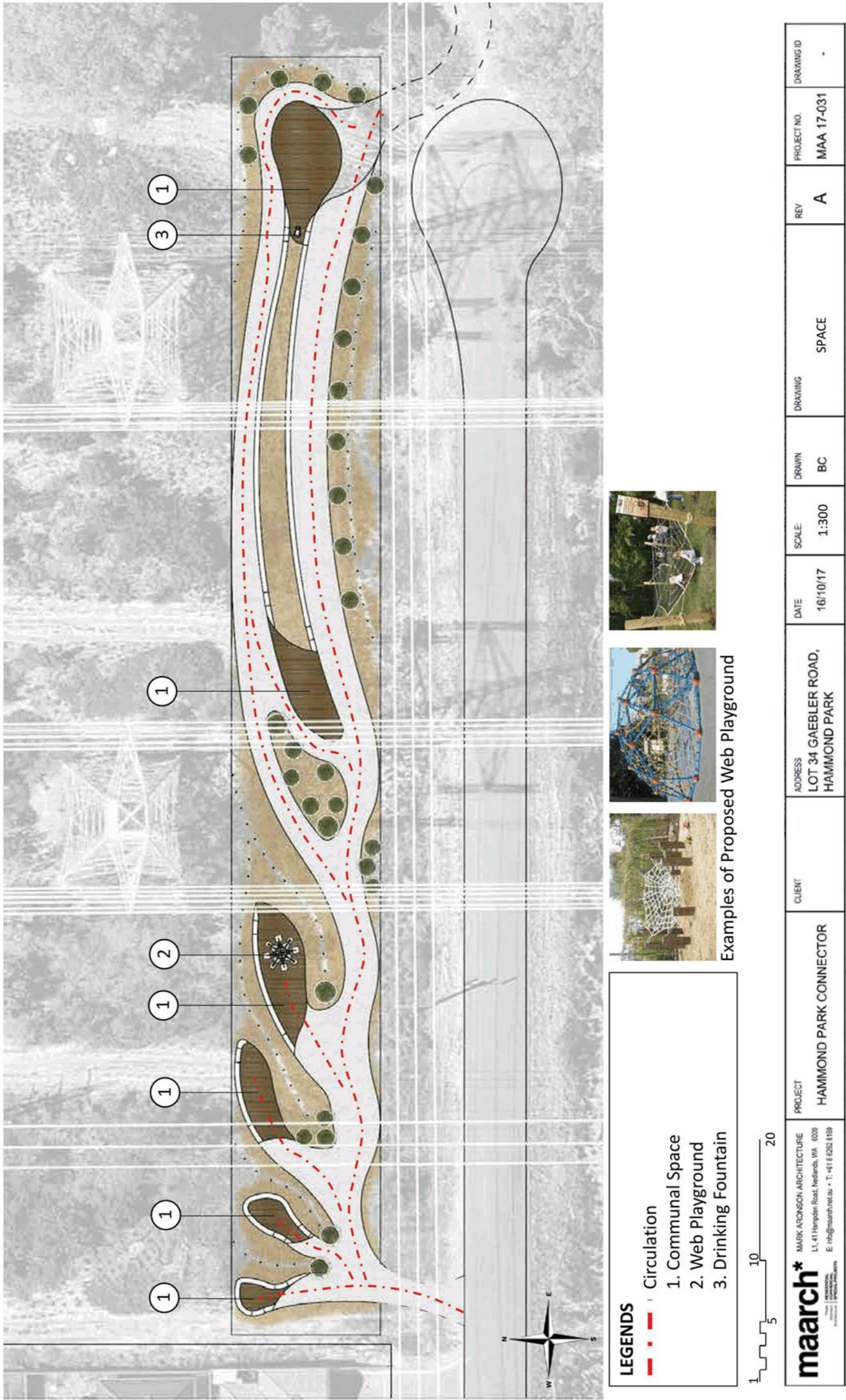




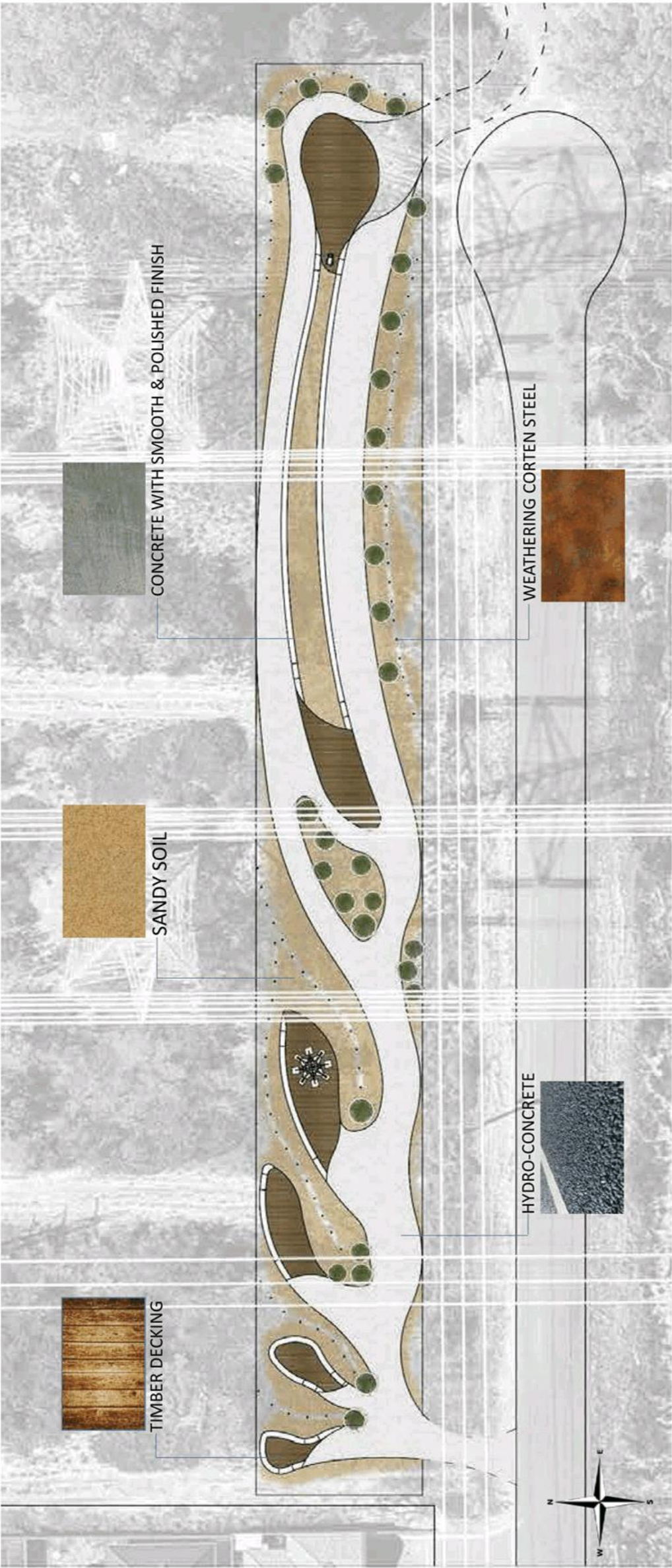
<b>maarch*</b> MARK ATKINSON ARCHITECTURE L1, 41 Hampton Road, Nedlands, WA 6009 E: info@maarch.net.au • T: 41 6 6252 8199		PROJECT	HAMMOND PARK CONNECTOR	CLIENT		ADDRESS	LOT 34 GAEBLER ROAD, HAMMOND PARK	DATE	16/10/17	SCALE	1:300	DRAWN	BC	DRAWING	IMMERSION	REV	A	PROJECT NO.	MAA 17-031	DRAWING ID	-
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MAARCH|10









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PROJECT  
 HAMMOND PARK CONNECTOR

CLIENT

ADDRESS  
 LOT 34 GAEBLER ROAD,  
 HAMMOND PARK

DATE  
 16/10/17

SCALE  
 1:300

DRAWN  
 BC

DRAWING

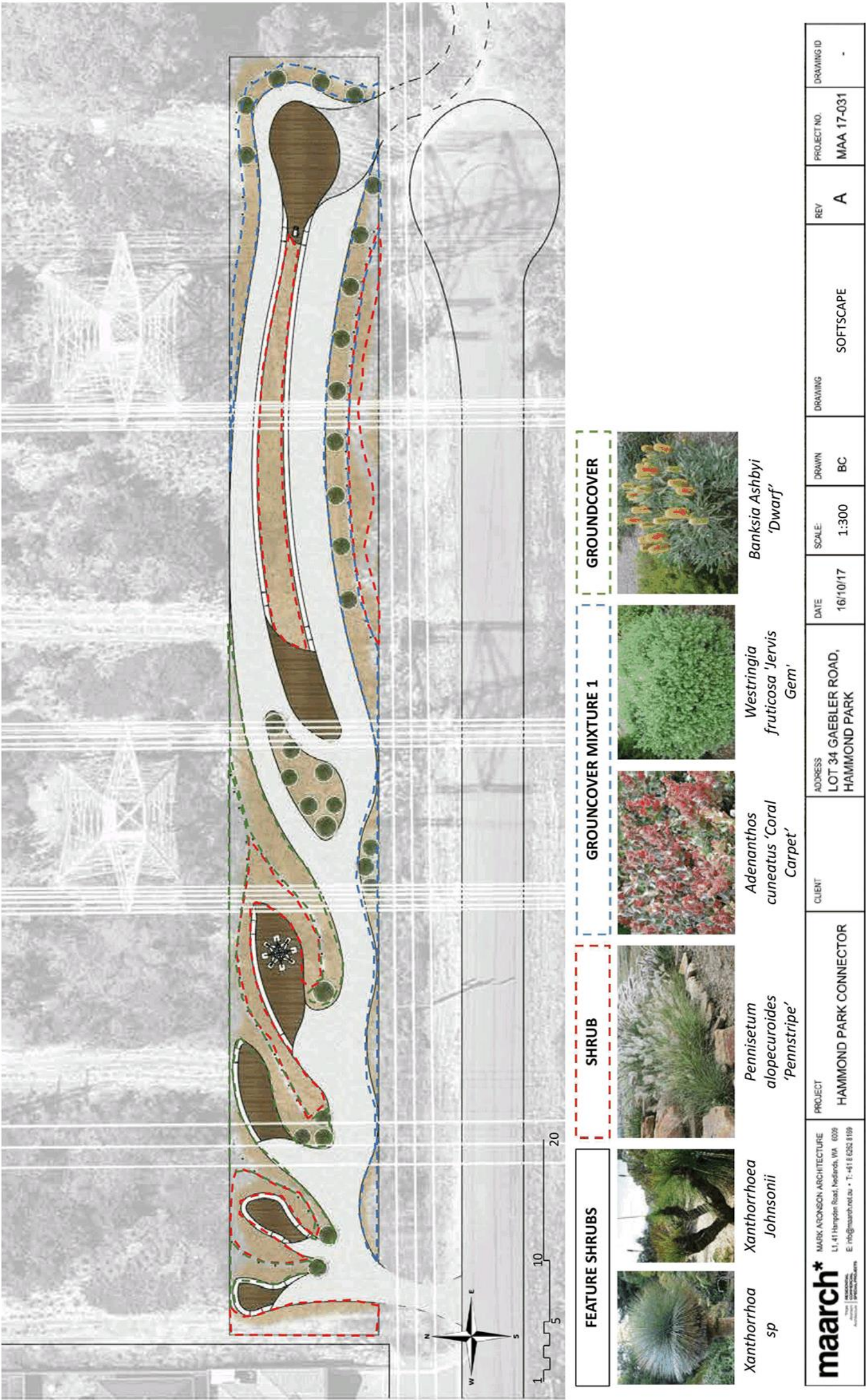
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MAARCH|12





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MAARCH|14





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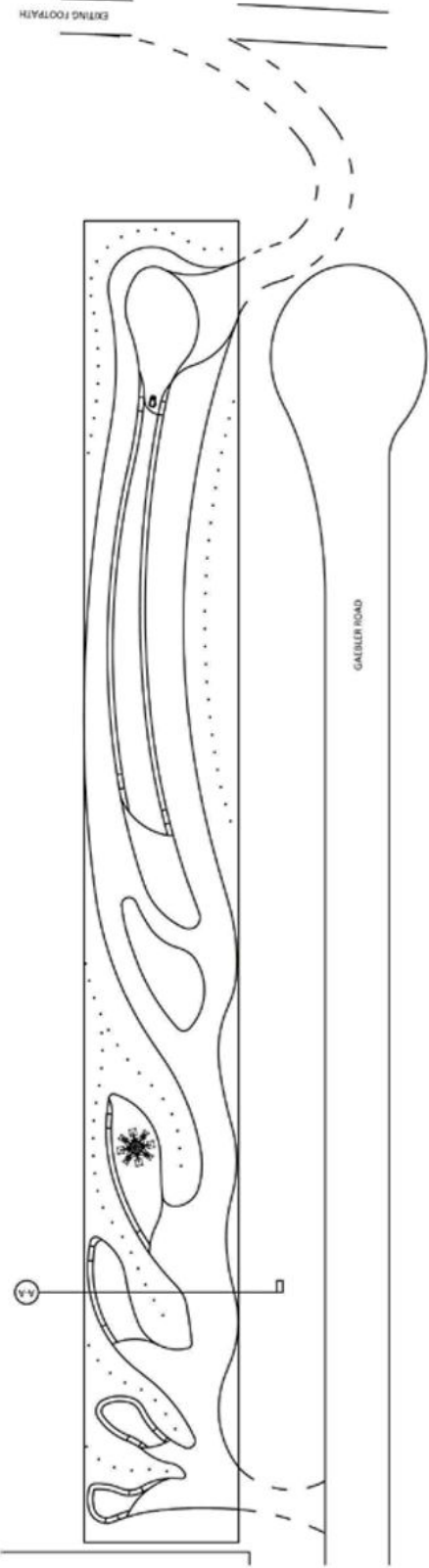




<b>maarch*</b> <small>MARK ANSON ARCHITECTURE 11, 41 Hampden Road, Nedlands, WA 6009 E: info@maarch.net.au • T: 41 6 6252 8199</small>	PROJECT HAMMOND PARK CONNECTOR	CLIENT	ADDRESS LOT 34 GAEBLER ROAD, HAMMOND PARK	DATE 16/10/17	SCALE -	DRAWN BC	DRAWING PERSPECTIVE 3	REV A	PROJECT NO. MAA 17-031	DRAWING ID -
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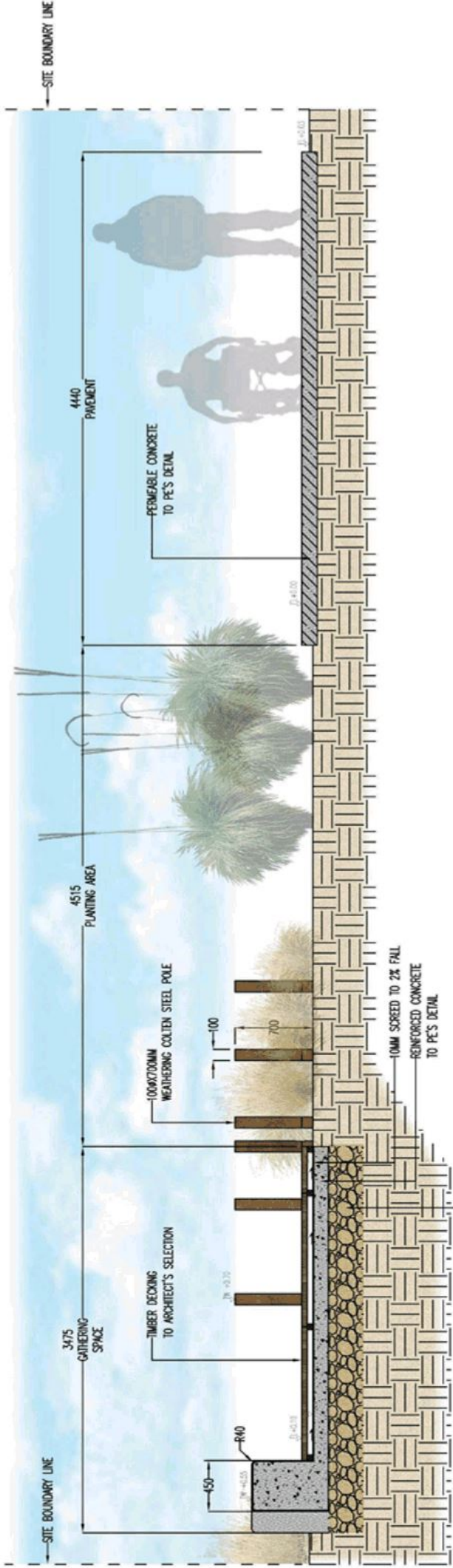


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ALL SHOP DRAWINGS AND SAMPLES ARE TO BE SUBMITTED FOR LIA'S APPROVAL PRIOR TO FABRICATION AND PROCUREMENT OF MATERIALS.

**LEGEND**

FL.	— FINISHED LEVEL
FG.	— FINISHED GRADE
SL.	— STRUCTURE LEVEL
TW.	— TOP OF WALL

1 LANDSCAPE SECTION MAP  
PLAN 1:500 @ A3

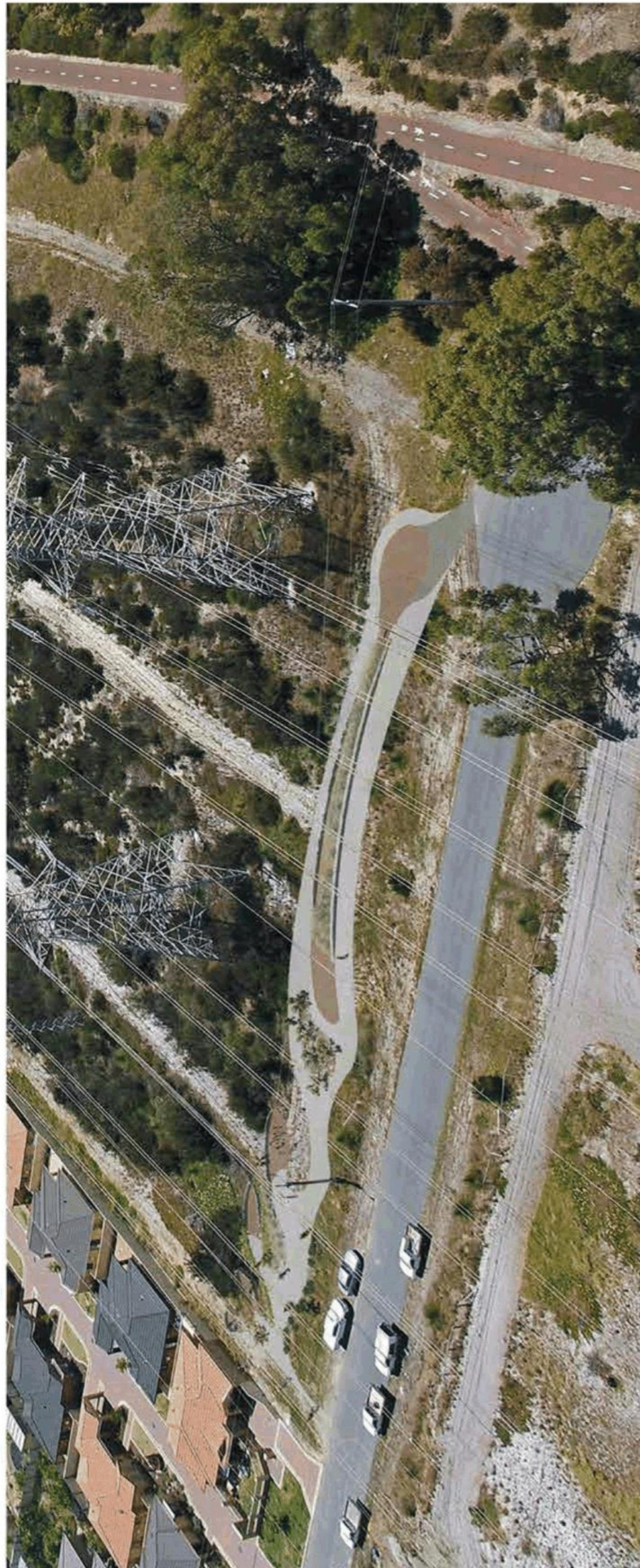


A-A LANDSCAPE SECTION  
SECTION 1:40 @ A3

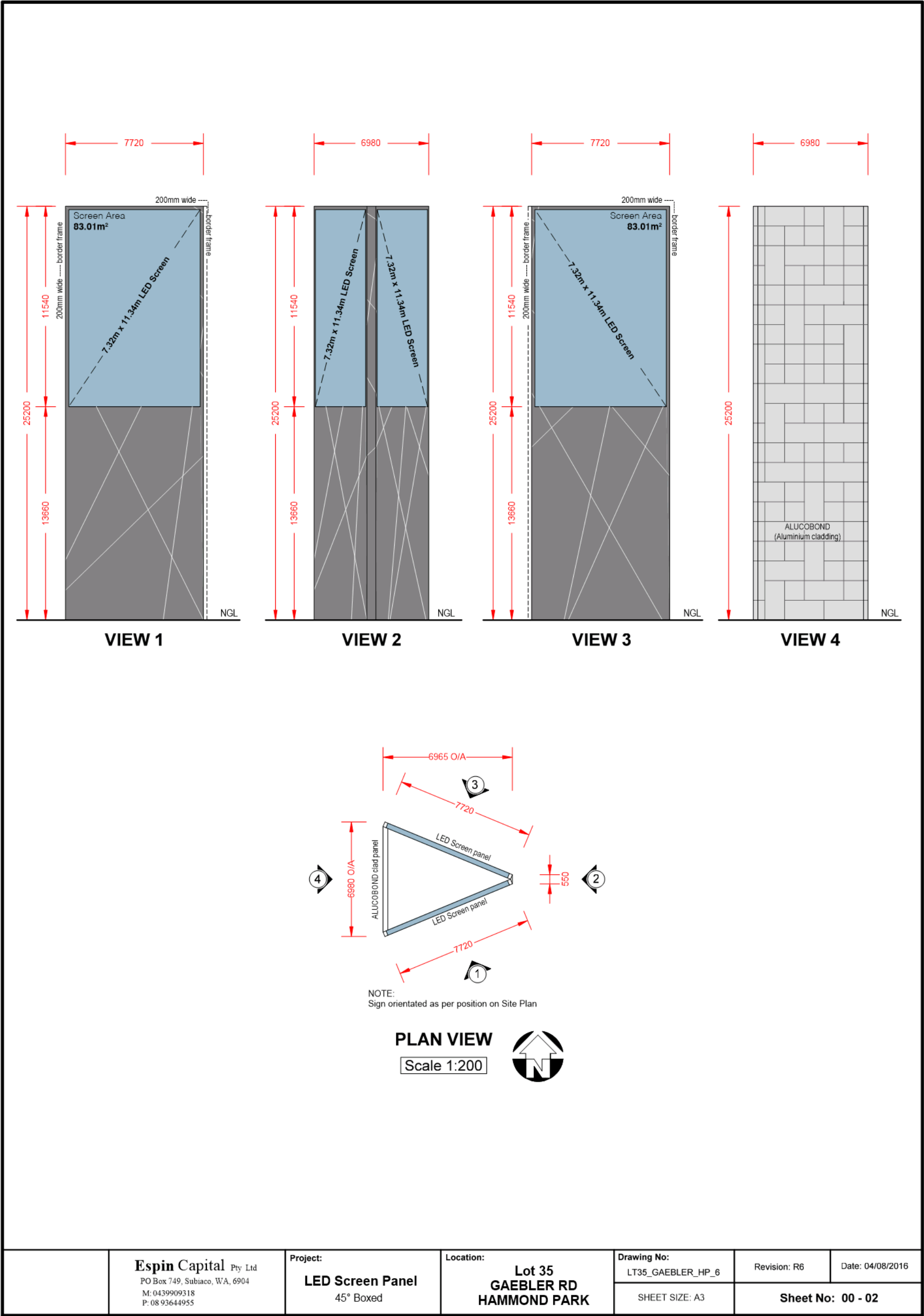
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March 2018

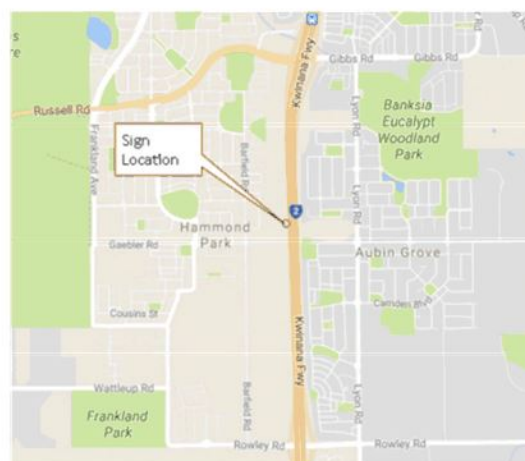
Final – Rev 1

## Kwinana Freeway, Gaebler Road - Large Format LED Sign Proposal

Prepared For:  
Espin Capital

ESPIN CAPITAL  
Private Equity

## Review Report



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Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road



#### Document Issue Authorisation

Issue	Rev	Date	Description	Prepared By	Checked By	Approved By
0	0	04/12/2017	Draft	BAV/SGY	SGY	DNV
1	0	15/12/2017	Final	BAV/SGY	SGY	DNV
1	1	20/03/2018	Final – Rev 1 Sign Size amendment	BAV	CS	CS

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Donald Veal Consultants Pty Ltd



Client: Espin Capital



Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road

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Client: Espin Capital

Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road



## 1. INTRODUCTION

### 1.1 BACKGROUND

Donald Veal Consultants (DVC) has been engaged by Espin Capital to review and comment upon the traffic safety aspects relevant to the proposed placement of a double sided LED advertising sign along the Kwinana Freeway in Hammond Park. The purpose of our review is to investigate whether the proposed sign meets the requirements of MRWA's Roadside Advertising Guidelines, and to identify any specific safety concerns associated with the proposed placement of the sign.

### 1.2 SCOPE OF ASSESSMENT

This report considers the traffic safety and operational efficiency aspects of the proposal in terms of potential impact on drivers travelling on the road network, and in particular, northbound drivers on Kwinana Freeway as the sign will be located on the west side of the freeway. Southbound drivers have also been included as there is an LED screen on both sides of the sign.

MRWA's Roadside Advertising Guidelines identify a number of criteria against which a proposed sign must be assessed. These criteria vary depending upon the sign's location. In this instance, the applicable sections of the guidelines are those relating to:

- General conditions for advertising devices; and
- Conditions for advertising signs beyond state road reserves.

### 1.3 SITE VISIT

As part of the assessment process a site visit was conducted by a Senior Road Safety Auditor on Wednesday 22<sup>nd</sup> November, namely Steve Yapp (SRSA 161). The auditor repeatedly drove through the site, identifying any potential issues to be considered and assessed.

### 1.4 PROPOSED SIZE AND LOCATION OF SIGN

The proposed LED sign structure will comprise two signage panels each measuring 11.34m high and 7.32m long. The bottom of the signs will be approximately 13.66m clear of ground level. One panel will face southbound traffic and the other will face northbound traffic. The sign design drawings are shown in **Appendix A**.

A detailed location map of the sign is shown in **Figure 1.1**. The proposed advertising sign would be located some 540m south of an existing 'Freeway Exit' traffic sign and over 1km from the exit ramp's intersection with Russell Road. It should be noted that Kwinana Freeway is in cutting through this section.

The existing variable message sign (VMS) on the northbound carriageway, some 400m to the south of the proposed sign, is also an LED sign. The sign structure will be located approximately 10m to the east of overhead electricity wires, which are carried by large pylons.

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Figure 1.1: Detailed Location of Proposed Sign

Source: NearMap





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## 2. TRAFFIC VOLUMES, ROAD NETWORK AND CRASH HISTORY

### 2.1 TRAFFIC VOLUMES

The latest available daily traffic volumes were sourced from Main Roads Western Australia (MRWA) traffic data as shown in **Table 2.1**.

**Table 2.1: Daily Flows on Kwinana Freeway**

Location	Date	Busiest Weekday			Mon-Fri Daily Average	Mon-Sun Daily Average
		Daily	AM Peak Hour	PM Peak Hour		
Kwinana Fwy NB at bridge under Russell Rd SLK 22.38	Sept 2014	46,013	3,500	3,240	43,054	40,178
Kwinana Fwy NB south of Russell Rd SLK 23.70	Nov 2014	51,563	3,151	3,685	48,312	43,837
Kwinana Fwy NB off to Russell Rd SLK 0.21	Feb 2013	2,733	494	227	2,706	Not Provided
Kwinana Fwy SB at bridge under Russell Rd SLK 22.42	Sept 2014	48,187	3,186	3,622	44,828	40,945
Kwinana Fwy NB south of Russell Rd SLK 23.70	July 2014	47,505	3,437	3,766	46,617	Not Provided
Russell Rd on to Kwinana Fwy SB SLK 0.31	Feb 2013	3,005	217	382	2,956	Not Provided

Source: MRWA

MRWA also publish a digest of traffic count data giving an average weekday and average daily count calculated from short periods of survey data. At some locations, although none of relevance for this section of Kwinana Freeway, the digest reports information from Network Performance Sites (NPS) which are continuously monitored and therefore can provide annual average daily traffic data (AADT).

Both the north and south bound drivers passing through this section of the Kwinana Freeway would be able to see the proposed LED sign on their approaches.

### 2.2 ROAD NETWORK

This section of the Kwinana Freeway is constructed as a divided dual carriageway with two traffic lanes in each direction. There is a railway reserve for the Perth-Mandurah line within the median. The freeway is orientated south / north and is classified as a *Primary Distributor* under the MRWA Road Hierarchy with a posted speed limit of 100km/h within the study area. The allowable speed on the off ramps reduces to 70km/h.

### 2.3 CASUALTY CRASH HISTORY

Detailed crash data for this section of Kwinana Freeway was obtained from MRWA for the latest 5 year reporting period. A total of 22 casualty crashes were recorded over this five-year period within





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1km of the proposed sign location, covering both the northbound and southbound carriageways. Six of these crashes were classified as hospital crashes, the remaining 16 crashes were all medical crashes. No fatal crashes were recorded for this 2km section of Kwinana Freeway.

A total of 11 crashes were recorded as occurring on the southbound carriageway, nine crashes occurred on the northbound carriageway and two crashes did not have directional details.

Crashes occurring on the on/off ramps have not been included as the majority of the crashes occurred at the signalised intersections before entering the freeway. The two exceptions occurred for the Russell Road on ramp to the Kwinana Freeway southbound. One crash occurred at SLK 0.31 where the on ramp traffic is still separate from the freeway traffic. The other occurred at SLK 0.59, close to the end of the on ramp. The first crash was a medical non-collision singular vehicle crash. The second crash was also a single vehicle crash where a utility vehicle lost control and hit the kerb, a pole and the guard rail.

The crash details are shown in **Appendix B**.



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### **3. ASSESSMENT AGAINST MRWA ROADSIDE ADVERTISING POLICY**

#### **3.1 GENERAL SAFETY AND EFFICIENCY CRITERIA**

The MRWA Roadside Advertising Policy provides guidelines for determining whether or not particular types and sizes of advertising signs are acceptable in a variety of situations on the road network. The assessments are made for different types of road environment.

General permission criteria for permitting advertising signs visible from state-controlled roads are intended to ensure that a high level of safety for road users is maintained and traffic efficiency is assured.

The guidelines identify three main areas to be controlled in order to maintain safety and efficiency for road users, namely, site selection, which comprises lateral and longitudinal placement, physical characteristics and crash history.

#### **3.2 SITE SELECTION**

##### *3.2.1 Lateral Placement*

In this case, lateral placement is not an issue, as the sign will be located outside the road reserve, some 40m from the edge of the nearest traffic lane on the Kwinana Freeway and will not impinge upon the clear zones.

##### *3.2.2 Longitudinal Placement*

Restrictions upon the longitudinal placement of advertising signs are intended to:

- minimise the level of driver distraction in areas where greater concentration is required;
- preserve sight distances; and
- retain a high level of traffic efficiency.

Whilst the sign will be located mid-block rather than at an intersection, there are a number of criteria specific to a sign located beyond State Road reserves, but visible from such a road, that needs to be assessed to ensure that the longitudinal placement is acceptable. These include:

- Advertising devices shall not be located within Device Restriction Areas as depicted in Figure 1 of Appendix A for state roads other than Freeways and Freeway standard roads or Figure 2 of Appendix A for Freeways or Freeway standard roads;
- Within two (2) kilometres of an information bay located on the same route, which provides for the display of business advertising; and
- Advertising devices shall not be positioned within driver sightline areas.

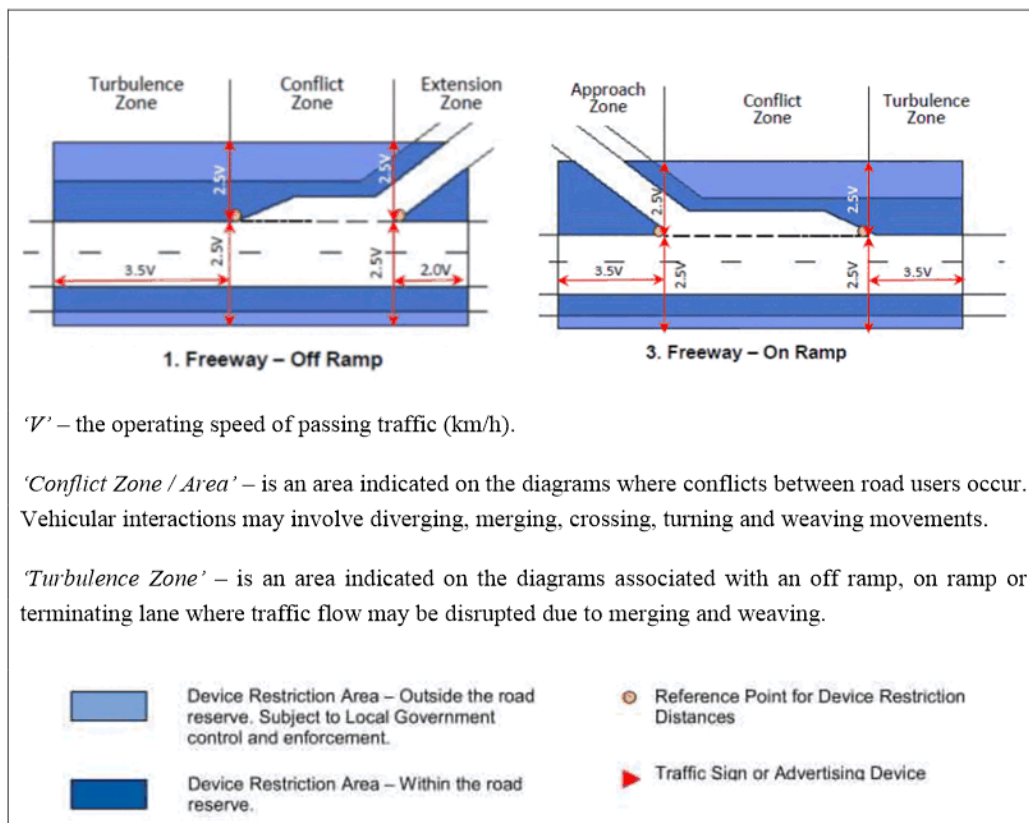
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### 3.2.3 Device Restriction Areas

The MRWA Roadside Advertising Policy provides details of locations where advertising signs are not to be located. In Appendix A of the MRWA document, various diagrams are shown depicting areas where advertising signs are restricted. The area relevant to a freeway layout is shown in **Figure 3.1**.

The diagram shows the restriction areas for locating advertising signs on the freeway near an on or off ramp. The critical dimension referred to in the diagram is 'V', which is defined as 'the operating speed of passing traffic (km/h)'. In this case, the speed limit is 100km/h, and V is therefore 100m.



**Figure 3.1 : Restriction Area for advertising devices visible from a Freeway or Freeway standard road**

Source: MRWA Roadside Advertising Policy July 2015

Based on  $V = 100\text{km/h}$ , the device restriction area is defined as  $2.5V = 250\text{m}$  laterally and  $3.5V = 350\text{m}$  longitudinally, from the end of the on and off ramps.

As shown in **Figure 3.2**, the proposed sign location is more than 350m away from the commencement of the Russell Road off-ramp and so falls outside the relevant device restriction area associated with this element.



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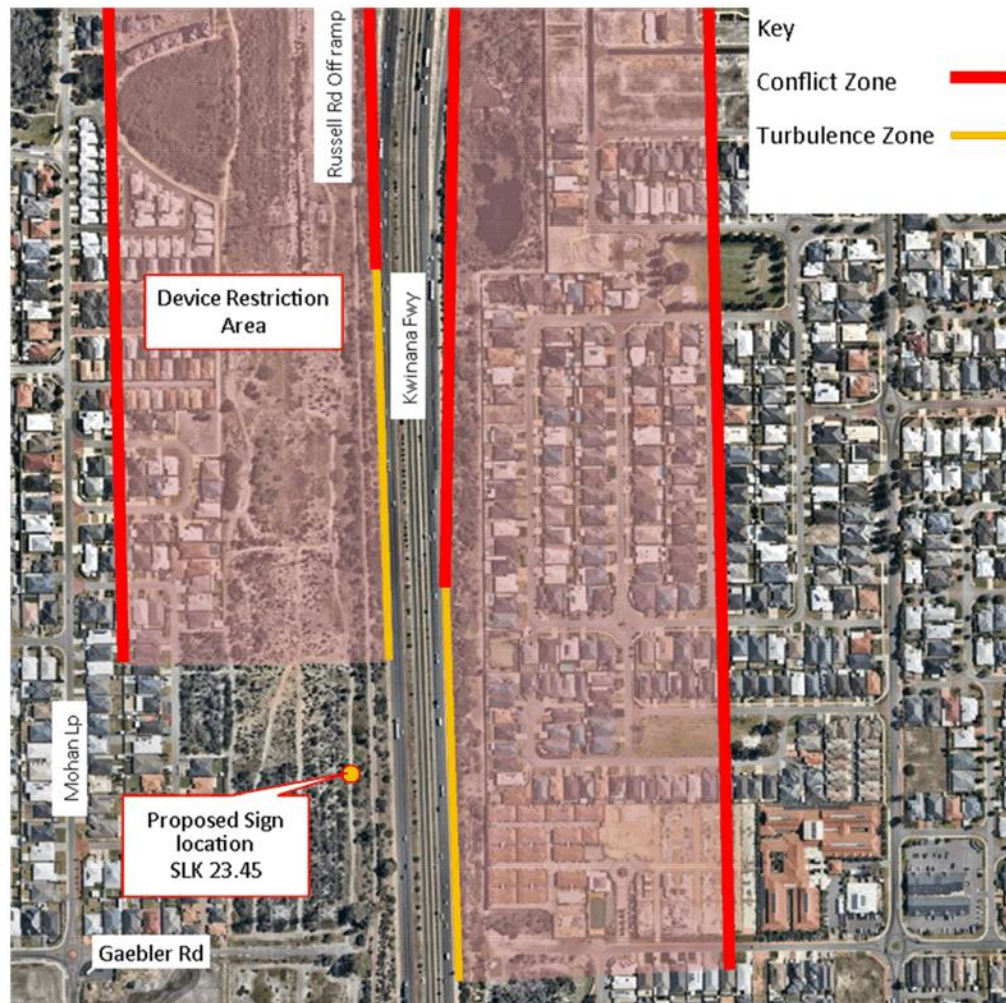


Figure 3.2: Advertising Sign Restriction Area

Source: Nearmap

The intention of the diagrams in Figure 2 of Appendix A is not entirely clear when related to the far carriageway from a sign, as they show the Freeway as a single carriageway. However, given that the 'Approach Zone' and 'Viewing Zone' distances can only possibly apply to the adjacent carriageway, it is assumed that the Restriction Zones on the far side from the proposed signs refers to the median. However, this does not fit well with the 2.5V lateral distances shown.

Depending upon the interpretation, the sign location may theoretically fall within the restriction zone associated with the Russell Road southbound on-ramp, despite being on the other side of the freeway, separated by some 85m, four lanes of traffic and a railway line in the median.

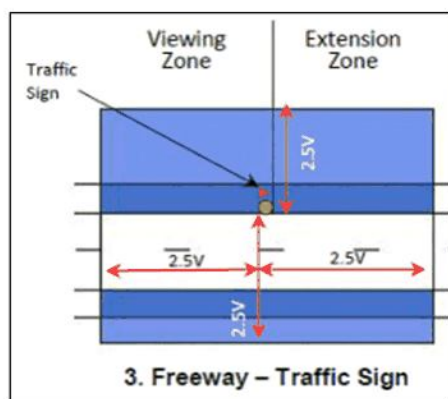
However, the proposed sign location lies outside of the freeway road reserve and is therefore subject to local government control and enforcement rather than that of MRWA.



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Figure 2 also defines Device Restriction Areas associated with existing Traffic Signs. See **Figure 3.3**.



**Figure 3.3: Advertising Sign Restriction Area**

This indicates that a sign should not be located within 2.5V longitudinally of an existing traffic sign. In this case, this is within 250m. There are no existing signs within this distance of the proposed sign location.

#### 3.2.4 Driver Sight Lines

The current northbound view of the section of freeway approaching the proposed sign location is shown in **Figure 3.4**. A photomontage of the same area with the sign in place is shown in **Figure 3.5**.



**Figure 3.4: Kwinana Freeway Northbound**

Source: Streetview

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**Figure 3.5: Kwinana Freeway Northbound with sign**

*Source: Streetview*

The current southbound view of the section of freeway approaching the proposed sign location is shown in **Figure 3.6**, whilst the photomontage with the sign in place is shown in **Figure 3.7**.



**Figure 3.6: Kwinana Freeway Southbound**

*Source: Streetview*

Client: Espin Capital



Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road



**Figure 3.7: Kwinana Freeway Southbound with sign**

*Source: Streetview*

As can be seen from these images, the proposed sign will have no detrimental effect on drivers' sight lines.

### 3.3 PHYSICAL CHARACTERISTICS

The physical characteristics of a sign to be located beyond State Road reserves, but visible from such a road, must meet the conditions identified in Section 5.3 of the Guidelines.

The majority of these conditions refer to the content and brightness of such signs. No issues have been identified with the design or content of the proposed sign in this regard.

One of the other conditions is stated as follows:

- Advertising displays that could create a confusing or dominating background, which have the potential to reduce the clarity of a traffic control device or the readability of the road layout, shall not be permitted. Assessment shall be undertaken subjectively.

Whilst there are existing traffic signs along this section of Freeway, the proposed sign will be outside the road reserve and will not infringe this condition.

### 3.4 CASUALTY CRASH RATE

The Guidelines specify that Advertising devices must be located clear of any sections of road which have an actual crash rate higher than the critical crash rate.

Appendix C of the MRWA Roadside Advertising Policy provides details of how to calculate the crash rate for evaluating a specific advertising sign. The crash rate 'R' is calculated as follows:



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$$R = \frac{\sum_{t=1}^{20} C_t \times A_t \times 10^4}{n \times L \times V \times 365}$$

Where

- R = Casualty Crash Rate (expressed in terms of 10<sup>4</sup> ERU per 10<sup>8</sup> VKT)  
 t = RUM Group (1 – 20: See Table 2)  
 C<sub>t</sub> = Crash Risk Score for a crash in RUM Group "t" (See Table 2)  
 A<sub>t</sub> = Number of crashes in RUM Group "t"  
 n = Number of years of crash data (usually 5)  
 L = Length (km) of road section (usually 1km)  
 V = Annual Average Daily Traffic (AADT) for the section  
 365 = Number of days in one year

No significant roadworks have been completed on this section of road within the 5 year crash history analysis date range. All casualty crashes listed in the crash history have been used for analysis.

The calculation has been conducted for a 1km section of road in 100m sections from 1km prior to the sign until 1km beyond the sign by carriageway. The northbound crash rates are shown in **Table 3.1**.

**Table 3.1: Casualty Crash Rate for 1km in rolling 100m sections along Kwinana Freeway Northbound**

V = 43,837

L = 1

Days/year = 365

n = 5

Denominator = 0.80

RUM Group	Included RUM Codes	Crash Score High Speed (>=80)	No. of Crashes Per 1km in 100m rolling sections (N - S)										
			1000m - 0m	900m - 100m	800m - 200m	700m - 300m	600m - 400m	500m - 500m	400m - 600m	300m - 700m	200m - 800m	100m - 900m	0m - 1000m
1	10 - 19	96	0	0	0	0	0	0	0	0	0	0	0
2	21, 51	319	0	0	0	0	0	0	0	0	0	0	0
3	22 - 26	64	0	0	0	0	0	0	0	0	0	0	0
4	31 - 33	21	5	4	5	5	5	7	6	6	3	3	3
5	35, 36, 37, 54	31	1	0	0	1	1	1	1	1	1	1	1
6	38, 39	67	0	0	0	0	0	0	0	0	0	0	0
7	27, 34	183	0	0	0	0	0	0	0	0	0	0	0
8	42, 46, 47, 48	23	0	0	0	0	0	0	0	0	0	0	0
9	53, 55, 56	88	0	0	0	0	0	0	0	0	0	0	0
10	43, 44, 61 - 64	101	0	0	0	0	0	0	0	0	0	0	0
11	93	73	0	0	0	0	0	0	0	0	0	0	0
12	1 - 9, 98	235	0	0	0	0	0	0	0	0	0	0	0
13	65	0	0	0	0	0	0	0	0	0	0	0	0
14	69, 95	33	0	0	0	0	0	0	0	0	0	0	0
15	52, 71, 73, 76, 77	79	0	0	0	0	0	0	0	0	0	0	0
16	72, 74, 94	95	0	0	0	0	0	0	0	0	1	1	1
17	75	70	0	0	0	0	0	0	0	0	0	0	0
18	81, 83	101	0	0	0	0	0	0	0	0	0	0	0
19	82, 84	107	0	0	0	0	0	0	0	0	0	0	0
20	85	62	0	0	0	0	0	0	0	0	0	0	0
21	20, 30, 40, 45, 49, 50, 60, 66, 67, 70, 80, 90, 91, 92, 94, 96, 97	Not Included	0	0	0	0	0	0	0	0	0	0	0
Total Crashes			6	4	5	6	6	8	7	7	5	5	5
Total Crash Score			136	84	105	136	136	178	157	157	189	189	189
R = (With 2 Unknown Directional Crashes)			170	105	131	170	170	222	196	196	236	236	236

Source: MRWA





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The annual average daily traffic (AADT) volume for the northbound section of road is 43,837vpd as per the traffic volumes in **Table 2.1** in this report. A total of nine casualty crashes occurred in this 2km section on the northbound carriageway, however as two crashes did not have directional information recorded, these crashes have been included in the northbound carriageway bringing the total number of casualty crashes to 11.

Table 3 and Table 7 in Appendix C of the MRWA Roadside Advertising Policy provide the average and critical crash rates respectively for roads in a metro environment, excluding intersection crashes. For highways with a speed of 100km/h these crash rates are 409.2 and 410.5, respectively.

The highest crash rate for the 1km section of freeway south of the sign is 236, which is well below both the average and critical crash rates. Therefore, based on these calculations, MRWA define this northbound section of road as having a Low Casualty Crash Rate.

The southbound crash rates are shown in **Table 3.2**.

**Table 3.2: Casualty Crash Rate for 1km in rolling 100m sections along Kwinana Freeway Southbound**

V = 42,299

L = 1

Days/year = 365

n = 5

Denominator = 0.77

RUM Group	Included RUM Codes	Crash Score High Speed (>=80)	No. of Crashes Per 1km in 100m rolling sections (N - S)											
			1000m - 0m	900m - 100m	800m - 200m	700m - 300m	600m - 400m	500m - 500m	400m - 600m	300m - 700m	200m - 800m	100m - 900m	0m - 1000m	
1	10 - 19	96	0	0	0	0	0	0	0	0	0	0	0	
2	21, 51	319	0	0	0	0	0	0	0	0	0	0	0	
3	22 - 26	64	0	0	0	0	0	0	0	0	0	0	0	
4	31 - 33	21	3	2	3	3	3	4	3	5	5	4	8	
5	35, 36, 37, 54	31	1	1	1	1	1	1	1	1	2	2	1	
6	38, 39	67	0	0	0	0	0	0	0	0	0	0	0	
7	27, 34	183	0	0	0	0	0	0	0	0	0	0	0	
8	42, 46, 47, 48	23	0	0	0	0	0	0	0	0	0	0	0	
9	53, 55, 56	88	0	0	0	0	0	0	0	0	0	0	0	
10	43, 44, 61 - 64	101	0	0	0	0	0	0	0	0	0	0	0	
11	93	73	0	0	0	0	0	0	0	0	0	0	0	
12	1 - 9, 98	235	0	0	0	0	0	0	0	0	0	0	0	
13	65	0	0	0	0	0	0	0	0	0	0	0	0	
14	69, 95	33	0	0	0	0	0	0	0	0	0	0	0	
15	52, 71, 73, 76, 77	79	0	0	0	0	0	0	0	0	0	0	0	
16	72, 74, 94	95	0	0	0	0	0	0	0	0	0	0	0	
17	75	70	0	0	0	0	0	0	0	0	0	0	0	
18	81, 83	101	0	0	0	0	0	0	0	0	0	0	0	
19	82, 84	107	0	0	0	0	0	0	0	0	0	0	0	
20	85	62	0	0	0	0	0	0	0	0	0	0	0	
21	20, 30, 40, 45, 49, 50, 60, 66, 67, 70, 80, 90, 91, 92, 94, 96, 97	Not Included	0	0	0	0	0	0	0	0	0	0	0	
Total Crashes			4	3	4	4	4	5	4	6	7	6	9	
Total Crash Score			94	73	94	94	94	115	94	136	167	146	199	
R = (With 2 Unknown Directional Crashes)			122	95	122	122	122	149	122	176	216	189	258	

Source: MRWA



Client: Espin Capital

Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road

The annual average daily traffic (AADT) volume for the southbound section of road is 42,299vpd. To calculate the average Monday to Sunday vpd for the southbound traffic, which was not provided, the Monday to Friday southbound average was multiplied by the Monday to Sunday average of the northbound traffic and divided the total by the northbound Monday to Friday average.

A total of 11 casualty crashes occurred in this 2km section on the southbound carriage way. However as two crashes did not have directional information recorded, these crashes have also been included in the southbound carriageway crashes, bringing the total number of casualty crashes to 13.

The highest crash rate for the 1km section of freeway south of the sign is 258, which is well below both the average and critical crash rates. Therefore, based on these calculations, MRWA define this southbound section of road as having a Low Casualty Crash Rate.

MRWA Roadside Advertising Policy provides details in 3.1.3 of further restrictions that may apply due to the crash rate or crash history where:

- sections of the road on a carriageway basis have a crash rate higher than the critical crash rates tabulated in the guidelines; or
- intersections have a vehicle crash history of three or more killed and serious injury (KSI) crashes in the last 5 years where at least one of the vehicles involved was approaching the proposed sign.

In this case the proposed signs will be located in a section of the road where the crash rate is lower than the critical crash rates, and further restrictions will not apply.

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#### **4. ADDITIONAL SAFETY ISSUES**

It was identified during the site visit, and verified using NearMap, that the proposed sign structure will be in close proximity to overhead electricity lines, presumably owned by Western Power.

It is not known what voltage these lines carry, or what relevant easements or restriction zones may be applicable.

It is recommended that Espin Capital liaises directly with Western Power to establish the requirements for siting a sign of this design in this location.

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Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road



## 5. SUMMARY AND CONCLUSION

### 5.1 SUMMARY

The sign is proposed to be installed outside of the road reserve on the west side of Kwinana Freeway approximately 880m south of the Russell Road exit ramp and about 40m offset from the northbound carriageway.

The MRWA Roadside Advertising Policy and Application Guidelines identify areas within which advertising signs should be restricted relative to various freeway configurations. In this case, the sign is outside the restricted area as it is beyond the northbound turbulence zone of the Russell Road off ramp and also not located within 250m of another freeway traffic sign.

A total of 22 casualty crashes was reported over the most recent five-year period within 1km of the proposed sign location, 11 crashes in the southbound direction, nine crashes in the northbound direction and two crashes did not have direction details.

The resulting calculations for the rolling 100m sections from the sign show that the highest crash rate for the 1km section of freeway for the northbound carriageway is 236. The highest crash rate for the southbound carriageway is 258. Both the north and south bound carriageway crash rates are therefore well below the average and critical crash rates of 409.2 and 410.5, respectively. Therefore, based on these calculations, MRWA define these road sections as having a Low Casualty Crash Rate. Additional crash history scrutiny is therefore not required, based on section 3.1.3 of the MRWA Roadside Advertising Signs Policy and Application Guidelines, which advises that further restrictions may apply through sections of the road which have crash rates higher than the critical crash rate.

It was identified during the site visit, and verified using NearMap, that the proposed sign structure will be in close proximity to overhead electricity lines, presumably owned by Western Power.

It is recommended that Espin Capital liaises directly with Western Power to establish the requirements for siting a sign of this design in this location.

### 5.2 CONCLUSION

The proposed sign has been assessed against MRWA's Roadside Advertising Signs Policy and Application Guidelines, and specifically the sections relevant to a sign to be located beyond state road reserves. Whilst the sign may theoretically fall within the turbulence zone associated with the southbound on-ramp from Russell Road, our interpretation of the guidelines suggests this would not present a safety issue.

Based on these findings, the proposed sign would, in our view, pose little if any safety risk to road users and therefore should be granted approval from a traffic safety perspective.



Client: Espin Capital



Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road

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It should be noted, however, that the proposed sign location is in close proximity to existing power lines, and Espin Capital should therefore liaise directly with Western Power to establish the requirements for siting a sign of this design in this location.

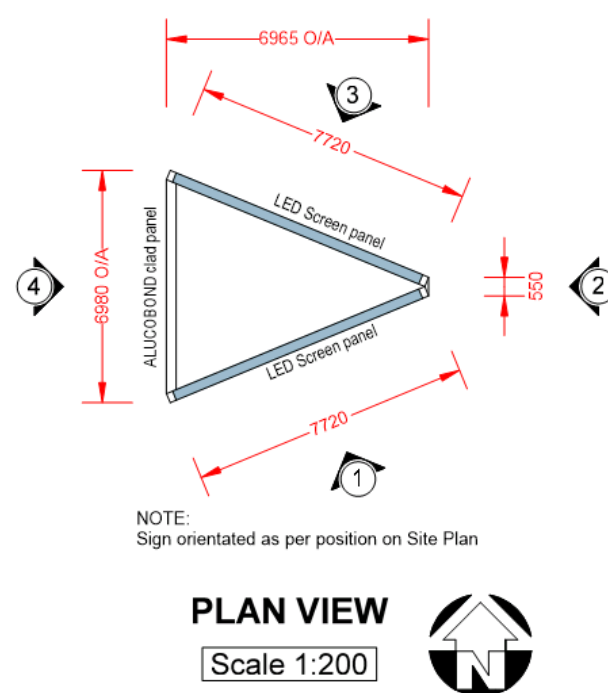
Client: Espin Capital



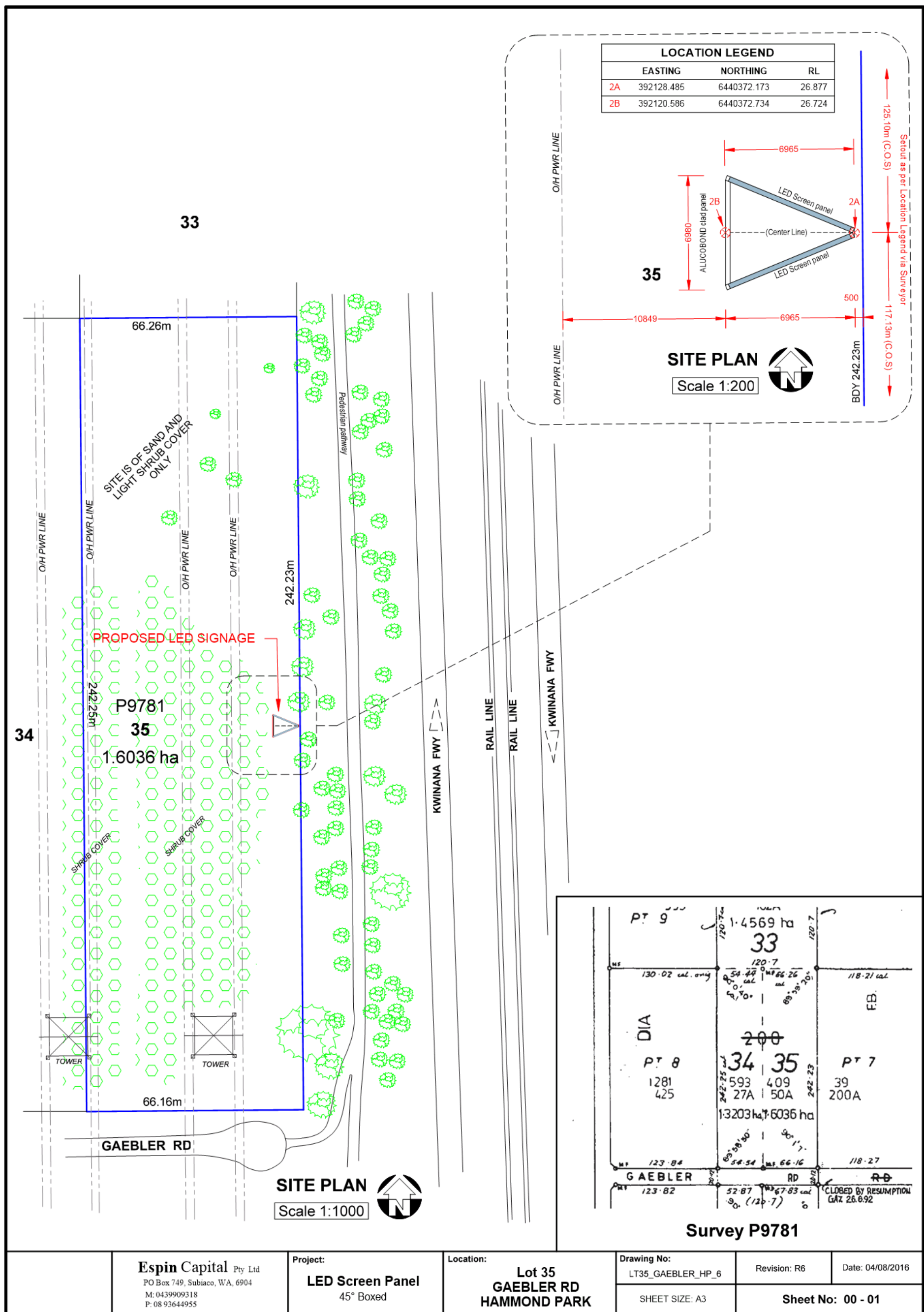
Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road

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## **APPENDIX A: SIGNAGE DESIGN DRAWINGS**



<b>Espin Capital</b> Pty Ltd PO Box 749, Subiaco, WA, 6904 M: 0439909318 P: 08 93644955	<b>Project:</b>  <b>LED Screen Panel</b> 45° Boxed	<b>Location:</b>  <b>Lot 35</b> <b>GAEBLER RD</b> <b>HAMMOND PARK</b>	<b>Drawing No:</b> LT35_GAEBLER_HP_6	Revision: R6	Date: 04/08/2016
			SHEET SIZE: A3	<b>Sheet No: 00 - 02</b>	





Client: Espin Capital



Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road

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## APPENDIX B: MRWA CRASH DATA

Client: Espin Capital  
Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road



Distance from Sign 1 Gaebler Rd (M)	SLK	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Traffic Control	Road Alignment	MR Nature	Location	RUM	RUM Group	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move	Objects Hit	Target Impact Point
990	22.46	18/07/2012	Wednesday	0650	Medical	20126 16272	Midblock	Dawn Or Dusk	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Car	S	N	Stopped: To Avoid Veh		Rear
																Colliding	Panel Van	S	N	Straight Ahead: Not Out Of Control		
980	22.47	20/11/2015	Friday	1745	Medical	20153 25101	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Car	N	S	Straight Ahead: Not Out Of Control		Rear
																Colliding	Utility	N	S	Straight Ahead: Not Out Of Control		
970	22.48	26/10/2015	Monday	0720	Medical	20153 16955	Midblock	Daylight	Dry	No Sign Or Control	Straight	Sideswipe Same Dirn	On Cway	36:Same Dirn: Change Lanes - Right	5	Colliding	Motor Cycle	S	N	Straight Ahead: Not Out Of Control		
																Target	Station Wagon	S	N	Overtaking: Cut In From Left		Side
470	22.98	30/01/2012	Monday	1417	Hospital	20120 22403	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Colliding	Car	N	S	Straight Ahead: Not Out Of Control		
																Target	Utility	N	S	Stopped: By Congestion		Rear
410	23.04	17/05/2015	Sunday	1100	Medical	20151 55664	Midblock	Daylight	Wet	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Station Wagon	S	N	Straight Ahead: Not Out Of Control		Rear
																Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
220	23.23	19/01/2013	Saturday	1300	Medical	20136 05246	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Station Wagon	S	N	Straight Ahead: Not Out Of Control		Rear
																Colliding	Station Wagon	S	N	Straight Ahead: Not Out Of Control		
200	23.25	16/07/2013	Tuesday	0615	Medical	20136 37122	Midblock	Dawn Or Dusk	Wet	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target		S	N	Straight Ahead: Not Out Of Control		Rear
																Colliding	Utility	S	N	Straight Ahead: Not Out Of Control		
200	23.25	28/01/2014	Tuesday	1705	Medical	20146 29810	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Car	S	N	Straight Ahead: Not Out Of Control		Rear
																Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
150	23.30	16/02/2014	Sunday	1340	Medical	20146 26063	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Colliding	Car	N	S	Straight Ahead: Not Out Of Control		
																Target	Car	N	S	Stopped: To Avoid Veh		Rear
10	23.44	28/03/2015	Saturday	1730	Hospital	20150 66090	Midblock	Dawn Or Dusk	Dry	No Sign Or Control	Straight	Sideswipe Same Dirn	On Cway	36:Same Dirn: Change Lanes - Right	5	Target	Car	N	S	Overtaking: Cut In From Left		Rear
																Colliding	Motor Cycle	N	S	Straight Ahead: Not Out Of Control		
-190	23.64	19/02/2014	Wednesday	0842	Hospital	20146 33660	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Car			Straight Ahead: Not Out Of Control		Side
																Colliding	Station Wagon			Straight Ahead: Not Out Of Control		
-220	23.67	28/01/2014	Tuesday	0710	Medical	20146 25514	Midblock	Daylight	Dry	No Sign Or Control	Straight	Sideswipe Same Dirn	On Cway	36:Same Dirn: Change Lanes - Right	5	Target	Motor Cycle	S	N	Straight Ahead: Not Out Of Control		Side
																Colliding	Utility	S	N	Overtaking: Cut In From Left		
-430	23.88	06/11/2014	Thursday	1710	Medical	20140 34880	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Station Wagon	S	N	Stopped: By Congestion		Rear
																Colliding	Car	S	N	Straight Ahead: Not Out Of Control		
-480	23.93	19/02/2014	Wednesday	0000	Hospital	20146 62043	Midblock			No Sign Or Control		Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Car			Straight Ahead: Not Out Of Control		Rear
																Colliding				Straight Ahead: Not Out Of Control		
-680	24.13	06/03/2015	Friday	1715	Medical	20150 64970	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Colliding	Station Wagon	N	S	Out Of Control: Other		
																Target	Car	N	S	Straight Ahead: Not Out Of Control		Rear

Client: Espin Capital

Project: LED Digital Sign Review – Kwinana Freeway Gaebler Road



Distance from Sign 1 Gaebler Rd (M)	SLK	Date	Day	Time	Severity	Crash No.	Type	Light Cond	Road Cond	Traffic Control	Road Alignment	MR Nature	Location	RUM	RUM Group	Unit	Unit Type	From Dir	To Dir	Veh/Ped Move	Objects Hit	Target Impact Point
-690	24.14	05/07/2016	Tuesday	1615	Medical	2016193981	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target	Station Wagon	N	S	Straight Ahead: Not Out Of Control		Rear
																Colliding	Station Wagon	N	S	Straight Ahead: Not Out Of Control		
-700	24.15	28/04/2013	Sunday	0241	Hospital	2013089814	Midblock	Dark - St Lights On	Dry	No Sign Or Control	Straight	Hit Object	On Left Verge After Leaving Cway	72:Off Path On Straight: Off Left Cway Obj	16	Colliding	Car	S	N	Out Of Control	Drainage Ditch	
-770	24.22	25/05/2016	Wednesday	1040	Medical	2016161066	Midblock	Daylight	Dry	No Sign Or Control	Straight	Sideswipe Same Dirn	On Cway	36:Same Dirn: Change Lanes - Right	5	Target	Car	N	S	Straight Ahead: Not Out Of Control		Side
																Colliding	Road Train	N	S	Overtaking: Cut In From Left		
-920	24.37	03/02/2012	Friday	1047	Hospital	2011829195	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Colliding	Station Wagon	N	S	Straight Ahead: Not Out Of Control		
																Target	Station Wagon	N	S	Stopped: To Avoid Obj		Rear
-920	24.37	06/02/2012	Monday	1430	Medical	2012802513	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Target		N	S	Straight Ahead: Not Out Of Control		Rear
																Colliding		N	S	Straight Ahead: Not Out Of Control		
-920	24.37	10/07/2012	Tuesday	0547	Medical	2012146712	Midblock	Dark - St Lights On	Wet	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Colliding	Car	N	S	Straight Ahead: Not Out Of Control		
																Target	Station Wagon	N	S	Straight Ahead: Not Out Of Control		Rear
-920	24.37	08/03/2013	Friday	1640	Medical	2013049284	Midblock	Daylight	Dry	No Sign Or Control	Straight	Rear End	On Cway	31:Same Dirn: Same Lane Rear End	4	Colliding	Utility	N	S	Straight Ahead: Not Out Of Control		
																Target	Truck	N	S	Straight Ahead: Not Out Of Control		Rear



Our Ref CW1027900  
Contact Sam Laybutt

6 April 2018

**BY EMAIL ONLY**

Pinnacle Planning  
937 Wellington Street  
WEST PERTH WA 6005

**Attention: Ben Carter, Director**

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ABN 77 008 119 000

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West Perth WA 6005  
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West Perth WA 6872  
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Fax +61 8 9486 8664  
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[www.cardno.com](http://www.cardno.com)

Dear Ben,

**RE: PROPOSED LARGE FORMAT DIGITAL SIGN – KWINANA FREEWAY,  
HAMMOND PARK (LOT 35 GAEBLER ROAD)**

Cardno has undertaken a Peer Review of the road safety aspects of the proposed Large Format Digital Sign (LFDS) located within Lot 35 Gaebler Road, on the west side of Kwinana Freeway, Hammond Park.

It is understood that Main Roads has advised the City of Cockburn that it does not support the Application for a proposed LFDS, due to the device being in a Device Restriction Area (DRA).

A Safety Review of the sign has been undertaken by Donald Veal Consultants (DVC) which concluded that while the sign is within the DRA, the signs would pose little if any safety risk to road users.

The following sets out Cardno's review of the road safety aspects of the proposed LFDS against Main Road's criteria with reference made to the DVC Safety Review Report.

**SIGN LOCATION**

The proposed LFDS is located on the western side of Kwinana Freeway, within private property at Lot 35 Gaebler Road, Hammond Park. The proposed LFDS has two faces, therefore it is visible to both northbound and southbound traffic travelling along Kwinana Freeway.

Kwinana Freeway is classified as a 'Freeway' as per Main Roads' *Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves* ('the Policy') and has a posted speed limit of 100km/h at the location of the proposed LFDS. It has two lanes in each direction, separated by wide, grassed and landscaped median, with a railway reserve for the Mandurah Line within the median.

Current Average Annual Daily Traffic (AADT) based on Main Road's Traffic data is 44,473 vehicles per day for southbound traffic and 43,837 vehicles per day for the northbound traffic.

Australia • Belgium • Canada • Colombia • Ecuador • Germany • Indonesia •  
Kenya • New Zealand • Nigeria • Papua New Guinea • Peru • Philippines • Singapore •  
United Arab Emirates • United Kingdom • United States • Operations in over 100 countries





### PHYSICAL CHARACTERISTICS

The proposed LFDS structure is 25.2m tall and 7.7m wide, and the display panel is 7.32m wide by 11.34m high, with a total area of 83m<sup>2</sup>. Further details of the proposed LFDS are shown on the plans located at **Attachment 1**.

The physical characteristics of the advertisements (e.g. illuminance and illumination, movement and rotation, content, dwell and transition times etc.) have not yet been determined, however it is understood the intention of the Applicant is to comply with the requirements of Main Roads' *Policy and Application Guidelines for Advertising Signs Within and Beyond State Road Reserves* ('the Policy'). These can be dealt with by way of planning approval conditions.

### DEVICE RESTRICTION AREAS

The proposed sign location has been reviewed with respect to the Device Restriction Areas (DRA) shown in Appendix A Figure 2 of the *Policy*, for both north and south bound carriageways.

When assessed for the southbound carriageway, the proposed sign is located within the DRA associated with the Russell Road southbound on-ramp. For the northbound carriageway, the DRA is associated with the Russell Road northbound off-ramp and when assessed, the sign is not located within the DRA.

As the sign is visible from both directions of traffic, Cardno considers the sign to be located within the DRA.

Cardno notes that Main Roads WA was the proponent for an LFDS on Kwinana Freeway at Bull Creek, which has been in operation for approximately 18 months. This LFDS is located within multiple Device Restriction Areas, and is located on a section of the Kwinana Freeway with a Crash Rate that exceeds the Critical Crash Rate. Despite these non-compliances with Main Roads' *Policy*, the LFDS was approved, installed and has been operating without incident for a long period of time.

Other LFDS have been approved or not objected to by Main Roads in locations which are similarly non-compliant with the *Policy*, including the Channel 9 building in Perth and on Oxford Close in West Leederville.

It is clear that there is scope for signs which are located with the Device Restriction Areas and not compliant with the Main Roads' *Policy* to be approved and installed.

### CRASH RATE CALCULATION

Cardno has undertaken a crash rate calculation for the proposed LFDS in accordance with the method prescribed in Appendix C of the *Policy*. Calculation for both of Kwinana Freeway carriageways was undertaken as the sign is visible to both north and southbound traffic.

The results of the calculations found that the highest crash rate of the relevant road section are:

- > 115.82 (10<sup>4</sup> ERU per 10<sup>8</sup> VKT) for the southbound carriageway; and
- > 314.99 (10<sup>4</sup> ERU per 10<sup>8</sup> VKT) for the northbound carriageway

The analysis confirms that the crash rate for this section of road in both directions, calculated in accordance with the *Policy*, is lower than the Critical Crash Rate for this road type, which is 410.5 (10<sup>4</sup> ERU per 10<sup>8</sup> VKT), therefore, the sign location has met the crash rate criteria of the *Policy*.

The above crash rate calculation results are consistent with DVC's Safety Review Report.

#### CONCLUSION AND RECOMMENDATION

In conclusion, given that the sign is located in a road section with low crash rates, Cardno considers that the sign would not increase the level of road safety risk at this location, and as a result, the application should be approved.

However, the sign could also be modified to satisfy the *Policy's* requirement by removing the north facing display panel. If the north facing display panel is removed (visible for southbound traffic), the sign will only be visible to the northbound traffic and the southbound DRA assessment is no longer necessary, resulting in the sign being located outside of the DRA when assessed only for northbound traffic, therefore satisfying Main Roads' requirement for DRA and crash rate.

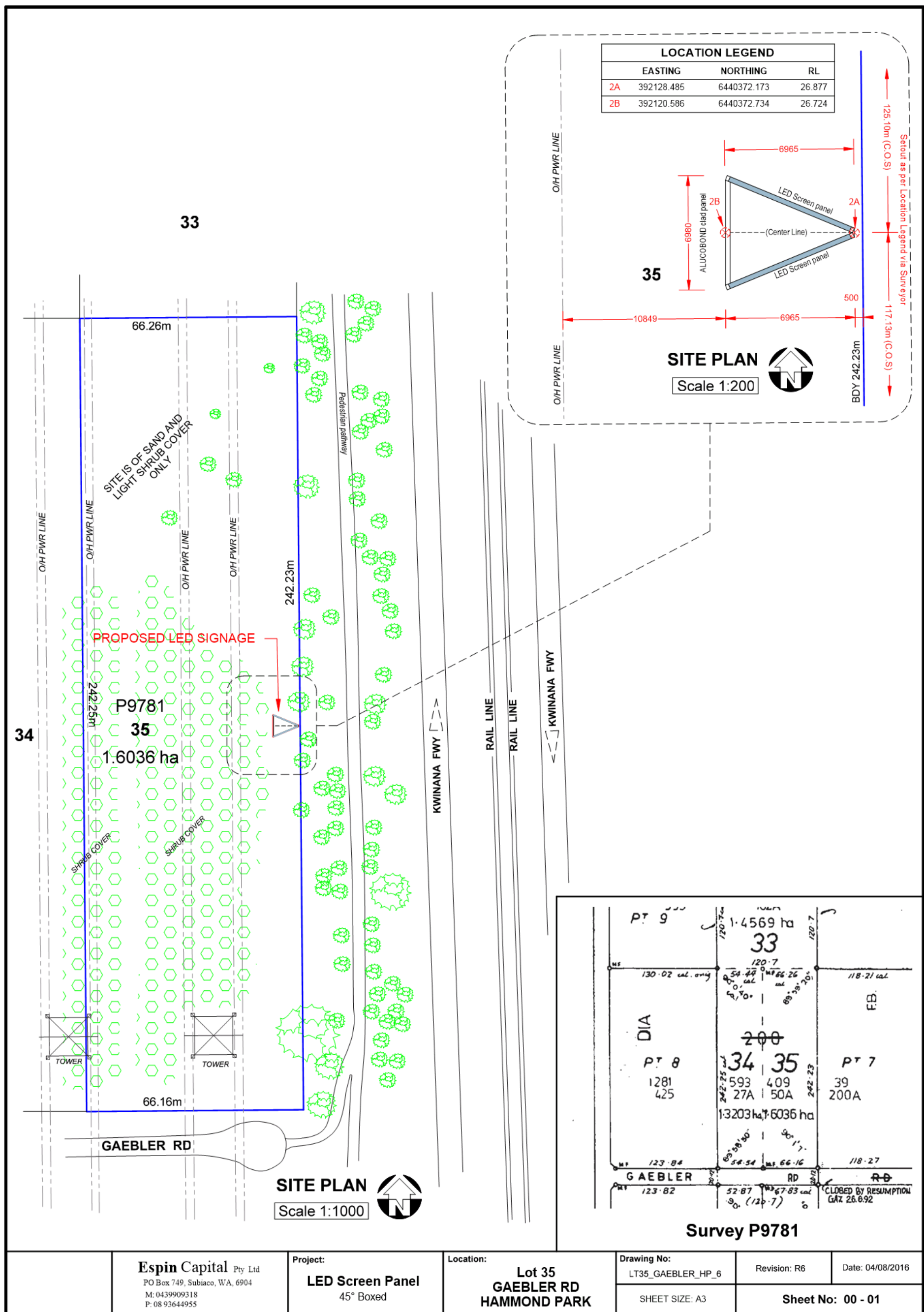
Yours faithfully



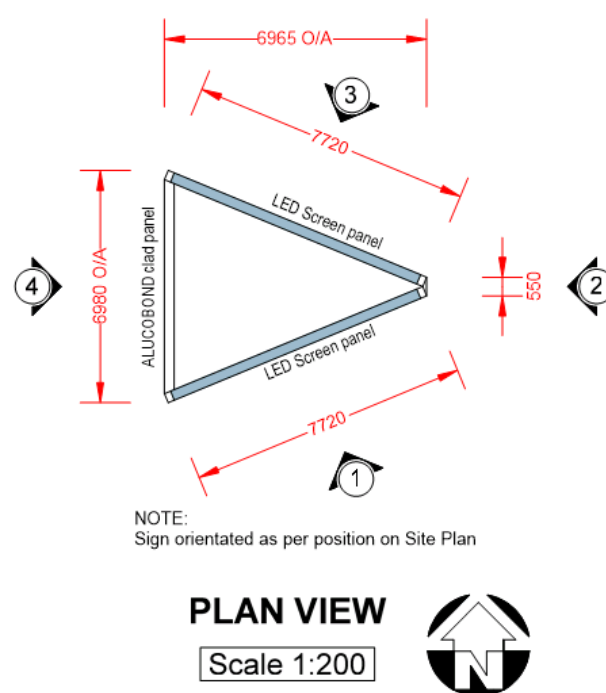
Sam Laybutt  
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for Cardno  
Direct Line +61 8 6461 0724  
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Enc: Attachments

## Attachment 1 – Sign Plans







<b>Espin Capital</b> Pty Ltd PO Box 749, Subiaco, WA, 6904 M: 0439909318 P: 08 93644955	<b>Project:</b>  <b>LED Screen Panel</b> 45° Boxed	<b>Location:</b>  <b>Lot 35</b> <b>GAEBLER RD</b> <b>HAMMOND PARK</b>	<b>Drawing No:</b> LT35_GAEBLER_HP_6	Revision: R6	Date: 04/08/2016
			SHEET SIZE: A3	<b>Sheet No: 00 - 02</b>	

## 14.7 PROPOSED RESTAURANT/TAVERN - 371 (LOT 1512) COCKBURN ROAD, COOGEE (DA18/0128)

<b>Author(s)</b>	P Andrade
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Locality Plan <a href="#">↓</a></li> <li>2. Architectural Plans <a href="#">↓</a></li> <li>3. Acoustic Report <a href="#">↓</a></li> <li>4. Landscaping Plan <a href="#">↓</a></li> <li>5. Traffic Impact Statement <a href="#">↓</a></li> </ol>
<b>Location</b>	371 Cockburn Road Coogee
<b>Owner</b>	Eureka Nominees Pty Ltd, Hamlet Properties Pty Ltd, Yalaba Pty Ltd
<b>Applicant</b>	Coogee Partnership (Hamlet Properties Pty Ltd atf 43 Pakenham Street Trust, Eureka Nominees Pty Ltd atf The Eureka Trust and Yalaba Pty Ltd atf Adriano G Fini Trust)
<b>Application Reference</b>	DA18/0128

### RECOMMENDATION

That Council

- (1) grant Planning Approval for a Restaurant/Tavern at No. 371 (Lot 1512) Cockburn Road, Coogee, in accordance with the attached plans and subject to the following conditions and footnotes:

### Conditions

1. Development may be carried out only in accordance with the details of the application as approved herein and any approved plan. This includes the use of the land and/or a tenancy. The approved development has approval to be used as a 'Restaurant' and 'Tavern' only. In the event it is proposed to change the use of the subject site, a further application needs to be made to the City for determination.
2. The tavern use on the subject site is restricted to the Local Centre zone and is not permitted within the Residential or Mixed Use zones as depicted on the approved Local Structure Plan for the site.
3. Prior to the lodgement of a Building Permit, a detailed landscaping plan shall be submitted to and approved by the City and shall include the following:-
  - i. the location, number, size and species type of existing and proposed trees and shrubs, including calculations for the landscaping area;
  - ii. any lawns to be established;

- iii. any existing landscape areas to be retained;
  - iv. those areas to be reticulated or irrigated; and
  - v. verge treatments.
4. 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 of Cockburn. 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.
  5. All stormwater must be contained and disposed of on-site to the satisfaction of the City.
  6. Walls, fences and landscape areas are to be truncated within 1.5 metres of where they adjoin vehicle access points where a driveway and/or parking bay meets a public street or limited in height to 0.75 metres.
  7. All plant and equipment (such as air conditioning condenser units and communications hardware etc.) is to be purposely located on site, or screened so as not to be visible from the street.
  8. The vehicle crossover must be designed and constructed in accordance with the City's requirements.
  9. Prior to application for a building permit, the plans shall be modified to provide a total of 40 car parking bays on site to the satisfaction of the City.
  10. Prior to the commencement of use hereby approved, 40 vehicle parking bays, vehicle maneuvering 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.
  11. A maximum of 180 persons (including patrons and employees), be on-site at any one time.
  12. Prior to the issue of the Building Permit Application, the applicant is to obtain written confirmation from the City's Health Services as to the suitability of a further acoustic report from a recognised acoustic consultant. This report is to confirm that all recommendations made in the Environmental Acoustic Assessment submitted by Herring Storer Acoustics dated

February 2018 (Ref 22799-2-18013) 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).

13. The Building Occupancy Permit Application form (BA7) shall be accompanied by a report from the builder/developer confirming compliance with the requirements of the acoustic report and that any structural recommendations of the report are incorporated into the development, to the satisfaction of the City.
14. Compliance at all times with the Herring Storer Acoustics report dated February 2018 (Ref 22799-2-18013) or any subsequent report approved by the City.
15. No construction 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, during the construction phase.
16. Prior to the issue of a Building Permit, a construction management plan (CMP) shall be submitted to and approved by the City. The CMP shall be implemented to the satisfaction of the City.
17. A minimum of two (2) 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.
18. Prior to the application for a building permit, a detailed final colour and materials schedule shall be submitted for consideration, to the satisfaction of the City.
19. Any signage is to be provided to the City in a separate application for assessment and approval.
20. Prior to the commencement of the use, a management plan and operational procedure of the premises is to be submitted and approved by 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. The approved use 'Restaurant' is defined in the City of Cockburn Town Planning Scheme No. 3 as a "*premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988*".
3. The approved use 'Tavern' is defined in the City of Cockburn Town Planning Scheme No. 3 as a "*premises licensed as a tavern under the Liquor Control Act 1988 and used to sell liquor for consumption on the premises.*"
4. With reference to Condition No. 5, 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.
5. All food businesses shall comply with the Food Act 2008 and Chapter 3 of the Australia New Zealand Food Standard Code (Australia Only).
6. An "Application to Construct or Alter a Food Premises" is required to be submitted to Health Services prior to construction. This is to be accompanied by detailed plans and specifications of the food preparation and storage area (including mechanical ventilation and hydraulics), sanitary conveniences and garbage room, demonstrating compliance with the mentioned legislation.
7. The development is to comply with the noise pollution provisions of the *Environmental Protection Act 1986*, and more particularly with the requirements of the *Environmental Protection (Noise) Regulations 1997*.
8. The waste storage areas must be of an adequate size to contain all waste bins. Each waste area 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. If external, the bin storage area can be centrally located within the development but must be appropriately screened to a height of 1.8m.

9. 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".
  10. This development has been defined as a public building and shall comply with the relevant provisions of the Health (Miscellaneous Provisions) Act 1911 (as amended), and the Health (Public Buildings) Regulations 1992. A Building Permit Application shall be submitted for approval, prior to works commencing.
  11. In regards to condition 17, the final material and colours schedule is to be submitted to the City prior to application for a Building Permit to allow sufficient time for State Heritage Office to assess and approve the schedule.
  12. The Construction Management Plan shall address the following items:
    - i. Access to and from the site;
    - ii. Delivery of materials and equipment to the site;
    - iii. Storage of materials and equipment on the site;
    - iv. Parking arrangements for contractors and subcontractors;
    - v. Management of construction waste; and
    - vi. Other matters likely to impact on the surrounding properties.
- (2) Notify the applicant and those who made a submission of Council's Decision.

### Background

The subject lot is 6,663m<sup>2</sup> in area and is bound by existing residential development to the north and east, Beach Road to the south and Cockburn Road to the west. Currently the lot contains the heritage-listed Coogee Hotel (fmr) & Coogee Post Office (fmr) which have been left vacant for a number of years.

The buildings were refurbished in 2016 by the former owner (Main Roads) to bring the buildings to their current state and form. The Coogee Hotel (fmr) is situated to the south west of the lot, adjacent to Cockburn Road and approximately 550m<sup>2</sup> in size. The Coogee Post

Office (fmr) is roughly 49m<sup>2</sup> in size, situated adjacent to Cockburn Road to the north west of the lot. There is existing access/crossover off Cockburn Road onto the site.

The proposed development for a restaurant and tavern is being presented to Council as OLPD 33 requires that Council determine applications for category "A" Heritage Places within the City of Cockburn Heritage List (the Coogee Hotel (fmr) & Coogee Post Office (fmr)).

### **Submission**

N/A

### **Report**

#### Proposal

The proposal is to redevelop the site to establish a Restaurant/Tavern and retain the existing heritage buildings, specifically:

- Refurbish and expand the existing Coogee Hotel (fmr) to accommodate the restaurant and bars;
- A proposed 225m<sup>2</sup> extension to the hotel to its' rear (eastern side) to accommodates a large commercial kitchen, toilets and back of house area;
- Expand the Coogee Post Office (fmr) to create a multi-purpose room adding a 4m<sup>2</sup> veranda addition;
- The installation of an urban farm/garden, ancillary to the restaurant to provide fresh produce;
- Install a 2.4m high timber and black powder coated chain link fence around the garden/urban farm of which 16m spans the frontage along Cockburn road;
- Install a green house and four sea containers for back of house functions of the site;
- Install a timber pergola and shade shales for an outdoor alfresco entrainment area;
- Hold sporadic large events (i.e. weddings, ceremonies and birthdays) throughout the year with capacity of up to 180 guests;
- Close access off Cockburn Road and provide 35 car parking bays with vehicle access from Beach Road and provide 12 bicycle bays;

- Employ approx. 40 persons in total from the site at any one time;
- Varying operating hours throughout the seven days of trading; generally commencing from 7am and finishing approximately 11.30pm.

### *Zoning and Use*

The subject lot is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and 'Development' under the City of Cockburn Town Planning Scheme No. 3 (TPS 3).

A Local Structure Plan that has been approved in 2017 splits the land into three zones being: 'Residential-R25', 'Residential-R40/Mixed use' and 'Local Centre'.

The objective of the Local Centre Zone is:

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

A 'Restaurant' is defined in the TPS 3 as a:

*"...premises where the predominant use is the sale and consumption of food and drinks on the premises and where seating is provided for patrons, and includes a restaurant licensed under the Liquor Licensing Act 1988."*

A restaurant is an ('A') use within the Local Centre and Residential zones. This means that that the use is not permitted unless the local government has exercised its discretion by granting planning approval after giving special notice in accordance with *clause 64(3)* of the deemed provisions.

A 'Tavern' is defined in TPS 3 as a:

*"...premises licensed as a tavern under the Liquor Control Act 1988 and used to sell liquor for consumption on the premises".*

The tavern is also an ('A') use within the Local Centre Zone but is an ('X') use in both Residential and Mixed Use zones meaning the use is not permitted by the Scheme in those zones. This means that the portion of the site licenced for tavern purposes shall not encroach into the residential zoned portion of the site. The portion of the site to be used for restaurant purposes may encroach into this area should Council approve the proposal and the appropriate liquor licence is obtained by the applicant.

### *Local Government Inventory and City of Cockburn Heritage List*



Both the Coogee Hotel (fmr) and Coogee Post Office (fmr) are included on the City of Cockburn Local Government Inventory (LGI) as a 'Management Category A', and both are included on the Heritage List (Heritage Place No's. 007 & 008) pursuant to TPS No. 3.

The 'Statement of Significance' for the Coogee Hotel (fmr) heritage place, set out in the LGI Place record is:

*"Coogee Hotel (fmr) is a rare example of a single-storey purpose built 'honeymoon' hotel, surviving in close to the city locations and is a surviving component of a precinct which was a destination for visitors and holiday makers for the first two decades of the 20th century.*

*Coogee Hotel (fmr) has significance as an Anglican children's holiday camp from 1930 until the middle of World War II, after which it became a permanent children's home from the end of World War II until 1967. Coogee Hotel (fmr) is a landmark on the coastal road between Fremantle and Rockingham."*

The Statement of Significance for the Coogee Post Office (fmr) heritage place, set out in the LGI Place record is:

*"Coogee Post Office (fmr) is representative of places which served the rural areas near Perth but which have gradually been engulfed by urban development. Coogee Post Office (fmr) has aesthetic value as a simple limestone building, with some landmark value on Cockburn Road."*

#### *Local Planning Policy LPP 4.4 – Heritage Conservation Design Guidelines*

The City's Local Planning Policy LPP4.4 – *Heritage Conservation Design Guidelines* (LPP4.4) states that alterations to the interior of a heritage place to suit a current and compatible future use will be supported where the proposal does not compromise the heritage significance of the place.

Under LPP4.4 there is a list of criteria for external alterations and extensions. One main criterion is that:

*"Alterations and additions to a heritage place should not detract from the heritage significance and should be compatible with the siting, scale, architectural style and form, materials and external finishes of the place."*

#### *Coogee Hotel and Post Office Conservation Plan*

The State Heritage Office in 1999 approved a Conservation Plan for the lot. The plan takes into account the *Australian ICOMOS Charter for the*

*Conservation of Places of Cultural Significance (the Burra Charter)*. A 2014 Conservation has been drafted looking to replace the existing 1999 Conservation Plan.

The Conservation Plan discusses the previous development on the site and the future expected development proposals, suggesting that any proposal take into account the context of the site.

The Conservation Plan notes the following about the site:

- An open area between the two buildings has long been the *status quo* and should not change
- Development and activity revolved around the buildings but principally the former hotel
- The area to the east of the hotel was previously used a garden and something of the sort should be replicated.

The proposal is consistent with the Conservation Plan.

#### *Coogee Hotel and Post Office Structure Plan*

The Structure Plan approved for the site lists the following Design Guidelines relevant to this proposal:

- No vehicular access permitted to Cockburn Road and part of Beach Road
- A single, shared access arrangement to Beach Road for any development or use on-site
- Development shall be designed to facilitate waste vehicles within the site
- A maxim height of 10 metres to the pitch of the roof and 7 metres to the wall
- Visual and open linkage between the Coogee Hotel and Post Office.

The Structure Plan mandates that the Local Centre provide an adaptive re-use of the Coogee Hotel and encourage tourist-orientated commercial uses that support job creation. The Coogee Post Office is also noted to be used for a commercial purpose. The proposal is consistent with the approved Local Structure Plan.

#### *Local Planning Policy 3.6 Licenced Premises (Liquor)*

LPP 3.6 provides guidance in assessing planning applications for licenced premises and the need for the public impact to be taken into account during assessment. The policy states that:

*“[Some] information required includes:*

- 1. How the licenced premises will operate;*
- 2. Hours of operation;*
- 3. Marketing and pricing of liquor;*
- 4. External advertising and signage;*
- 5. Information about the cumulative impact of nearby licenced premises; and*
- 6. Information about sensitive land uses in the vicinity (e.g. schools, youth centres, health care facilities etc).”*

LPP3.6 also states that taverns should be advertised by mail letter drop to all premises within 400m and an operational procedure should be prepared and contained.

State Planning Policy No. 3.5 (SPP 3.5) - Historic Heritage Conservation

The *State Planning Policy No. 3.5 Historic Heritage Conservation* (SPP 3.5) identifies that the adaption of buildings for new uses will often be the key to conservation of heritage places that no longer serve their original function, and will often require imagination and flexibility. Adaptive re-use of a heritage building without compromising its heritage qualities can often be one of the best ways of ensuring its future conservation.

### Consultation

#### *External Agency Referrals*

The development was referred to Main Roads Western Australia and the Department of Planning, Lands and Heritage (DPLH) which includes the State Heritage Office for comments.

The DPLH had no comments to make in relation to traffic or use. The State Heritage Office (SHO) noted that the alterations and additions are minor, contemporary and consistent with the conservation policies. The SHO recommended approval providing further details on the final colour and materials be submitted for consideration prior to the application for a building permit. Should Council support the proposal, a condition can be imposed requiring a colour and material schedule be provided prior to the application for a building permit, this allows the SHO time to assess and approve the schedule.

Main Roads objected and recommended refusal of the proposal for the following reasons:

- I. That the parking shortfall is proposed to be offset by the existing public reserve designated for beach goers only – Reserve # 24306;
- II. State Infrastructure should not be used to support a commercial/private operation;
- III. Patrons (particularly elderly and young children) should not be attempting to cross Cockburn Road which carries 19,450 vehicles per day with an 11.6% Heavy vehicle component;
- IV. The proposal goes against the Main Roads WA Road Safety Strategy;
- V. The existing public reserve reaches capacity in summer and this would exacerbate illegal parking on the vacant Commissioner for Main Roads Lot 1 (directly opposite the subject site); and
- VI. No current *Traffic Impact Assessment* has been undertaken which is a requirement under the WAPC guidelines and given the capacity size, there are potential impacts.

Discussion in relation to Main Roads concerns is seen further below in this report.

Under the Planning and Development Act 2005, Instrument of Delegation '*Del 2017/2 Powers of Local governments and Department of Transport*', referral to Main Roads was not a mandatory requirement. The City referred the application to Main Roads for comments given they had provided comments on previous matters pertaining to the site.

#### *Community Consultation*

This application was advertised to 101 nearby landowners including the Coogee Beach Progress Association for a period of 21 days. Consultation was conducted via direct mail and details were available on the City's 'Comment on Cockburn' website. A total of 12 submissions were received consisting of 4 objections and 8 non-objections, noting that some submissions in support of the proposal still raised concerns about car parking, traffic and access.

The main objections related to:

- Land use;
- Noise;
- Odour;
- Access to and from the site;
- Traffic Generation; and
- Lack of car parking.

#### Assessment



### *Land Use*

A submission raised that future residential uses that could be developed on the site in accordance with the Structure Plan would make existing or future car parking issues worse. Any future use including residential, would require planning approval and be subject to a separate assessment and any future development potential cannot be taken into account at this stage.

Another submission noted that commercial uses would be detrimental to the area and its' sense of place. All planning framework in relation to both Heritage Places highlight that the site was previously the '*social and commercial heart of the Coogee locality*' and the proposed uses are consistent with those contemplated by the approved Local Structure Plan. A use that is able to operate commercially from the site without significantly altering the fabric of the building and that allows the building to be enjoyed by the public would appear to be a desirable use for the site.

### *Noise*

The applicant provided an acoustic assessment prepared by Herring Storer Acoustics that considered the proposed use. The assessment considered eight nearby residential lots surrounding the property, upon concluding that noise produced is highly unlikely to cause a disturbance to nearby and adjoining residents or create excessive noise emissions that exceed the permitted noise decibel levels specified under the *Environmental Protection (Noise) Regulations 1997*.

Herring Storer Acoustics noted that all noise within the building will be contained within the building structure and any patron noise outside of the building would comply with the above stated noise regulations at any time of the day or night.

Herring Storer Acoustics noted that background music for the alfresco area would not impact upon neighbouring premises, however, a further acoustic report would be required should loud music in the alfresco area be proposed in the future.

The determination of whether music is background music or loud music is difficult, therefore, the City's Environmental Health Officers recommend a further detailed acoustic report, post-design detailing of the building to ensure any music adequately addresses the *Environmental Protection (Noise) Regulations 1997*.

Notwithstanding the above, the City Environmental Health Officers find the acoustic report sound and that the operating timeframes and nature of the business would not be detrimental to the adjoining properties.

Should Council support the proposal, a condition should be imposed that a further acoustic report incorporating the final design details of the proposal be submitted for assessment and approval, prior to the issue of a Building Permit.

#### *Odour*

The City's Environmental Health Officers are satisfied that waste management, the domestic size pizza oven and the location of the main kitchen ensures odour will be dispersed into the air adequately and will not impact on adjoining properties and cause any amenity impacts.

#### *Pedestrian Access & Safety*

The proposal includes an open style 2.4m high timber and chain fence solely around the private garden/urban farm area that spans 16m along Cockburn Road to the north of the lot; the remainder of the lot is unfenced.

Some concerns were received in relation to the dangerousness and difficulty of crossing Cockburn Road with no improved pedestrian crossing proposed. Since then, in response to the community's comments and Main Roads objection, the applicant has stated they are willing to extend the fence along the full property boundary of Cockburn Road to ensure access is solely from Beach Road and deter pedestrians crossing Cockburn Road.

Being situated near an expansive residential area, the City supports walking as an alternative mode of transport; there is also existing pedestrian activity in the area given Coogee Beach. The fence being extended along the full property boundary would detract from the Heritage Place and would need further consideration. The extension of the fence will not generally prohibit or deter pedestrians and so there is no founded requirement to extend or change the fence from anything other than the initial plans.

Should Council decide to approve the development, Council should not impose a condition requesting greater or more fencing along Cockburn Road.

#### *Bike Parking*

Under TPS 3 a restaurant requires 1 bike bay per 100 persons accommodated, so only two (2) bike bays are required yet 12 bike bays are proposed which exceeds the statutory requirement.

#### *Vehicle Parking*

Under TPS 3 a 'Restaurant' use requires 1 car parking space for every 4 seats or persons accommodated (whichever is greater). The initial

plans advertised to landowners showed 31 car bays and the applicant proposed a 250 person capacity meaning a shortfall of 32 bays.

In response to the concerns raised by the City which were also raised in the submissions, the applicant later revised the plans providing an additional four bays bringing the total to 35 car bays and reduced the maximum capacity of the venue to 180 persons, meaning that 45 car bays are required and a shortfall of 15 car bays is proposed in lieu of the initial 32 car bays shortfall.

It may be appropriate for Council to apply some discretion to car parking requirements, particularly in order to achieve a desirable outcome for this important heritage site and encourage walkability. It would also be undesirable for the heritage buildings to be surrounded by a 'sea of parking'. However it is also extremely important that the proposal does not generate a parking issue in the area. There is no opportunity for street parking on Cockburn Road given traffic volumes and it would be undesirable for patrons visiting the premises to park along Beach Road in front of residential dwellings. In addition, Coogee Beach car park on the western side of Cockburn Road is often at capacity during summer months and would not provide an overflow parking function during day time hours (for example summer lunch time periods).

Provision of 35 bays to accommodate the development in this locality is considered insufficient and should Council support the proposal, 5 additional bays are recommended. Based on the proposed plans, this may result in a small portion of the landscaped area adjacent to the eastern boundary being removed but is not anticipated to have a detrimental impact on the proposal. Provision of 40 bays in lieu of 45 would constitute a minor variation that would be reasonable in this circumstance.

### *Traffic*

One objection received was that the garden containing produce (if public) would generate excessive traffic. The portion of the outdoor area containing the produce garden is for use of the restaurant only and is not a 'community garden' therefore will not generate any additional traffic.

The applicant provided, post advertising and post referral to Main Roads, a Traffic Impact Statement (TIS) prepared by Flyt Consultants. The TIS based the traffic impact on other similar developments around Perth and the Structure Plan approved for the site in 2017. The TIS also based its assessment on the fence being erected around the property and the reduced total person capacity for events (180 persons).

The TIS concluded that:

- The peak time beach users and the peak time users of this development would not overlap
- the peak time traffic generated by this development would be like that or less than the various residential, mixed use and local centre uses possible by the approved structure plan
- the parking and layout on site was sufficient during peak periods without the need for parking on any reserve
- the development has a low to negligible impact on the existing road network.

Regardless of the above, the City's Officer's do expect there to be some overlap between the some of the peak times and peak beach use (for example summer weekend breakfast and lunch times). However the proposal, even with an overlap, is not anticipated to cause any unreasonable traffic impact on the surrounding road network.

The City's Transport Engineer has assessed the report and has found it to be generally sound and its conclusion that the proposed development will have no significant impact on traffic is supported.

#### *Tavern*

The 'tavern' part of the proposal is mainly ancillary to the restaurant with a bar area of 80m<sup>2</sup> proposed internally and a tavern area outside in the alfresco to allow consumption of alcoholic drinks in a social manner. All activity related to the tavern is within the Local Centre zone meaning the tavern use is allowable.

Should Council choose to approve the development, a condition should be imposed that limits the tavern use to the Local Centre zone of the lot.

It is noted that the applicant intends to apply to the Department of Racing, Gaming and Liquor WA for a 'Restricted Tavern' Licence. This licence does not permit the sale of take away liquor and must be consumed on site. The licence intends to allow customers to have a drink standing or sitting, with or without a meal and the applicant notes that this is fundamental for the functions.

The applicant intends to sell alcohol at an affordable price but not at a price that would see the rapid and excessive consumption occur on site. Liquor would only be available when the restaurant is open and the hours to sell liquor would be determined by section 98 of the Liquor Control Act 1988.

The applicant has provided a list of nearby licenced venues of which only two exist within the suburb of Coogee (both club licences), this is notably much less than other suburbs within the City of Cockburn.

Upon application to the Department of Racing, Gaming and Liquor WA, the applicants will need to meet the requirements including enacting a



satisfactory management plan, code of conduct and the appropriate training of staff. Should Council decide to approve the development, a condition should be imposed to ensure an appropriate management plan of the premises be in place prior to the commencement of the use.

### *Signage*

This application proposes no signage; however, signage is earmarked for the site and will likely follow in another application made to the City.

Any signage will be required to obtain the State Heritage's comments and so should Council decide to approve the development; a condition should impose the requirement for signage to be subject to another development application being made to Council for determination.

### *Additions, alterations and extensions to Heritage Places*

Internally, the removal of eight walls of various sizes to the Coogee Hotel (fmr) is proposed. No internal modifications are proposed to the Coogee Post Office (fmr). These modifications are minimal and allow a restaurant and bar to have areas that connect seamlessly, it also keeps the heritage significance of the place intact.

Externally, both Heritage Places propose some additions; the Former Hotel proposes a 225m<sup>2</sup> large kitchen area with toilets and back of house and the Former Post Office proposes an attached 4m<sup>2</sup> veranda/patio.

The external additions are not entirely visible from Cockburn Road and they are complimentary in nature in terms of distinguishability and they respect the existing roof pitch, form and colour. The additions will not impact on the streetscape from where it can be seen along Beach Road.

Without greater significant internal modifications, the uses proposed could not adequately be accommodated for within the existing parameters of the buildings, be it for functionality purposes or compliance with the *Building Code of Australia* and *Australian Standards and Health (Public Buildings) Regulations 1992*.

Given this, the internal and external modifications proposed to both Heritage Places are considered to be an acceptable outcome and comply with the relevant planning framework and are supported by the State Heritage Office.

### Conclusion

The proposed Restaurant/Tavern is supported for the following reasons:

- The proposal is consistent with the planning framework applicable to the site;
- The proposal is considered to provide an excellent adaptive re-use of heritage buildings because the buildings require minimal modification and will become public buildings which the community can access;
- The proposal is relatively low in intensity and is considered appropriate within the context of the site and area;
- The proposal will not negatively or unreasonably affect the amenity of surrounding residents in terms of noise, odour or traffic; and
- The proposal respects the heritage significance and enhances the enjoyment of the heritage places: Coogee Hotel (fmr) (Heritage Place No. 007) & Coogee Post Office (fmr) (Heritage Place No. 008).

It is therefore recommended that Council approve the proposed development subject to conditions.

### **Strategic Plans/Policy Implications**

#### Community, Lifestyle & Security

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

#### Economic, Social & Environmental Responsibility

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

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

The application was advertised to 100 nearby landowners and one association in accordance with clause 64(3) of the deemed provisions within the *Planning and Development (Local Planning Schemes) Regulations 2015*. A total of 12 submissions were received during the advertising period. See Consultation section of the report above.

**Risk Management Implications**

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

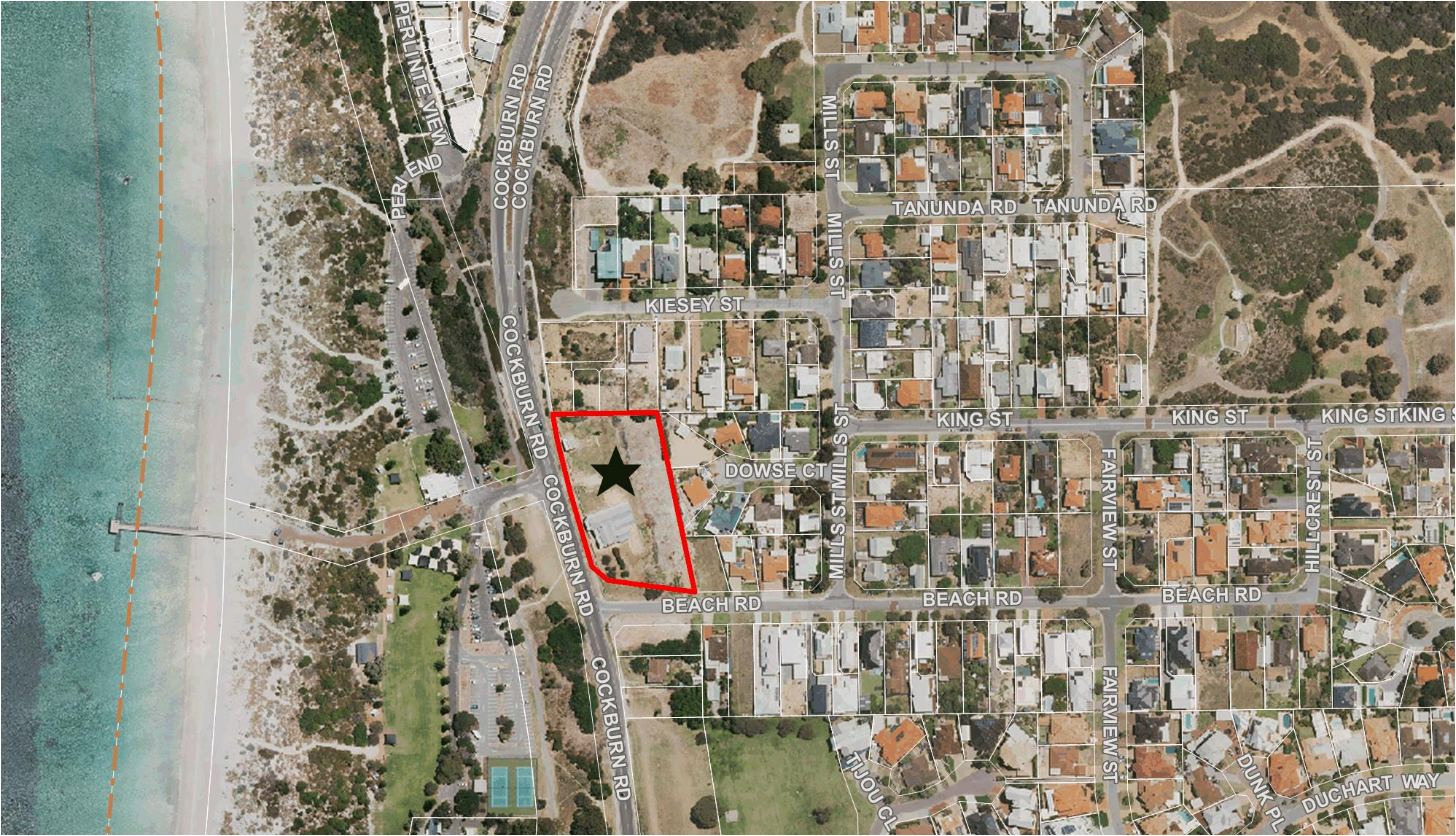
**Advice to Proponent(s)/Submitters**

The Proponent and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 May 2018 Ordinary Council Meeting.

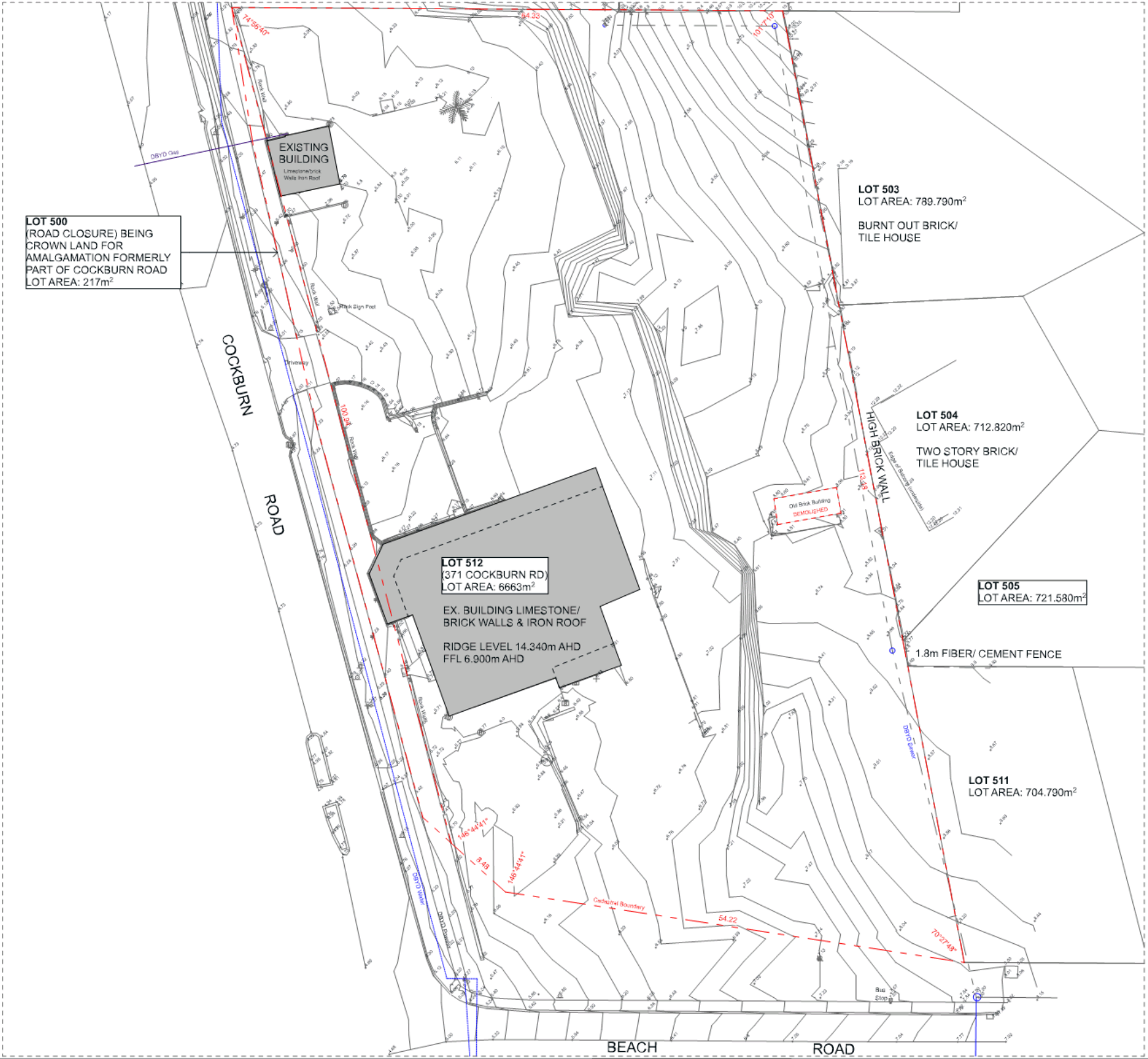
**Implications of Section 3.18(3) *Local Government Act, 1995***

Nil.









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Project  
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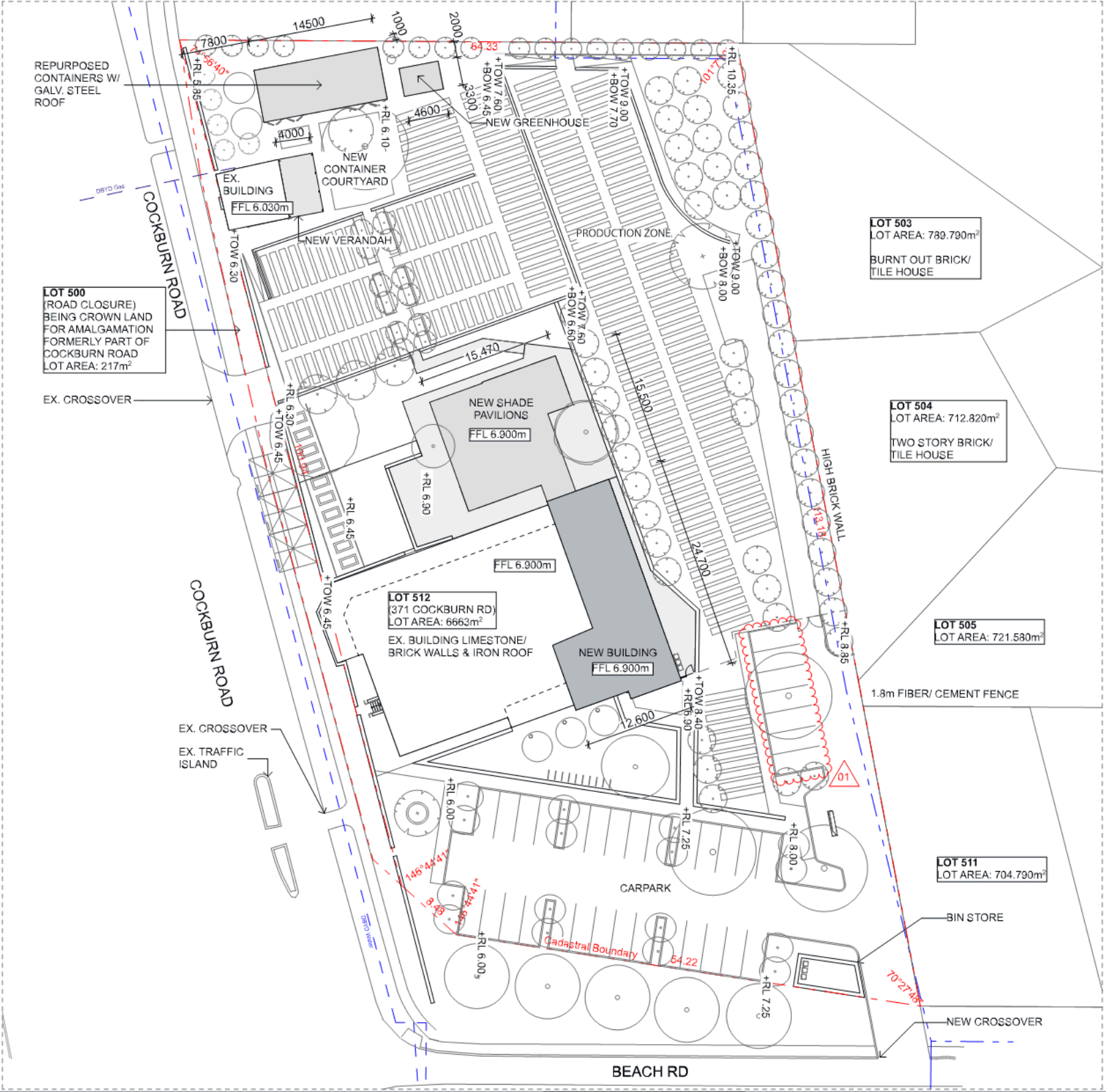
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1709

Drawing Name  
Existing Site Plan

Drawing Number  
DA000

Date  
12/2/18  
Drawn  
AM  
Reviewed  
MP  
Scale  
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Revision  
01



Proposed Site Plan  
1:500

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01 CAR BAYS  
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Client  
Hamlet Properties Pty  
Ltd

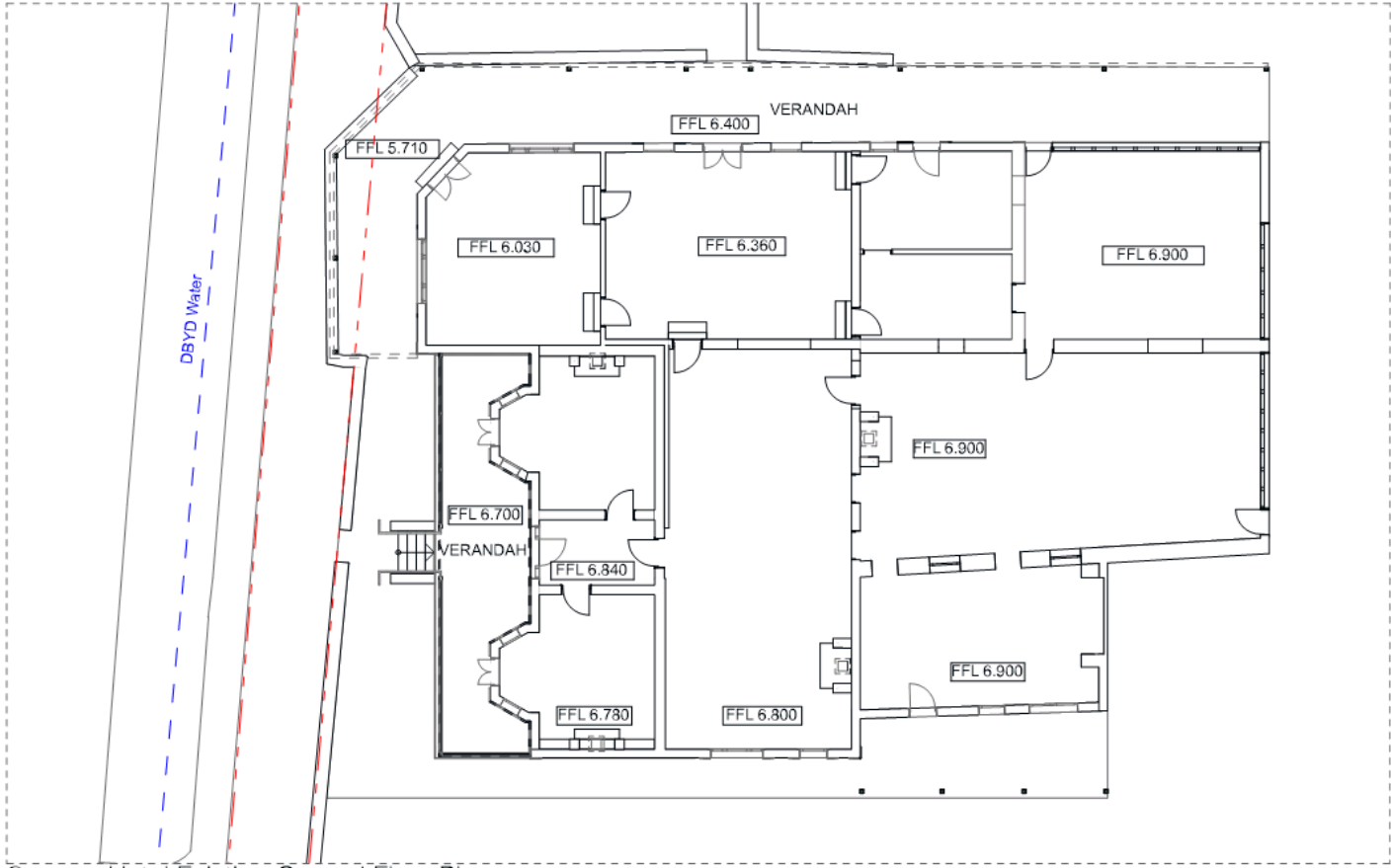
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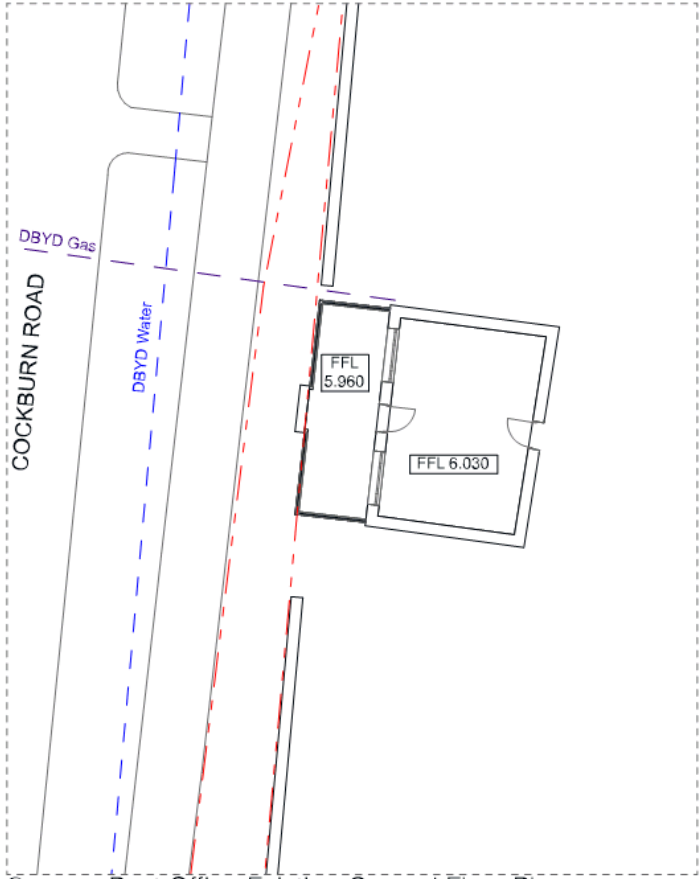
Drawing Number  
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Date  
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AM  
Reviewed  
MP  
Scale  
1:500

Revision  
02



Coogee Hotel Existing Ground Floor Plan  
1:200



Coogee Post Office Existing Ground Floor Plan  
1:200

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Project Number  
1709

Client  
Hamlet Properties Pty  
Ltd

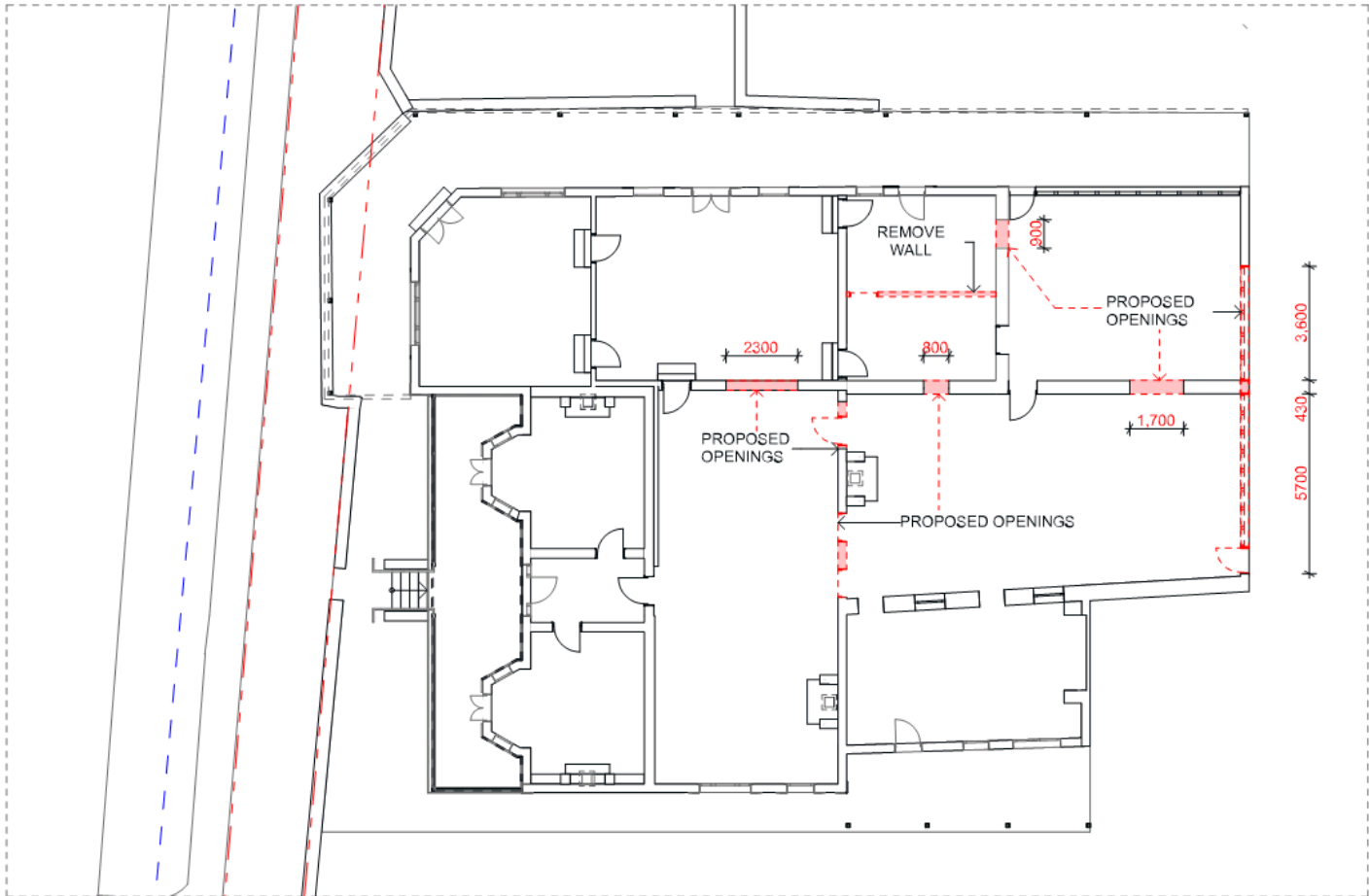
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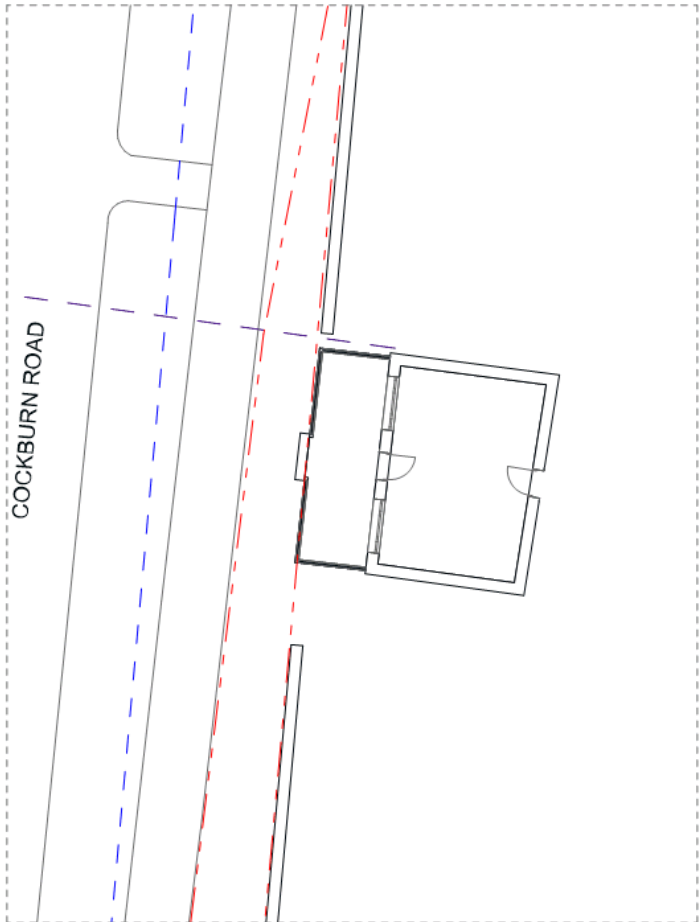
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12/2/18  
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AM  
Reviewed  
MP  
Scale  
1:200

Revision  
01





Coogee Hotel Demolition Ground Floor Plan  
1:200



Coogee Post Office Existing Ground Floor Plan  
1:200

Note: No Demolition Works Are Proposed  
To Existing Post Office Ground Floor Plan

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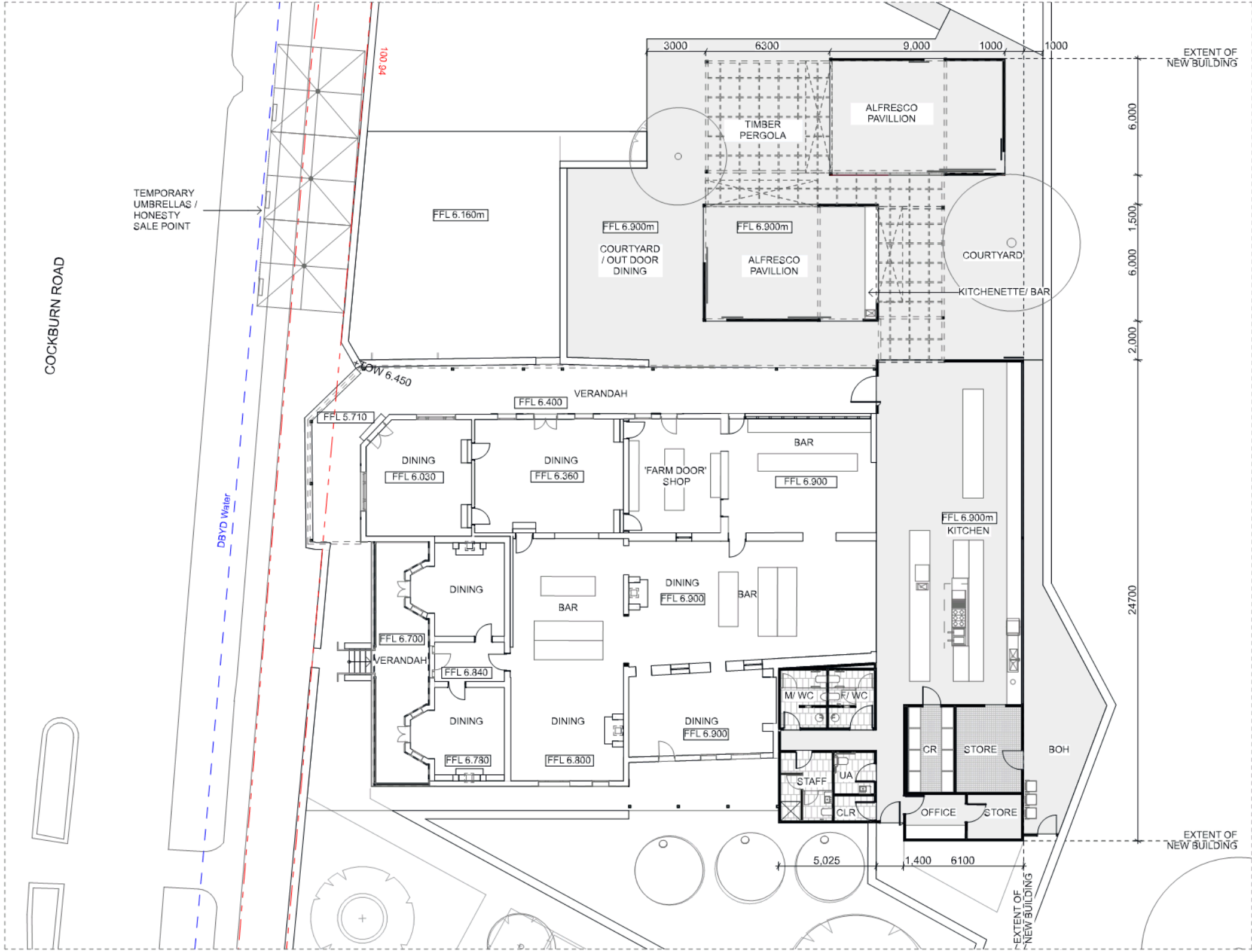
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Plans

Drawing Number  
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Date  
12/2/18  
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AM  
Reviewed  
MP  
Scale  
1:200

Revision  
01





Proposed Ground Floor Plan  
1:200 (COOGEE HOTEL)

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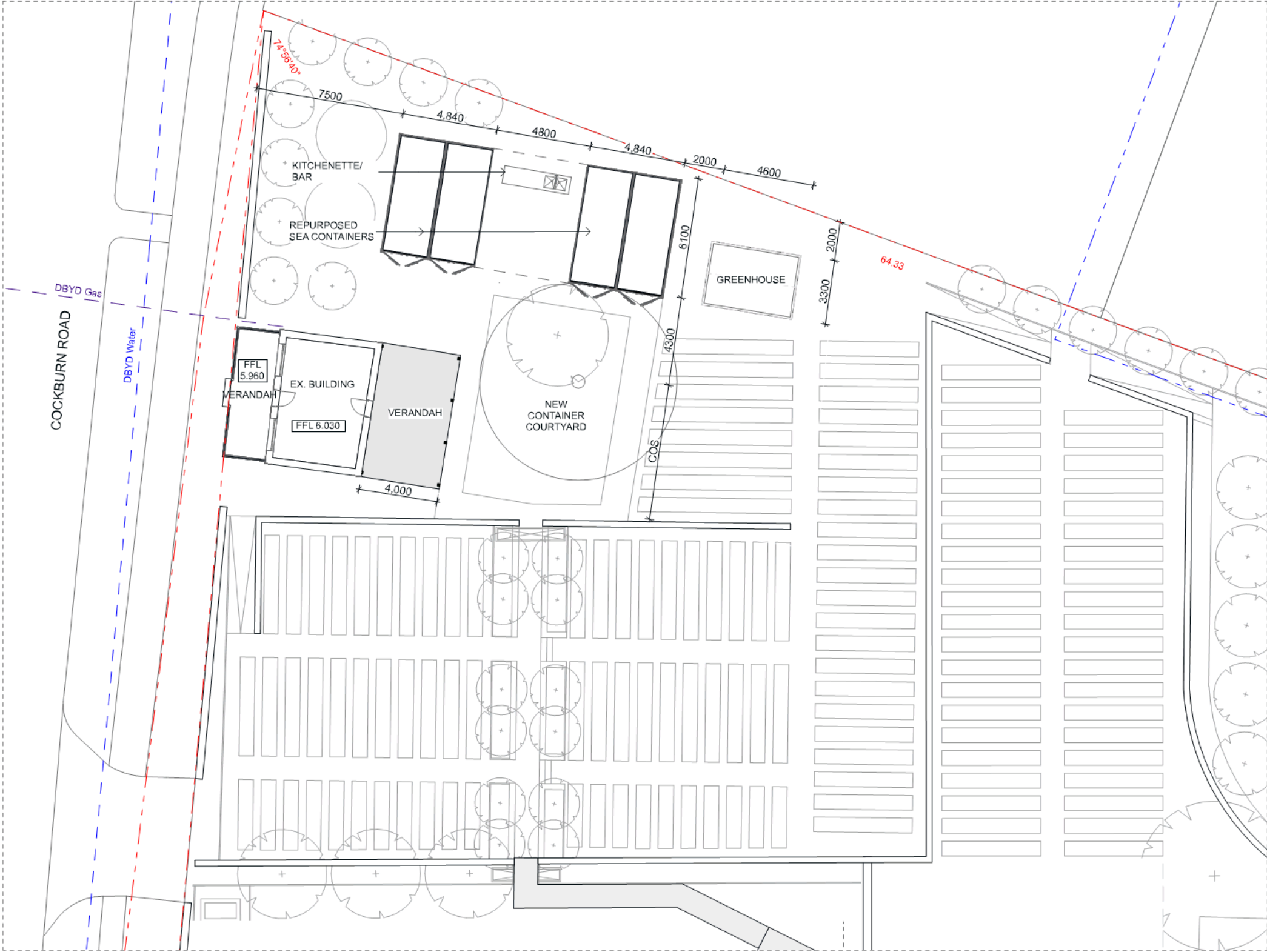
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Drawing Name  
Proposed Ground Floor  
Plan

Date 12/2/18  
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Reviewed MP  
Scale 1:200

Drawing Number  
DA102

Revision  
01



Proposed Ground Floor Plan  
1:200 (POST OFFICE)

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Client  
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Ltd

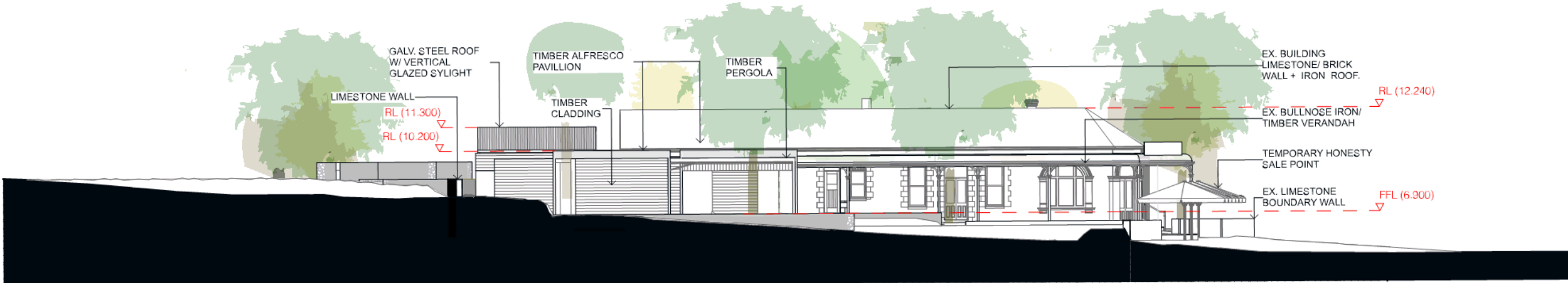
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Drawing Name  
Proposed Ground Floor  
Plan (POST OFFICE)

Date 12/2/18  
Drawn AM  
Reviewed MP  
Scale 1:200

Drawing Number  
DA103

Revision  
01



NORTH ELEVATION  
1:200



SOUTH ELEVATION  
1:200

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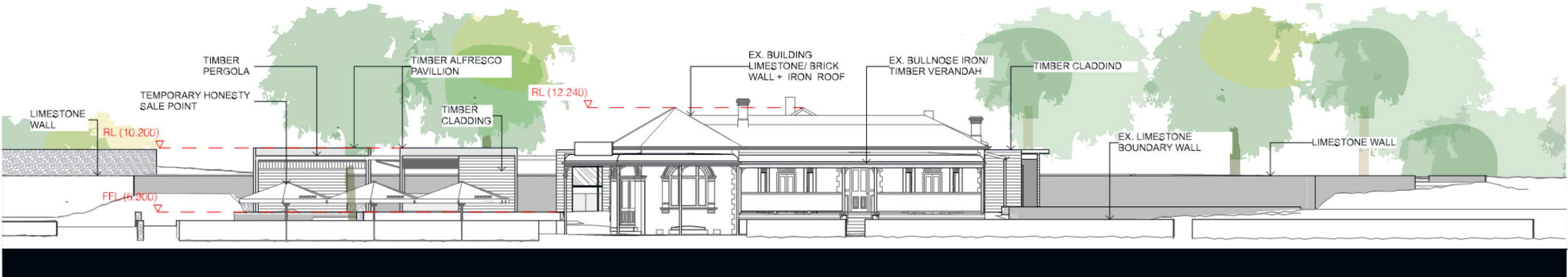
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Proposed North + South  
Elevations

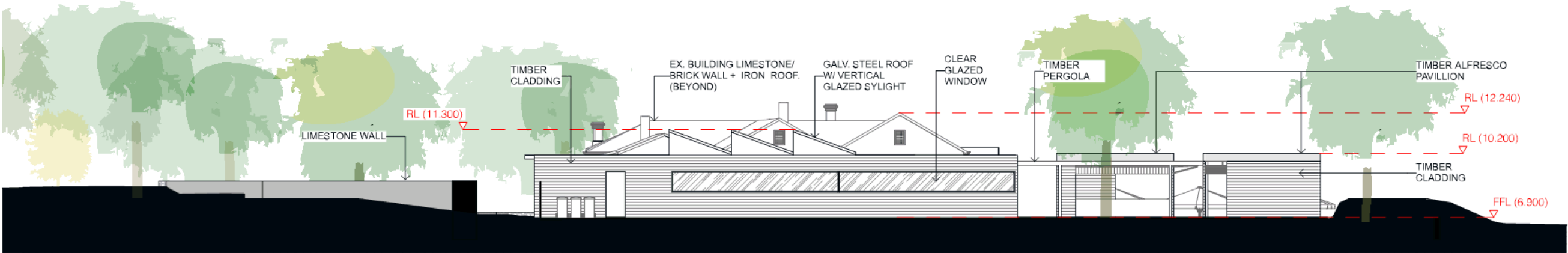
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MP  
Scale  
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Drawing Number  
DA200

Revision  
01



WEST ELEVATION  
1:200



EAST ELEVATION  
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Client  
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Ltd

Project Number  
1709

Drawing Name  
Proposed West + East  
Elevations

Drawing Number  
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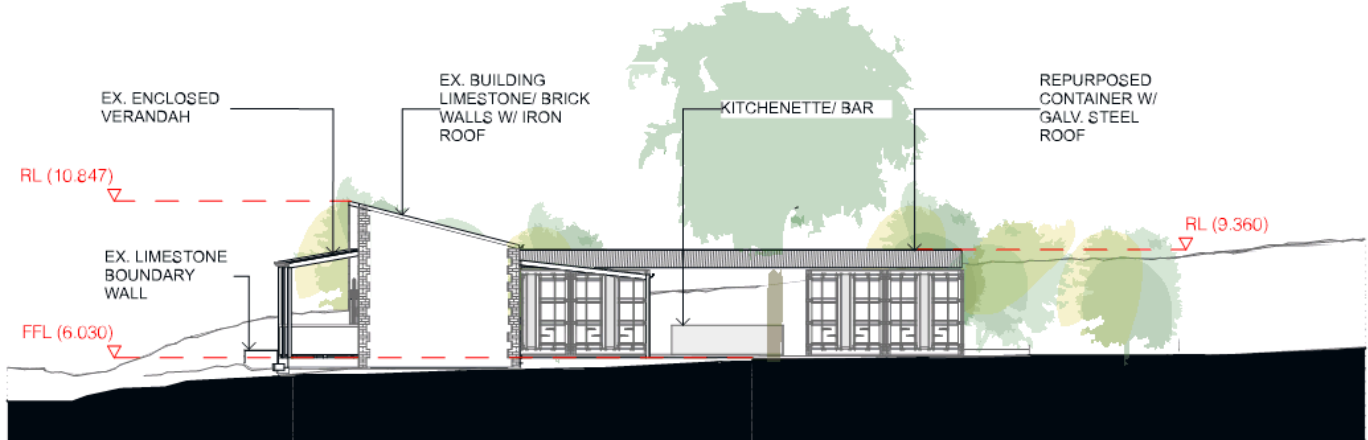
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Revision  
01





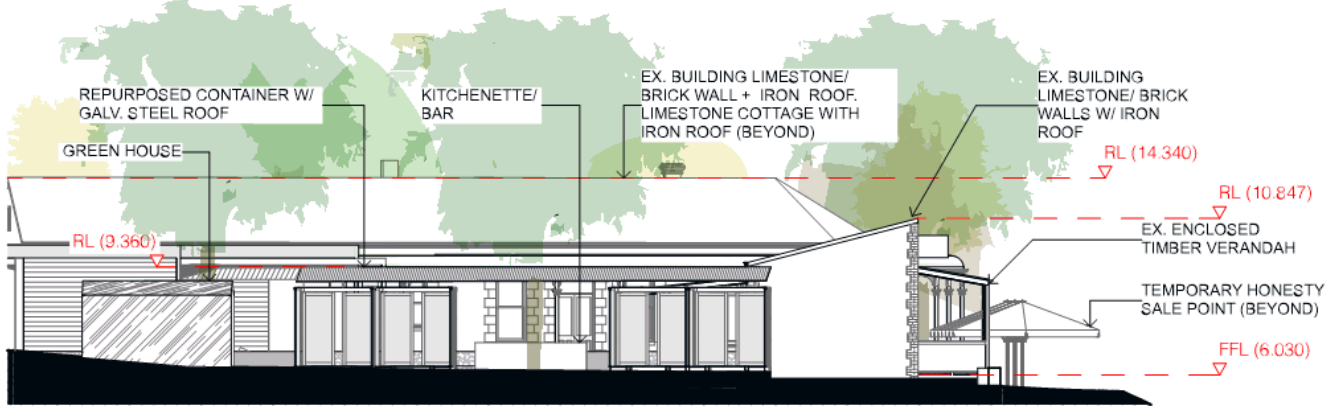
Post Office West Elevation  
1:200



Post Office South Elevation  
1:200



Post Office East Elevation  
1:200



Post Office North Elevation  
1:200

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Client  
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Ltd

Project Number  
1709

Drawing Name  
Proposed Post Office  
Elevations

Drawing Number  
DA202

Date  
12/2/18  
Drawn  
AM  
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MP  
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1:200

Revision  
01

8. APPENDIX

**APPENDIX C: ACOUSTIC REPORT (HERRING STORER ACOUSTICS)**

COOGEE HOTEL AND POST OFFICE

FEBURARY 2018

spaceagency



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

## PRELIMINARY ACOUSTIC ASSESSMENT COCKBURN

FINI GROUP

COOGEE HOTEL  
COCKBURN

Job No: 18013

Document Reference: 22799-2-18013

## COOGEE HOTEL DEVELOPMENT

## PRELIMINARY ACOUSTIC ASSESSMENT

FEBRUARY 2018

OUR REFERENCE: 22799-2-18013

Herring Storer Acoustics Pty Ltd (A.C.N. 629 450 166) is a member of  
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Herring Storer Acoustics

Herring Storer Acoustics  
Our ref: 22799-2-18013CONTENTS

1.0	INTRODUCTION	1
2.0	CRITERIA	1
3.0	NOISE MODELLING AND RESULTS	4
4.0	ASSESSMENT	5
5.0	CONCLUSION	7

EXECUTIVE SUMMARY

Herring Storer Acoustics have been commissioned by Fini Group to carry out a preliminary acoustical assessment of noise emissions associated with the re-development of the Old Coogee Hotel in Cockburn.

This preliminary assessment considers noise levels associated with the alfresco area of the proposed development, as the construction of the building is considered readily able to constrain noise levels within the building itself, with the detail design phase of the project proposed to address this issue.

The assessment also indicates that noise emissions associated with the alfresco area would comply with the Regulations at all locations considered.

Noise levels emissions associated with the mechanical plant have not been addressed at this stage. The selection and location of such equipment is not known at this preliminary stage of the project, however, give the location of the development, and areas within the development that could house mechanical plant, designing for compliance with the *Environmental Protection (Noise) Regulations 1997* is not considered to be an onerous task.



**1.0 INTRODUCTION**

Herring Storer Acoustics have been commissioned by Fini Group, to carry out an acoustical assessment of noise emissions associated with the proposed development of the Old Coogee Hotel, Cockburn.

The objectives of the study were to:

- Construct a predictive noise model for noise levels of associated with the proposed venue.
- Assess the predicted noise levels received at the closest noise sensitive premises, for compliance with the *Environmental Protection (Noise) Regulations 1997*.
- If exceedances are predicted, investigate possible noise control options that will reduce noise emissions to achieve compliance with the regulations.

The work was commissioned to accompany the development application.

**2.0 CRITERIA**

The *Environmental Protection (Noise) Regulations 1997* stipulate the allowable noise levels at any noise sensitive premises from other premises. The allowable noise level is determined by the calculation of an influencing factor, which is added to the baseline criteria set out in Table 1 of the Regulations. The baseline assigned noise levels are listed in Table 2.1.

**TABLE 2.1 – ASSIGNED NOISE LEVELS**

Noise Sensitive Premises	Time Period	A <sub>eq,T</sub> (dB)	A <sub>eq,T</sub> (dB)	A <sub>eq,T</sub> (dB)
Noise sensitive premises within 15 metres of a dwelling	0700 - 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 - 1800 hours Sunday and Public Holidays	40 + IF	50 + IF	60 + IF
	1900 - 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35 + IF	45 + IF	55 + IF

**Note:** The  $L_{eq}$  noise level is the noise that is exceeded for 10% of the time.  
The  $L_{eq}$  noise level is the noise that is exceeded for 1% of the time.  
The  $L_{max}$  noise level is the maximum noise level recorded.

It is a requirement that noise from the site be free of annoying characteristics (tonality, modulation and impulsiveness) at other premises, defined below as per Regulation 9.

**“impulsiveness”** means a variation in the emission of a noise where the difference between  $L_{Apeak}$  and  $L_{Amax,Slow}$  is more than 15dB when determined for a single representative event;

**“modulation”** means a variation in the emission of noise that –

- is more than 3dB  $L_{A, Fast}$  or is more than 3dB  $L_{A, Fast}$  in any one-third octave band;
- is present for more than 10% of the representative assessment period; and
- is regular, cyclic and audible;

**“tonality”** means the presence in the noise emission of tonal characteristics where the difference between –

- the A-weighted sound pressure level in any one-third octave band; and
- the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3 dB when the sound pressure levels are determined as  $L_{Aeq,T}$  levels where the time period T is greater than 10% of the representative assessment period, or greater than 8 dB at any time when the sound pressure levels are determined as  $L_{A, Slow}$  levels.

Where the above characteristics are present and cannot be practicably removed, the following adjustments are made to the measured or predicted level at other premises.

**TABLE 2.2 – ADJUSTMENTS FOR ANNOYING CHARACTERISTICS**

Adjustment for Impulsiveness	Adjustment for Modulation	Adjustment for Tonality
+ 5 dB	+ 5 dB	+ 10 dB

Where the noise emission is music, then any measured level is adjusted according to Table 2.3 below.

**TABLE 2.3 – ADJUSTMENTS TO MEASURED MUSIC NOISE LEVELS**

Adjustment for Music Noise Levels
+10 dB(A)

The area surrounding the proposed development is understood to be primarily residential premises.



FIGURE 1 – DEVELOPMENT LOCATION AND SURROUNDS

The influencing factor at the identified noise sensitive premises has been determined, with the calculation based on the following:

**Commercial Premises within Inner Circle**  
20% + 1 dB

**Major Road within Inner Circle**  
Cockburn Road + 6 dB

Hence, influencing factor = 7 dB

Therefore, the assigned noise levels are listed in Tables 2.4.

TABLE 2.4 - ASSIGNED OUTDOOR NOISE LEVELS

Location	Daytime (0700 - 1900 hours)	Evening (1900 - 2200 hours)	Nighttime (2200 - 0700 hours)
Noise sensitive premises within 15 metres of a dwelling	52	52	52
	47	57	72
	47	57	62
	42	52	62

Note:  $L_{10}$  is the noise level exceeded for 10% of the time.  
 $L_{50}$  is the noise level exceeded for 50% of the time.  
 $L_{max}$  is the maximum noise level.

### 3.0 NOISE MODELLING AND RESULTS

From information provided, a noise model was developed of the proposed development.

Noise levels associated with the alfresco area have been included in the model.

Noise levels within the alfresco area has been assumed to be in the order of 60 dB(A)/m<sup>2</sup> sound power level. This noise level is representative of restaurant area noise levels, which is understood to be representative of the desired use of the space.

Any music in these areas have been considered to be ambient only, and not significantly contributing to the noise emission at neighbouring premises.

Noise levels within the building have been assumed to be contained with the building structure. The design of the structure, in terms of materials to be utilised to achieve this aim is proposed to be undertaken during the detailed design phase of the project. Given the orientation and location of the building, it is considered to be practical to design a suitable building.

Locations considered in our assessment include both undeveloped locations (i.e. empty blocks) and existing premises. All locations considered in our assessment have been assumed to be two storey premises – noting that only “R3” and “R7” are both currently present and two stories in height.

Noise levels at the identified noise sensitive premise associated with the alfresco area are listed below in Table 3.1.

TABLE 3.1 – CALCULATED NOISE LEVELS AT NOISE SENSITIVE PREMISES

Receptor	Location	Calculated Noise Level (dB(A))
R1*	Ground*	19
	First*	21
R2	Ground	30
	First*	31
R3	Ground	34
	First	37
R4	Ground	36
	First*	38
R5	Ground	35
	First*	35
R5*	Ground*	33
	First*	36
R7	Ground	15
	First	16
R8*	Ground*	16
	First*	17

(\*) Denotes that the receiving point does not currently exist

## 4.0 ASSESSMENT

Noise levels associated with the alfresco area are to be limited to patron noise only, with background music to be restricted to a level such that it does not significantly contribute to the noise emissions of the development.

Hence, no adjustment to the calculated noise levels are applicable in accordance with the *Environmental Protection (Noise) Regulations 1997*.

Therefore, Table 4.1 summarises the assessment of the calculated noise levels against the pertinent Assigned Noise Levels.

TABLE 4.2 – ASSESSMENT – SCENARIO 1

Receptor	Location	Assigned Noise Level (dB(A))	Applicable Day Period	Calculated Noise Level (dB(A))	Compliance
R1*	Ground*	19	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First*	21	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
R2	Ground	30	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First*	31	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies

Receptor	Location	Assigned Noise Level (dB(A))	Applicable Day Period	Calculated Noise Level (dB(A))	Compliance
R3	Ground	34	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First	37	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
R4	Ground	36	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First*	38	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
R5	Ground	35	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First*	35	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
R5*	Ground*	33	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First*	36	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
R7	Ground	15	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First	16	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
R8*	Ground*	16	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies
	First*	17	Day	52	Complies
			Sunday / Public Holiday Day Period	47	Complies
			Evening	47	Complies
			Night	42	Complies

Herring Store - Acoustics  
Our ref: 22799-2-18013

7

As can be seen from the above tables, noise levels associated with the proposed development – specifically the alfresco area, complies with the Assigned Noise Levels at all times and locations.

## 5.0 CONCLUSION

Noise level emissions associated with the alfresco area, comply with the Regulations.

Control measures may be necessary on music noise levels; however, this is proposed to be addressed during the detailed design phase of the project. Given the area of impact with the proposed alfresco area, it is considered that background music for the alfresco area would be able to be utilised without significant noise impact upon premises in the area.

Noise level emissions associated with mechanical plant would also be addressed during the detailed design phase of the development, and are considered likely development approval conditions.





# COOGEE HOTEL REDEVELOPMENT

COOGEE, WA

Landscape Architecture Report\_Rev A

09 | 03 | 2018

SEE  DESIGN

joel@seedesignstudio.com.au  
m. 0466 266 305



# Contents

## 01. Introduction



## 02. Existing Site Condition

## 03. Landscape Masterplan

## 04. Landscape Zones

- Landscape Zone 1\_Car Park
- Landscape Zone 2\_Entry Garden
- Landscape Zone 3\_Alfresco Garden
- Landscape Zone 4\_Pavilion Garden
- Landscape Zone 5\_Production Garden



## 05. Site Sections

## 06. Heritage Conservation

## 07. Site Security





# 01. Introduction

The proposed landscape for the Coogee Hotel redevelopment is aimed at creating a truly unique patron experience in the hospitality scene in Perth.

A working production garden will be the basis for various landscape spaces throughout the site, where patrons will be able to see the production of vegetables, fruit and herbs first hand. This patron experience will start from the car park, to the various alfresco areas, to the outlook onto the broader production garden spaces.

The landscape can be characterised by five distinct types; the car park, the entry garden, the alfresco garden, the pavilion garden, and the production garden. Whilst each zone will have a clear character aesthetic, a site appropriate response to site and location will help inform each garden space.

Additionally, the landscape will assist in telling the heritage of the site, help with pedestrian circulation, provide a safe and secure hospitality venue, enhance and protect heritage sight lines from Cockburn Road, and take appropriate sustainability measures towards landscape design and food production.





# 02. Existing Site Condition



View looking south west



View looking northwest towards post office



View looking due north



View looking due south along Cockburn Road



View looking north east



View of northern elevation of Hotel



Back of post office



South side of Hotel looking east



View looking south along Cockburn Road

## EXISTING SITE CONDITION

A gently sloping site from east to west, the site contains two heritage listed buildings, and a landscape void of substantial geographical elements or impressive plant specimens.

Existing limestone walls in the public realm are in poor condition, however may be utilised for existing external landscape features.

A number of small circular limestone planters on the south west side of the site will be retained and used for feature trees and plantings.

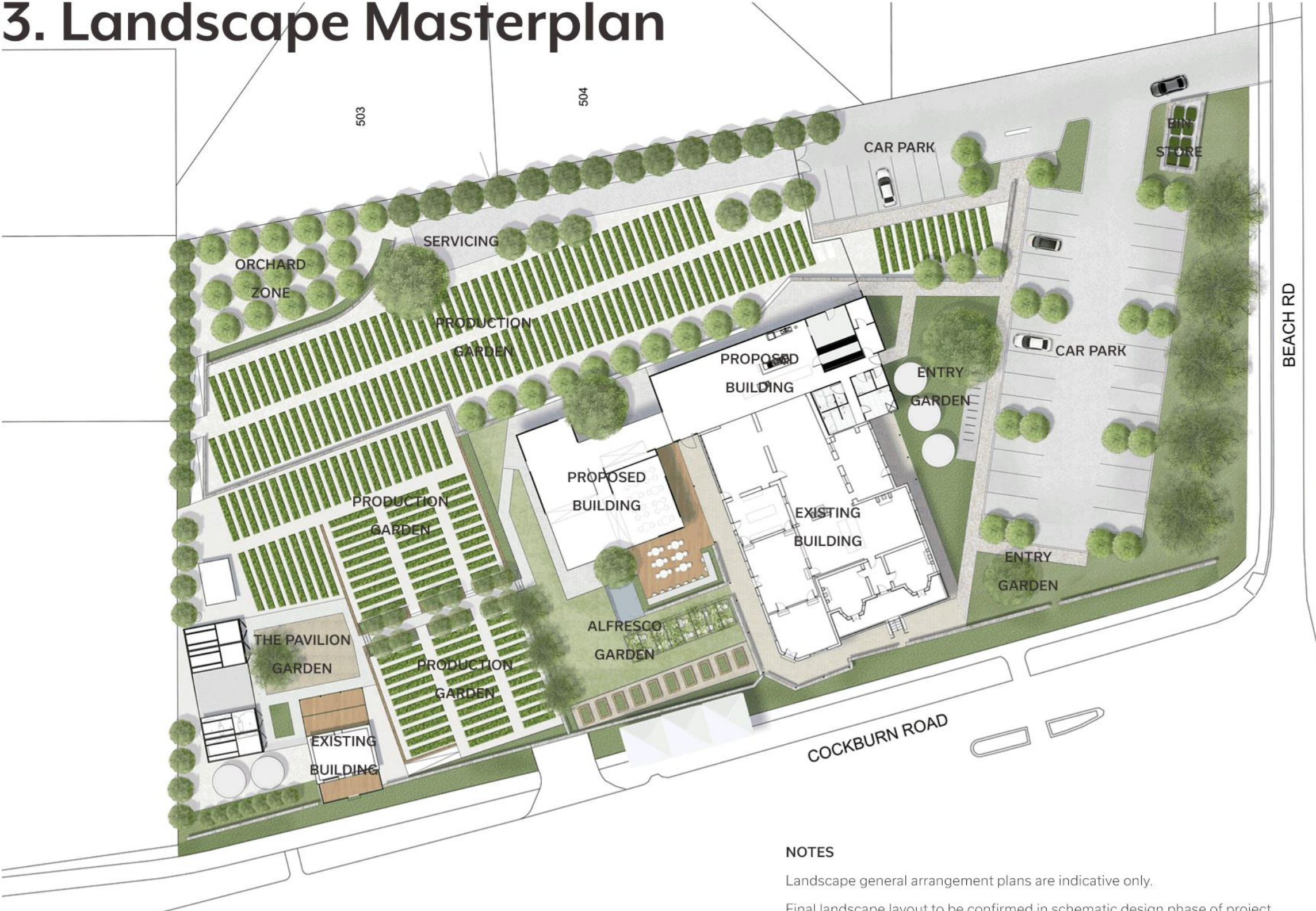
There is a significant number of limestone boulders and rubble scattered across the site that may be recycled in gabion basket retaining walls.

Significant Agave specimens are located to the south of the site, some of which may be re-purposed in the allocated garden spaces of the development.

It is opinion of the consultant that the site is essentially a blank canvas, however all efforts will be made to retain any significant elements that exist on the site that The City of Cockburn would like to see retained.



# 03. Landscape Masterplan



**NOTES**

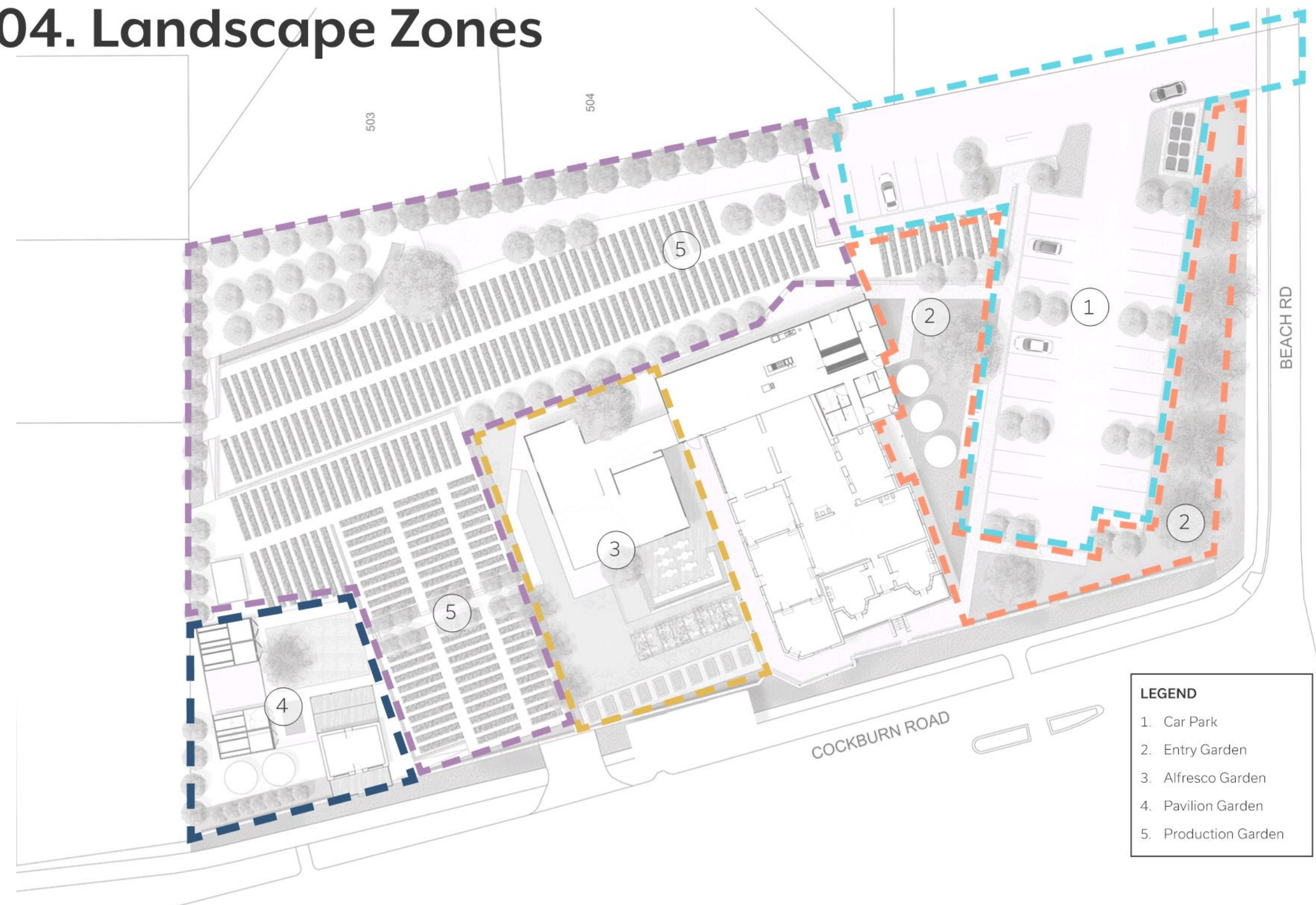
Landscape general arrangement plans are indicative only.  
Final landscape layout to be confirmed in schematic design phase of project.



1:400 @ A3



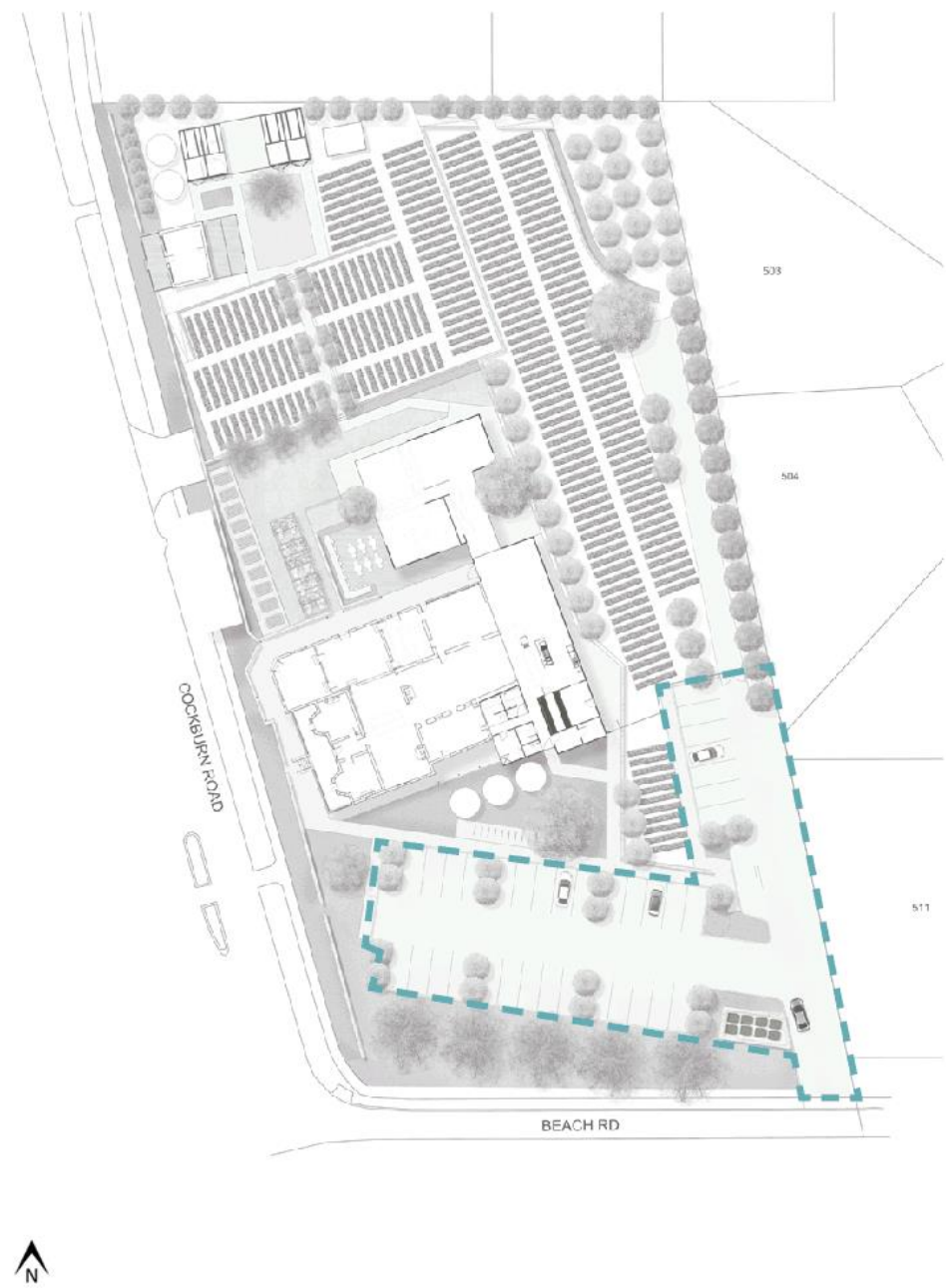
# 04. Landscape Zones





# Landscape Precint 1\_Carpark

## LANDSCAPE PLAN



## PRECINCT FUNCTIONS



## VIBE IMAGERY





INDICATIVE MATERIAL PALETTE

SURFACE TREATMENTS



Stabilised gravel

WALL TREATMENTS



Corten Steel Edging

NOTES

All material and plant selections subject to final landscape design.  
Confirmation with The City of Cockburn on final selections will be undertaken throughout the documentation phase.

INDICATIVE PLANTING PALETTE

TREE SPECIES



Olea species



Lemon species

SHRUB SPECIES



Conostylis candicans



Lomandra crackerjack



Lomandra tanika



Poa eskdale



Eremophila kalbarri carpet

GROUNDCOVERS + CLIMBERS



Eremophila roseworthy



Senecio serpens



Grevillea gin gin gem



# Landscape Precinct 2\_Entry Garden

## PRECINCT FUNCTIONS

  
12 MIN  
BIKE RACKS

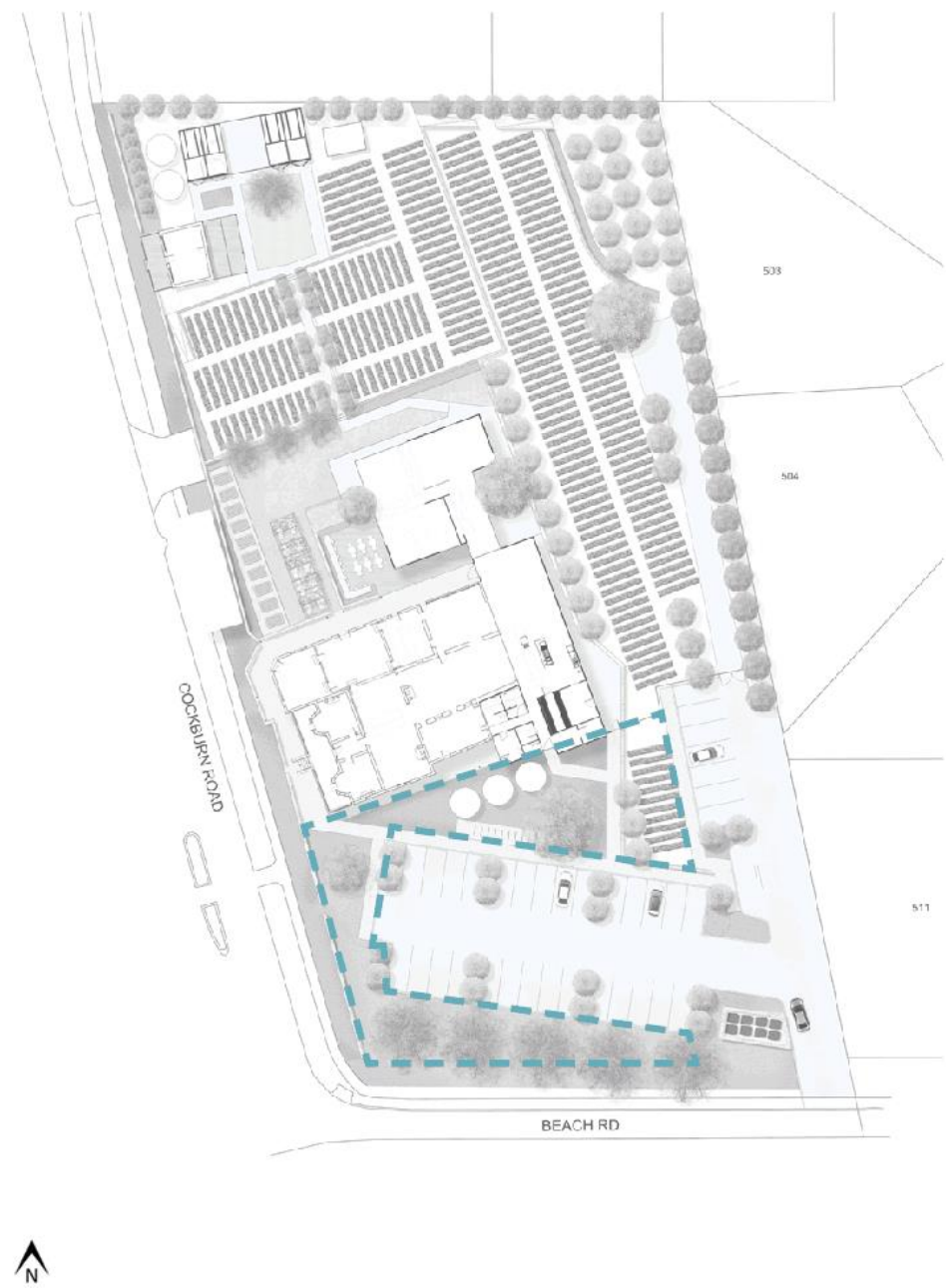
  
FOOD  
PRODUCTION

  
WATER  
HARVESTING

  
HERITAGE  
INTERFACE

  
SITE  
ACCESS

## LANDSCAPE PLAN



## VIBE IMAGERY





INDICATIVE MATERIAL PALETTE

SURFACE TREATMENTS



Red brick paving      Stabilised gravel

WALL TREATMENTS



Corten Steel      Drystone

NOTES

All material and plant selections subject to final landscape design.  
Confirmation with The City of Cockburn on final selections will be undertaken throughout the documentation phase.

INDICATIVE PLANTING PALETTE

TREE SPECIES



Weeping Mulberry      Lime Trees

SHRUB SPECIES



GROUNDCOVERS + CLIMBERS

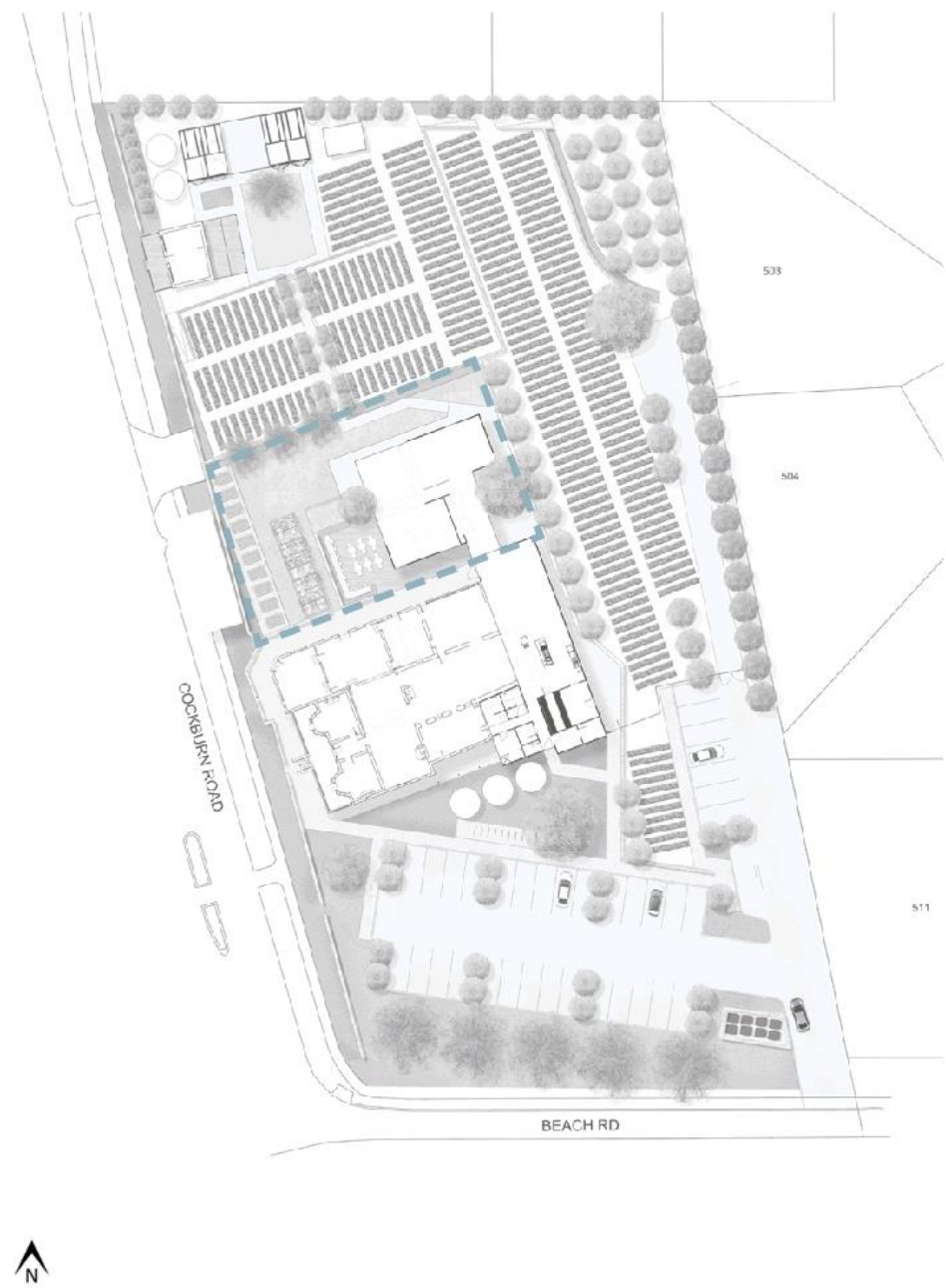


Dichondra silverfalls      Ficus pumila      Climbing Roses      Creeping Thyme      Mint



# Landscape Precinct 3\_Alfresco Garden

## LANDSCAPE PLAN



## VIBE IMAGERY



## PRECINCT FUNCTIONS





INDICATIVE DETAIL PLAN

LEGEND

- 1. Lawn
- 2. Alfresco Deck
- 3. Courtyard
- 4. Elevated Outdoor Bar
- 5. Water Element
- 6. Display Vegetable Planters
- 7. Feature Tree
- 8. Screening Trees
- 9. Access Path
- 10. Lightweight Permeable Trellis

NOTES

Landscape general arrangement plans are indicative only.  
Final landscape layout to be confirmed in schematic design phase of project.





INDICATIVE MATERIAL PALETTE

SURFACE TREATMENTS



WALL TREATMENTS



NOTES

All material and plant selections subject to final landscape design.  
Confirmation with The City of Cockburn on final selections will be undertaken throughout the documentation phase.

INDICATIVE PLANTING PALETTE

TREE SPECIES



SHRUB SPECIES



GROUNDCOVERS + CLIMBERS





# Landscape Precinct 4\_Pavilion Garden

## PRECINCT FUNCTIONS



FOOD  
PRODUCTION



WATER  
HARVESTING

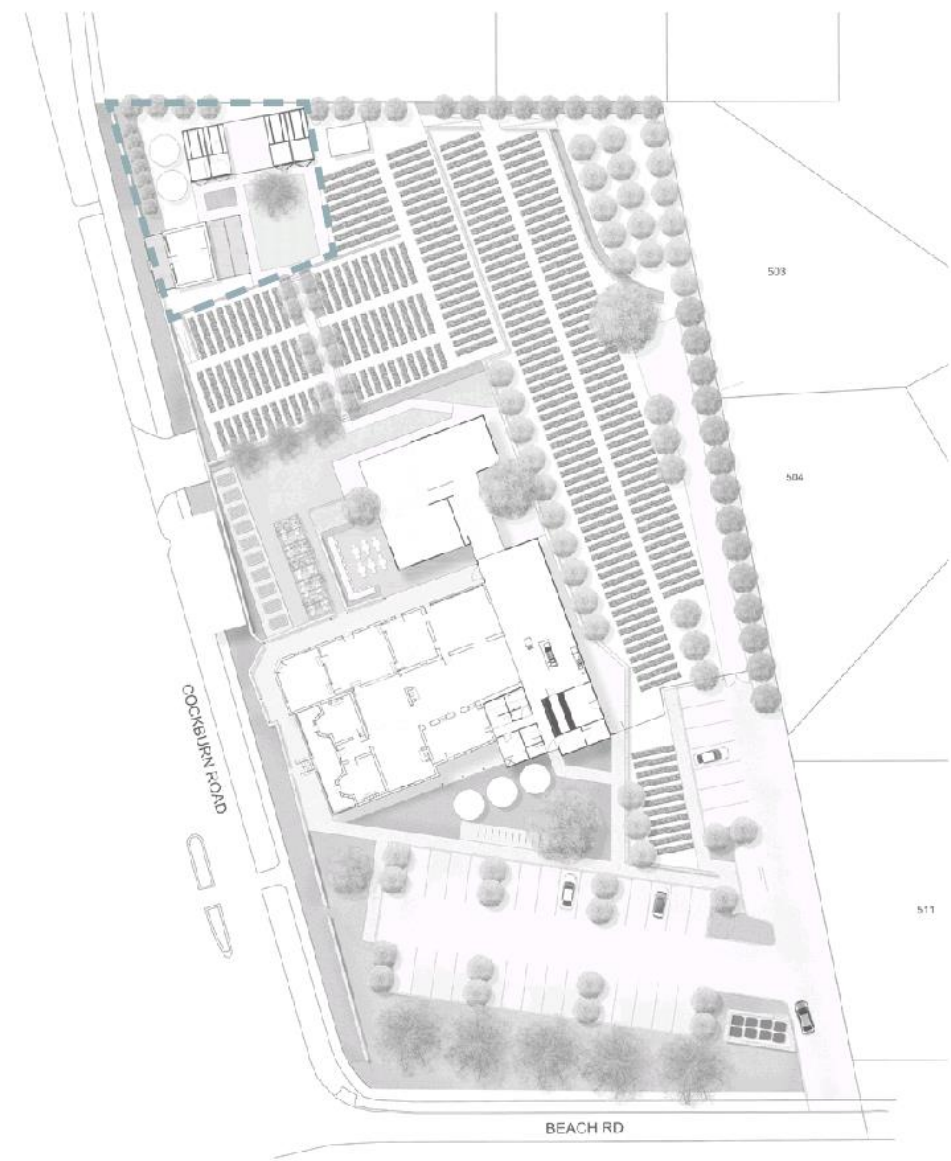


HERITAGE  
INTERFACE



STORAGE  
AREA

## LANDSCAPE PLAN



## VIBE IMAGERY





INDICATIVE DETAIL PLAN

LEGEND

- 1. Compacted Gravel
- 2. Feature Tree
- 3. Existing Building
- 4. Container Pavilions
- 5. Greenhouse
- 6. Water Tanks
- 7. Indicative Bore Location
- 8. Produce Beds
- 9. Access Path
- 10. Screening from Cockburn Road

NOTES

Landscape general arrangement plans are indicative only.  
Final landscape layout to be confirmed in schematic design phase of project.



1:200 @ A3



INDICATIVE MATERIAL PALETTE

SURFACE TREATMENTS



Stabilised gravel Concrete Steppers

WALL TREATMENTS



Red Brick Hardwood Timber Corten Steel Edging Gabion walls utilising on-site limestone

NOTES

All material and plant selections subject to final landscape design.  
Confirmation with The City of Cockburn on final selections will be undertaken throughout the documentation phase.

INDICATIVE PLANTING PALETTE

TREE SPECIES



Olea species Lemon species Lime Trees Jacarandamimosifolia Pomegranate

SHRUB SPECIES



Serena Lavender Westringia fruticosa Rosemary Festuca glauca Adenanthos sericeus



Leucophyta Silver Nugget Melaleuca Little Red Tulbaghia violacea Lomandra LimeWave Hardenbergiameema

GROUNDCOVERS + CLIMBERS



Dichondra silverfalls Passionfruit Creeping Thyme Ophiopogonjaponicus Hibbertia scandens

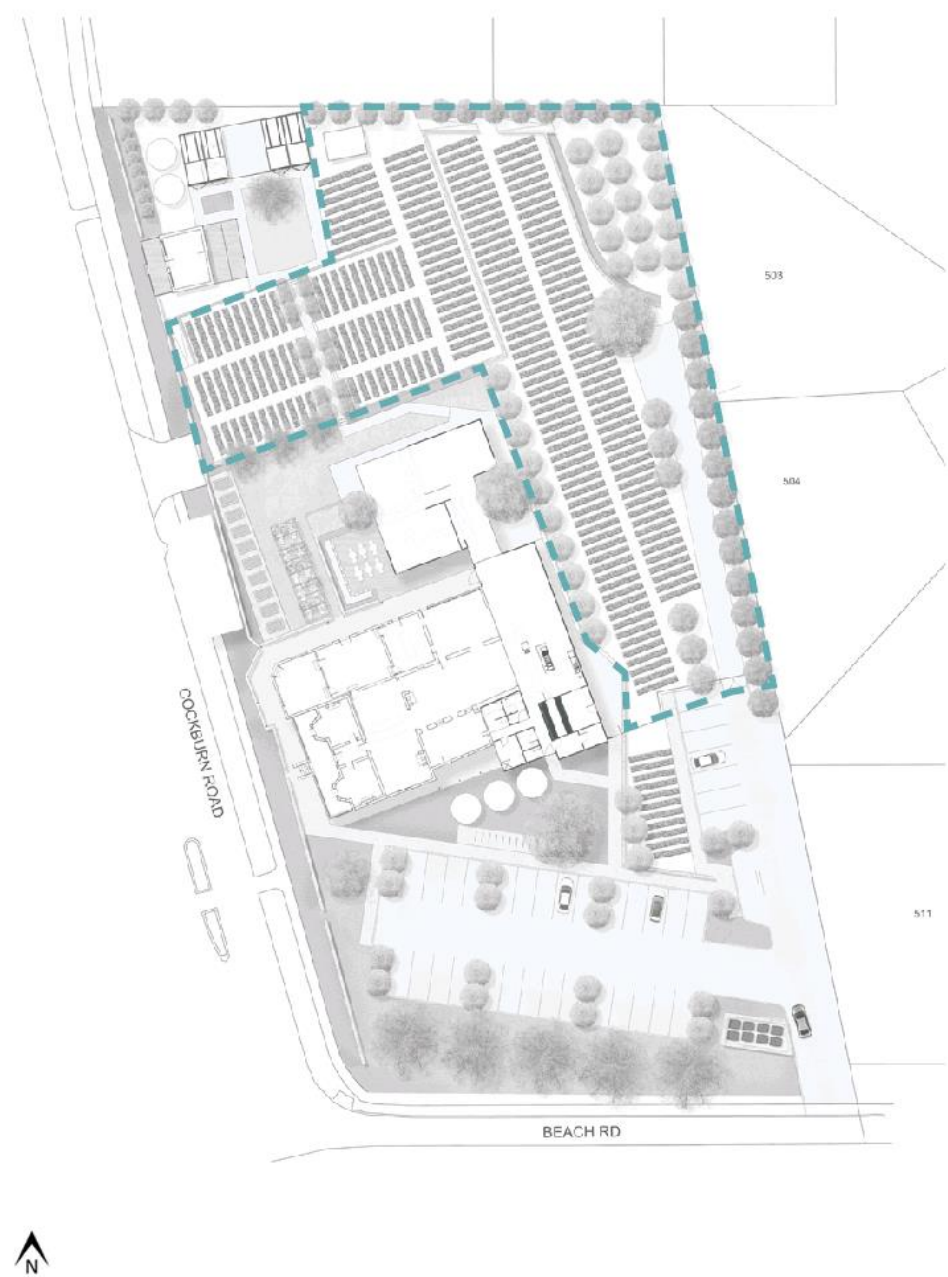


Landscape Precinct 5\_Production Garden

PRECINCT FUNCTIONS



LANDSCAPE PLAN



VIBE IMAGERY





INDICATIVE MATERIAL PALETTE

SURFACE TREATMENTS



Stabilised gravel

WALL TREATMENTS



Gabion walls utilising on-site limestone



Hardwood Timber



Corten Steel

NOTES

All material and plant selections subject to final landscape design.  
Confirmation with The City of Cockburn on final selections will be undertaken throughout the documentation phase.

INDICATIVE PLANTING PALETTE

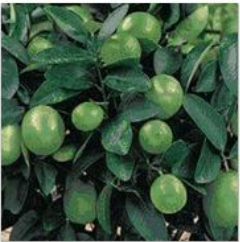
TREE SPECIES



Olea species



Lemon species



Lime Trees



Fig Tree



Pomegranate

GROUNDCOVERS + CLIMBERS



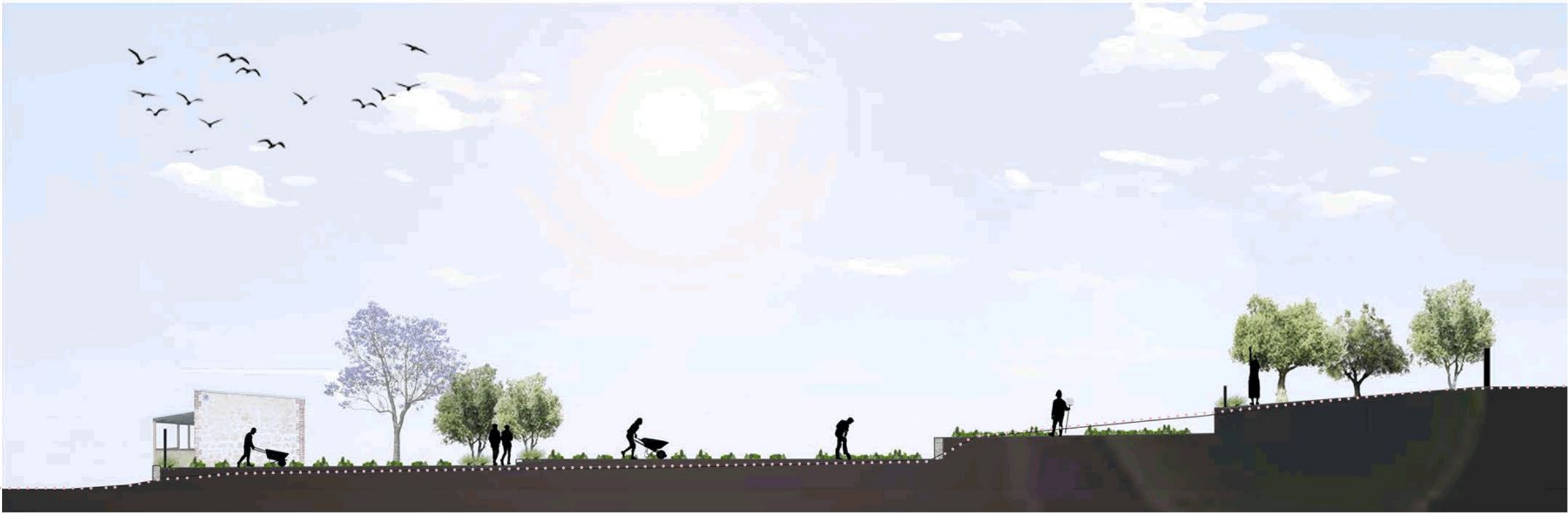
Grape species

# 05. Site Sections

## SECTION 1



EXISTING GROUND LEVEL

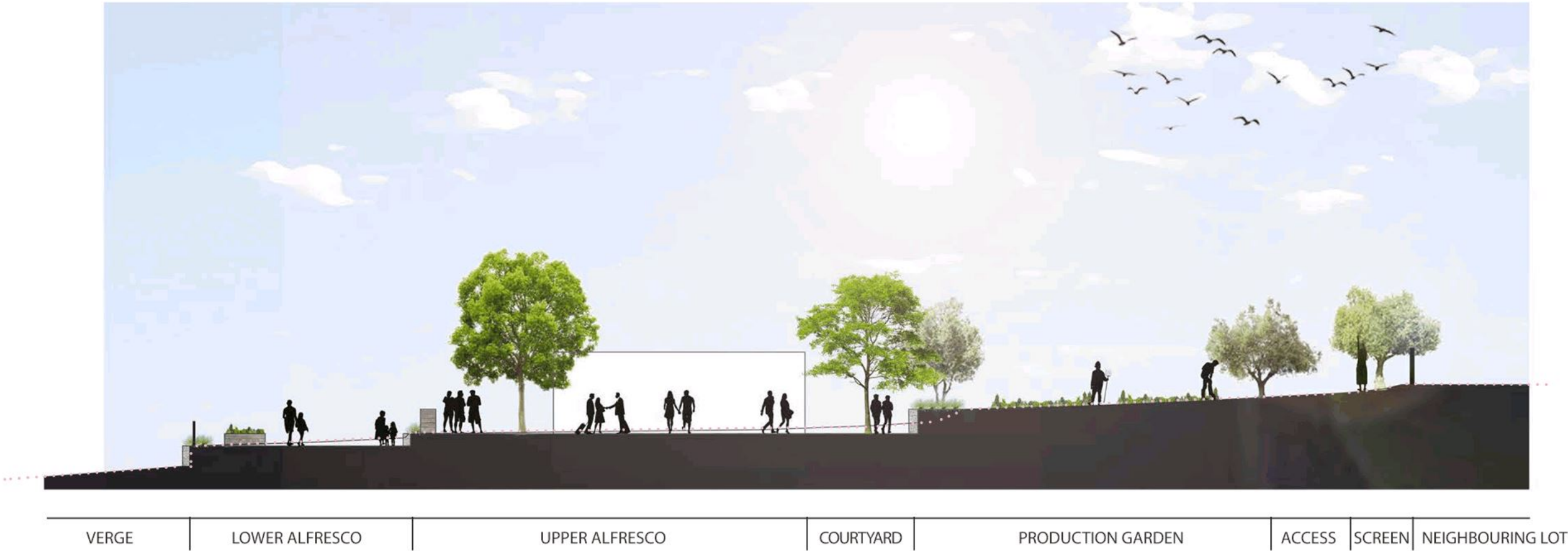


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SECTION 2



EXISTING GROUND LEVEL  
\*\*\*\*\*





# 06. Heritage Conservation

## PERSPECTIVE ONE



Notes:  
The indicative perspective from Cockburn Road has been included to show the intent of the landscape design, and to ensure the local authority that the heritage frontage to Cockburn Road will not be compromised.  
Low planting will be established on the verge to create a rich street character. Low 500mm high vegetable planters will be positioned within the lot boundary to provide a barrier between patrons and Cockburn Road.

Existing footpath to be retained and protected

Low coastal appropriate natives in front of existing wall



PERSPECTIVE TWO



Location Plan

Notes:  
The indicative perspective from Cockburn Road has been included to show the intent of the landscape design, and to ensure the local authority that the heritage frontage to Cockburn Road will not be compromised.  
Low planting will be established on the verge to create a rich street character.  
The production of vegetables and herbs will occur around the proposed car park, with fruiting trees providing shade and screening from Cockburn Road.

Low coastal appropriate natives in front of existing wall

Existing footpath to be retained and protected



# 07. Site Security

LEGEND

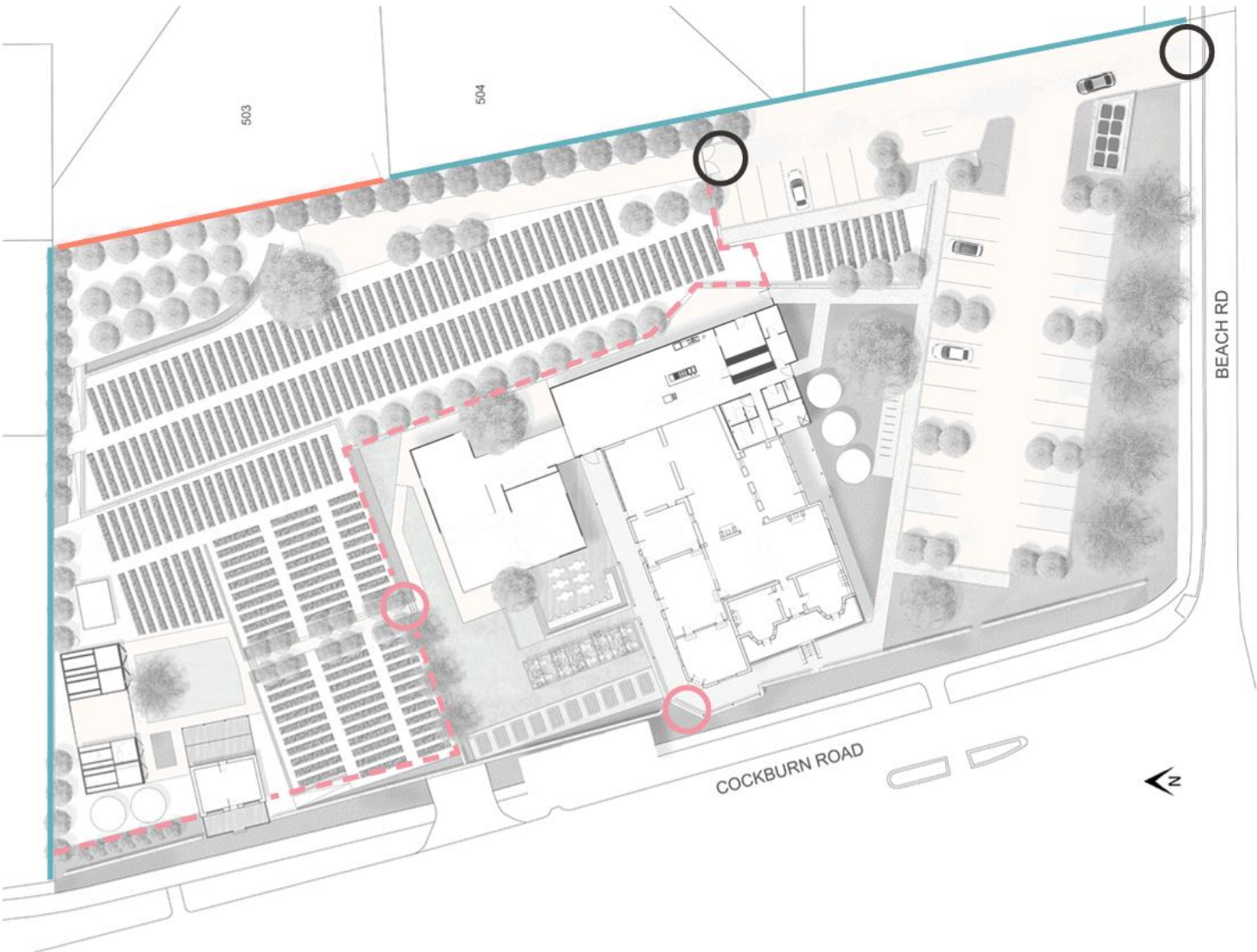
Existing Wall/Fence to be retained

New Boundary Timber Fence

Proposed 2400mm high fence

Pedestrian Access Point

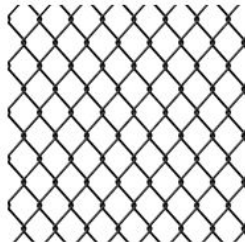
Vehicular Access Point



## PROPOSED FENCE AESTHETIC



Hardwoodtimberposts



Black powder coated chain link fence infill



Threshold/entrypoint aesthetic

NOTES

To reinforce the nature of the development as a market garden and hospitality venue, a fence with strong ties to agricultural aesthetic has been proposed.

Whilst providing a secure site for the owners, the proposed fence style will also maintain permeability from a heritage perspective.

Refer to indicative perspectives for indication of look and feel of proposed fence. Final design to be agreed with The City of Cockburn.








# Coogee Hotel and Post Office Development

## TRAFFIC IMPACT STATEMENT REPORT

 email: [info@flyt.com.au](mailto:info@flyt.com.au)

 [twitter.com/flytplan](https://twitter.com/flytplan)

 web: [www.flyt.com.au](http://www.flyt.com.au)



PROJECT		Coogee Hotel 81113-304		
Revision	Description	Originator	Review	Date
0	Draft	CXS	CAS	13/04/2018
1	Issued	CXS	CAS	14/04/2018







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## 1. INTRODUCTION

### 1.1 Development Introduction

This Transport Impact Statement (TIS) has been prepared by Flyt in support of the proposed Coogee Hotel and Post Office development, located at Lot 1512 Cockburn Road, Coogee. As set out within the supporting report which accompanied the Development Application (*The Coogee Hotel and Post Office Development Approval Report, February 2018*), the proponent of the development is the Coogee Partnership.

The location of the proposed development is on the north-eastern corner of the intersection of Cockburn Road and Beach Road in Coogee, as shown in Figure 1. The site is located in the City of Cockburn.

Figure 1 Development site context (source: Google Maps)



### 1.2 Transport Impact Statement

The report has been prepared in accordance with the WA Planning Commission's (WAPC) Transport Impact Assessment Guidelines (Volume 4 – Individual Developments). The Guidelines promote a three level assessment process, where the required level of assessment is dependent on the likely level of impact, as follows (and as shown in Figure 2):

- Low impact – less than 10 peak hour trips, no assessment required;
- Moderate impact – between 10 and 100 peak hour trips, Transport Impact Statement required; and
- High impact – more than 100 peak hour trips, full Transport Impact Assessment required.



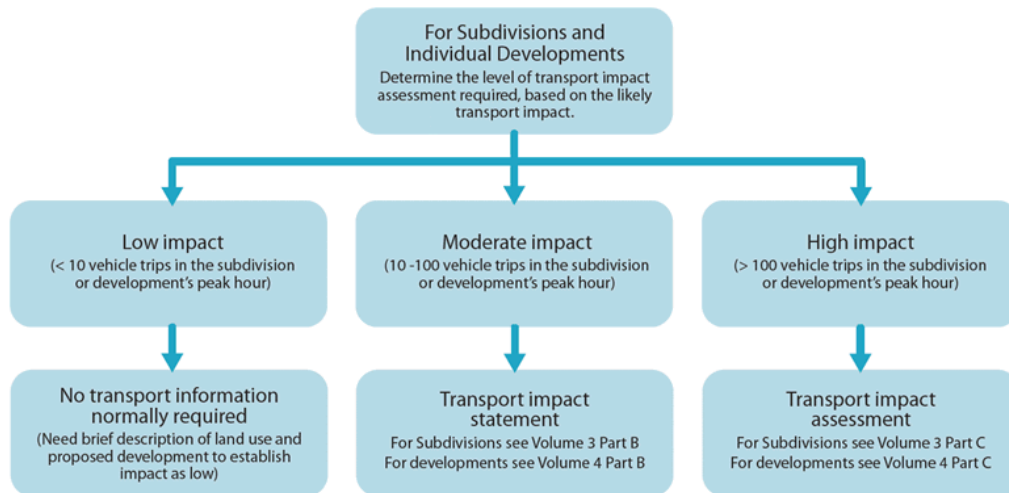
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Figure 2 Level of transport impact assessment required (source: WAPC Transport Impact Assessment Guidelines, 2016)



The traffic attributable to the proposed development has been determined to be less than 100 vehicle trips in the operating peak hour, therefore the required level of assessment is a Traffic Impact Statement.

### 1.3 Purpose and Prior Responses

This assessment has also been completed in support of the application on the basis of a request from the City of Cockburn and Main Roads WA. Supporting information for the Development Application has already been submitted to Council. This material is referenced and expanded upon in this TIS where required. The initial assessment covered four key issues that were of interest to Council:

- Provision of parking on site and spatial implications
- Usage profile
- Management measures
- Total parking provision.

In addition to these four items of interest, Main Roads provided initial advice to Council establishing a number of issues that were required to be addressed. These issues have been examined and are included within the analysis set out in this report.

### 1.4 Report Structure

The report is structured as required by the Transport Impact Assessment Guidelines, with the following sections:

- Proposed development
- Vehicle access and parking
- Provision for service vehicles
- Hours of Operation
- Daily traffic volumes and vehicle types
- Traffic management on frontage streets
- Public transport access
- Pedestrian access
- Cycle access
- Site specific issues
- Safety issues.

## 2. PROPOSED DEVELOPMENT

### 2.1 Development Site

The Coogee Hotel and Post Office are located at 371 Cockburn Road, Coogee. The site is approximately 200m to the east of Coogee Beach, bordered by Cockburn Road to the west, Beach Road to the south and by existing low density residential development to the north and east. The development site is shown in Figure 1, while an aerial image of the site showing the location of the two buildings on site is shown in Figure 3.

Figure 3 – Location of buildings within site (source: Nearmap)



The development includes the following, as shown in Figure 4 and Figure 5:

- converting the Coogee Hotel building into a restaurant with limited bar facilities;
- a new building to contain the kitchen, back of house, toilets and alfresco dining areas;
- retaining the post office building as part of a pavilion garden;
- site landscaping with plants, orchards and vegetable gardens;
- access via Beach Road at the eastern edge of the site, with car parking for 35 vehicles.

The restaurant and bar area will occupy approximately 684m<sup>2</sup> and, as submitted to Council in respect of revisions to the proposed use, will be limited to a maximum capacity of 180 guests. The assessment within this TIS has been completed on this basis.



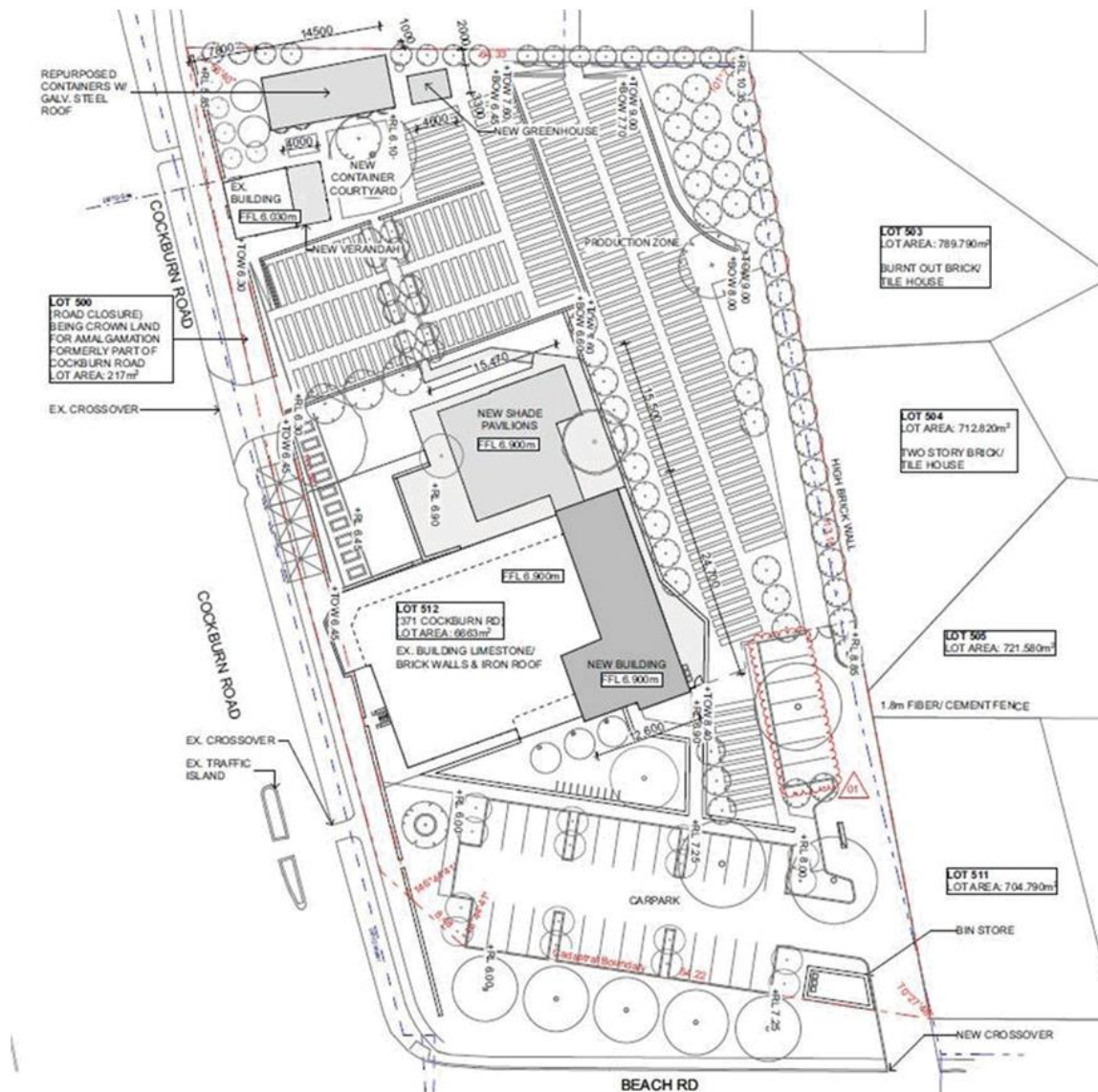
Figure 4 – Development proposals (source SeeDesign Studio)







Figure 5 – Proposed Site Plan (source Spaceagency Architects)



### 3. VEHICLE ACCESS AND PARKING

#### 3.1 Vehicle Access

The site will have a single access to Beach Road, from a proposed crossover to be located at the eastern boundary of the site, approximately 57m to the east of the intersection with Cockburn Road. The location of the access crossover is shown in Figure 6. The location of the crossover has been designed to ensure that it is as far away from the intersection of Cockburn Road as possible to reduce any actual or perceived impacts.

The existing crossover to Cockburn Road, located opposite the intersection with Powell Road, will be closed. There will be no vehicle or pedestrian access from along the Cockburn Road frontage to address key safety issues that have been raised by Main Roads WA in the design and development application process.

Figure 6 – Location of proposed access crossover (source: Nearmap)



#### 3.2 Parking

Parking for customers and employees will be located in the southern portion of the site, as shown in the site plan in Figure 5. The parking bays will be designed to comply with Australian Standards 2890.1 which is expected to be a condition of approval.

There will be a drop off bay near the access point and a service vehicle bay behind a secure gate. In addition, 12 cycle parking bays will be provided adjacent to the customer car park.



The on-site car parking provision of 36 bays (35 plus service bay area) is equivalent to 1 bay for every 5 visitors (based on the maximum capacity of 180 guests).

The parking requirement based on the provisions of the City of Cockburn Town Planning Scheme No. 3 (TPS3) is one bay for every four people to be accommodated. However, given the heritage value of the site and the amenity the development outcome offers to local residents, the layout of parking on site combined with a reduced number of patrons on the site (down from the initial DA proposal from 250 to 180), is proposed as a variation to the provisions of the scheme.

The level of parking proposed, when taken into account in context with overall peak traffic generation of the site determined in section 6.2, will be adequate to cater for the movement of vehicles to and from the site during the peak usage periods.



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## 4. PROVISION FOR SERVICE VEHICLES

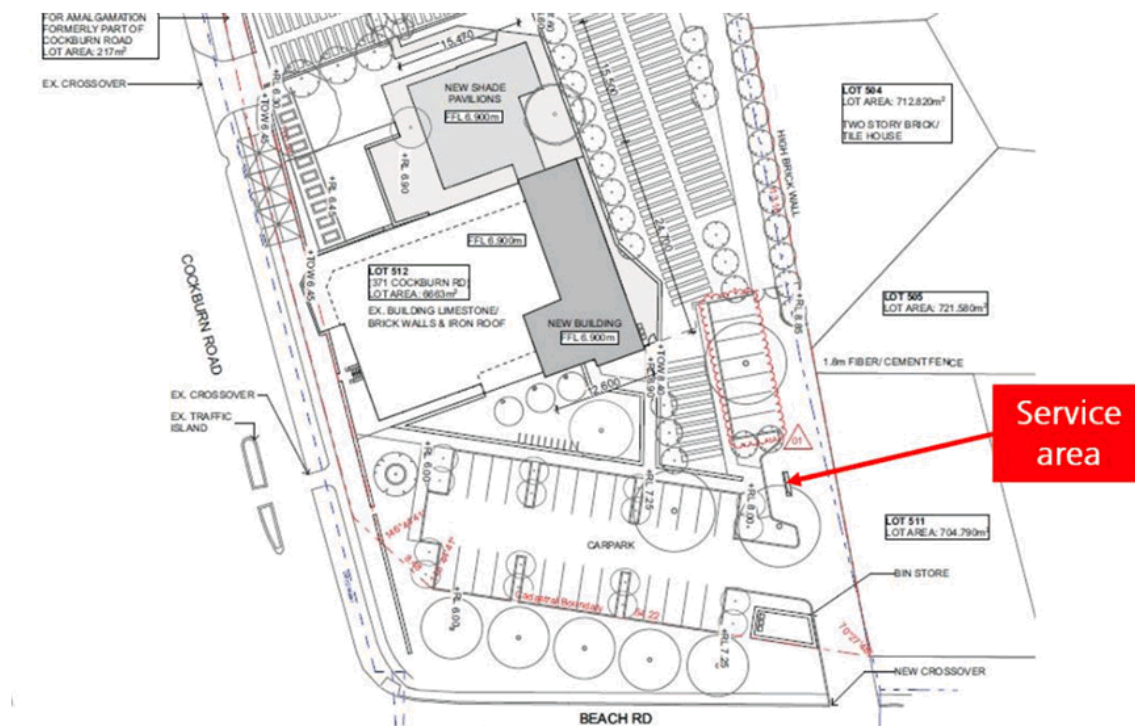
### 4.1 Service Vehicles

As set out in the DA Report, there will be a range of service movements associated with the site. Access for service and delivery vehicles, employees and customer parking is located on the south-east corner of the site and will be facilitated by the single crossover into the site from Beach Road. The location of the service bay is shown in Figure 7.

Rubbish collection will occur on Beach Road. The proposed bin store area is a short distance from Beach Road and bins will be transported between the bin store area and the Beach Road verge on collection days. At this stage, it is contemplated that either the City of Cockburn or a private contractor will be used. Collection frequency will be determined by the storage area capacity and the amount of material being recovered and collected.

For bin movements on site, there will be a clear pathway from the back of house areas to the bin storage via the carpark. Movement of waste and/or bins to the bin storage area will be managed by the restaurant and employees will be trained on recycling requirements and initiatives. The restaurant management team will be responsible for accountable and consistent waste management and recycling. The restaurant management will work together with the horticulturist to ensure the maximisation of waste reuse and recycling throughout the Site.

Figure 7 Location of service area





## 5. HOURS OF OPERATION

### 5.1 Operation

The site will operate throughout the week however the primary movement of people to and from the site for use of the hospitality functions of the site will be on evenings from Thursday-Saturdays. Staff will attend to the orchard and vegetable garden throughout the day, starting from 7:00am.

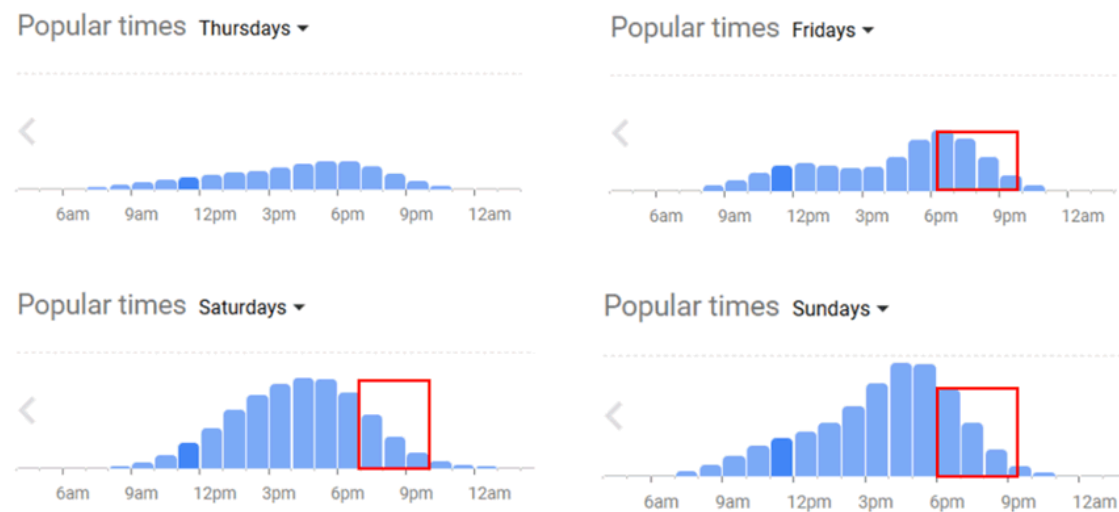
In prior submission to Council on the Development Application, a review of the usage profile of the adjoining area was undertaken using Google. This profile information is set out in the following section.

### 5.2 Usage Profile

The indicative hours of operation of the development will generally compliment other trips associated with Coogee Beach and the adjoining café development – this is a common place situation at beaches around Perth where food and dining options are available. Examples where there is similar small scaled agglomeration of activity that works are Leighton Beach, Swanbourne Beach and numerous places along the Swan River foreshore.

For the majority of the opening hours during the week, there will be no overlap in peak usage of the proposed development and the adjoining beach area. The key usage times for the overall area are on the Friday evening and weekends, as indicated by the usage and visitation profile to Coogee Beach taken from Google data sources, as shown in Figure 8.

Figure 8 Google usage profile for Coogee Beach



Detailed analysis of the traffic impact of the site relative to the usage profile is set out in section 6.2.

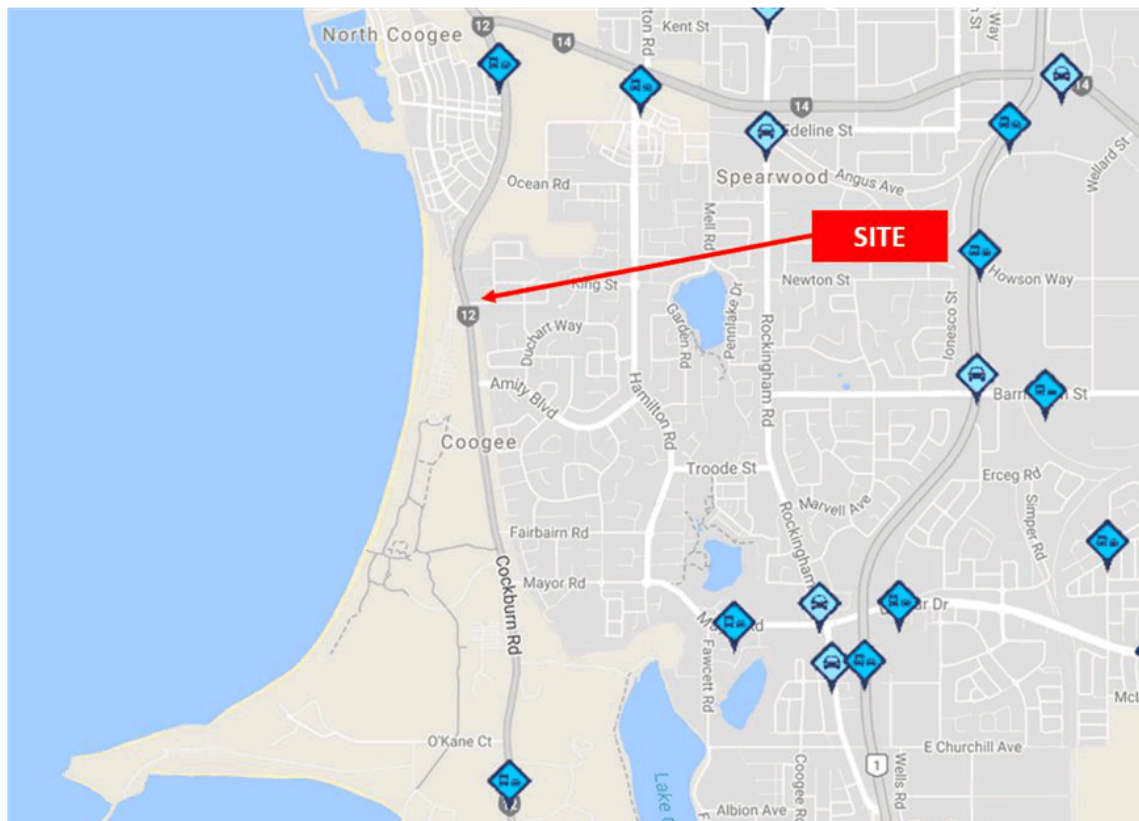


## 6. DAILY TRAFFIC VOLUMES & VEHICLE TYPES

### 6.1 Traffic Volumes

Traffic volume information was extracted from the Main Roads WA Traffic Count map. Information available for Cockburn Road north and south of the site was available for October and November 2016. This information, including volume, composition and speed data, has formed the basis for this assessment. The location of the count sites are shown in Figure 9.

Figure 9 Main Roads WA count sites



The differences in total volumes between the two recording sites on Cockburn Road is shown in Table 1.

Table 1 Traffic volume count profile and differences

Year	Southern Site		Northern Site		Difference	
	Daily volume	Heavy vehicle %	Daily volume	Heavy vehicle %		
2014/15	13836	8%	19454	12%	5618	29%
2013/14	12891	8%	17081	9%	4190	25%
2012/13	11952	10%	16202	9%	4250	26%
2011/12	12499	9%	16385	7%	3886	24%
2009/10	11427	10%	14930	8%	3503	23%





In general, the volume of traffic north of the site is around 25-30% higher closer to Spearwood Road. The northern count site would also record traffic from North Coogee. For the purposes of this assessment, the total volumes recorded were reduced by 5% to reflect the level of traffic generated through North Coogee. This assumption is supported by the traffic count information provided in the TIS for the Lot 512 Structure Plan which noted a count adjacent to the site of 16,059 vehicles per day in 2013 – around 1,000 less vehicles per day than the Main Roads WA counts.

The TIS for the Lot 512 Structure Plan also provided local counts for Beach Road which were 1,486 daily vehicle movements per day. This count is from 2007 so it would be expected that this volume may have changed. Applying a 1% growth rate per year results in 1,658 vehicles per day. An 8% peak hour two-way flow equates to 133 vehicles.

## 6.2 Traffic Generated by the Development

Trips generated by the development will be dependent on the operating hours of the site. For the large part, when staff are operating on site, the overall trip generation will be minimal. For the purposes of this assessment, two sources were utilised to detail the impact of trips generated by the site, these were:

- The Transport Impact Statement completed for the Lot 512 Cockburn Road Structure Plan that was developed on behalf of the State Heritage Office who were responsible for the Structure Plan on the site that ultimately led to the sale of the site by Main Roads WA
- WAPC Transport Impact Assessment guidelines (2016) Technical Volume.

### 6.2.1 Structure Plan Assessment

The assessment undertaken for the Structure Plan assessed a different mix of land uses relative to the approval provided. The trip generation for the Structure Plan was based on Residential Units and Offices being in situ, as opposed to a range of development options that could have been pursued for the site relative to its Local Centre zoning.

Some applicable developments have a higher rate of trip development during peak periods, for instance a Child Care Centre, which is a P use in a Local Centre, could have far higher volume of vehicle trips associated with it in a morning peak period given the area of the site.

Notwithstanding this, the assessment for the Structure Plan established the trip generation set out in Table 2.

Table 2 Trip Generation - Lot 512 Approved LSP TIS

Land Use	WAPC Guidelines	Yield	Daily Traffic Generation	Peak Hour Traffic Generation
Residential Units	5.5 vehicle trips per unit (Peak 0.85 vehicle trips per unit)	6 Units	33VPD	6 VPH
Office	10 vehicular trips per 100m2 of GFA (PM Peak - 2 per 100m2 of GFA)	800m2	80 VPD	16 VPH

The TIS completed for the Lot 512 LSP concludes that for the 22 peak hour vehicle trips generated "the subject site will have a low to negligible impact on the existing road network".

### 6.2.2 WAPC Guidelines

For trip generation associated with Restaurants, the Technical Guidance states:



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"The RTA guide indicates that rates can vary significantly for this land use type and gives an average peak hour rate of five trips per 100 m<sup>2</sup> GFA, or 10 trips per 100 seats (based on two m<sup>2</sup> GFA per person). For most developments of this type, the peak hour(s) are likely to be outside the normal AM and PM peak hours. Professional judgement should therefore be used when selecting the hours for assessment, appropriate trip rates and in/out splits".

Therefore, applying both rates to the site results in the following peak generation, as shown in Table 3.

Table 3 Trip Generation

Measurement		Rate	Vehicle Trips (Peak)
Site Gross Floor Area	684m <sup>2</sup>	5 per 100m <sup>2</sup>	34
Seats	180 seats	10 per 100 seats	18

Therefore, applying the rates set out in the WAPC Guidelines, the site would have a trip generation during a peak hour of between 18 and 34 vehicle trips.

### 6.3 Impact on Surrounding Road Network

This analysis of the impact on the surrounding road network has applied the same methodology as the TIS completed for the approved Lot 512 Local Structure Plan, to ensure that Council has a consistent approach between the stages of development. The TIS for the Local Structure Plan set out the trip distribution as:

"Based on our analysis of employment opportunities, location of schools, shopping centres and preferred locations for social and recreational activities we believe the traffic attracted to and generated from the LSP would be distributed onto the adjacent road network as follows: -

- 100% (113 VPD / 22 VPH) from (crossover) to Beach Road
  - 80% (90 VPD / 18 VPH) turn right onto Beach Road – west;
    - 60% (54 VPD / 11 VPH) turn left onto Cockburn Road – north
    - 40% (36 VPD / 7 VPH) turn right onto Cockburn Road – south
- 20% (23 VPD / 4 VPH) turn right onto Beach Road – east".

This assumes the outbound movement of traffic being the predominant movement. Given the nature of the site use, we have applied a peak movement trip distribution of:

Inbound:

- 80% of total trips
- 70% of inbound trips coming from the North along Cockburn Road (expanding Coogee Beach areas)
- 15% of trips from the south along Cockburn Road
- 15% of trips from east along Beach Road.

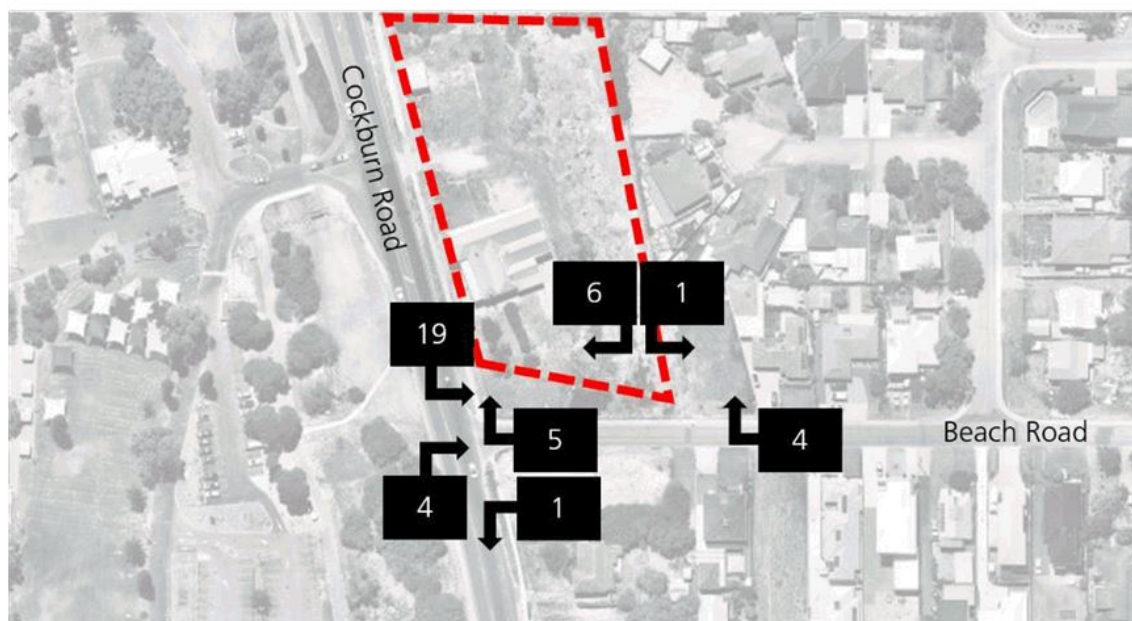
Outbound:

- 20% of all trips
- 80% of all trips turning right from the site and right on to Cockburn Road
- 10% of trips turning right from the site and left on to Cockburn Road
- 10% of all trips turning left from the site and along Beach Road.

Based on the trip generation using the standard WAPC and RTA rates, as well as application of information from the approved LSP TIS for Lot 512 Cockburn Road, the trip generation for a peak hour of this site is shown in Figure 10.



Figure 10 Peak hour generation



The volume of additional trips would not be considered a meaningful or measurable impact on the surrounding road network. This is illustrated through an examination of peak traffic flows generated by the site over the peak periods that are proposed for the operation of the site. A maximum, and consistent 29 vehicle trips per hour were applied to the 2016 recorded values for Cockburn Road discussed in section 6.1.

The results show that there is a consistently low volume of traffic generated by the site, even with largely unrealistic and consistent peak vehicles trips being generated on all days from Thursday to Sunday.

Given this assessment, the impact of the traffic generated by the site is considered to have a low to negligible impact on the existing road network, in particular relative to Cockburn Road.





Table 4 Assessment of trip generation impacts over 24-hour period

Hour	Thurs Flows	Peak Trip Gen	% of 2016 Flow	Friday Flows	Peak Trip Gen	% of 2016 Flow	Sat Flows	Peak Trip Gen	% of 2016 Flow	Sun Flows	Peak Trip Gen	% of 2016 Flow
12am	64			93			120			219		
1am	34			36			59			112		
2am	36			25			57			67		
3am	39			47			38			58		
4am	106			107			66			63		
5am	450			430			203			111		
6am	1006			965			440			347		
7am	1507			1463			645			693		
8am	1516			1531			1010	29	3%	744	29	4%
9am	1105			1068			1286	29	2%	1045	29	3%
10am	988			1058			1391	29	2%	1276	29	2%
11am	1013			1097			1458	29	2%	1254	29	2%
12pm	1043			1183	29	3%	1566	29	2%	1380	29	2%
1pm	1025			1189	29	3%	1376	29	2%	1317	29	2%
2pm	1236			1371	29	2%	1388	29	2%	1159	29	3%
3pm	1522			1688	29	2%	1374	29	2%	1103	29	3%
4pm	1646	29	2%	1683	29	2%	1317	29	2%	977	29	3%
5pm	1547	29	2%	1518	29	2%	1252	29	2%	906	29	3%
6pm	929	29	3%	1059	29	3%	1078	29	3%	659	29	5%
7pm	526	29	6%	588	29	5%	773	29	4%	465	29	7%
8pm	376	29	8%	495	29	6%	450	29	7%	327	29	9%
9pm	283			396			395			175		
10pm	184			348			388			139		
11pm	100			257			291			83		

## 7. TRAFFIC MANAGEMENT ON FRONTAGE STREETS

### 7.1 Frontage Streets

The site is bordered by Cockburn Road to the west, Beach Road to the south and by existing low density residential development to the north and east. The road hierarchy surrounding the development site is shown in Figure 11 and the speed zoning is shown in Figure 12.

Figure 11 – Road hierarchy surrounding development site (source: MRWA)

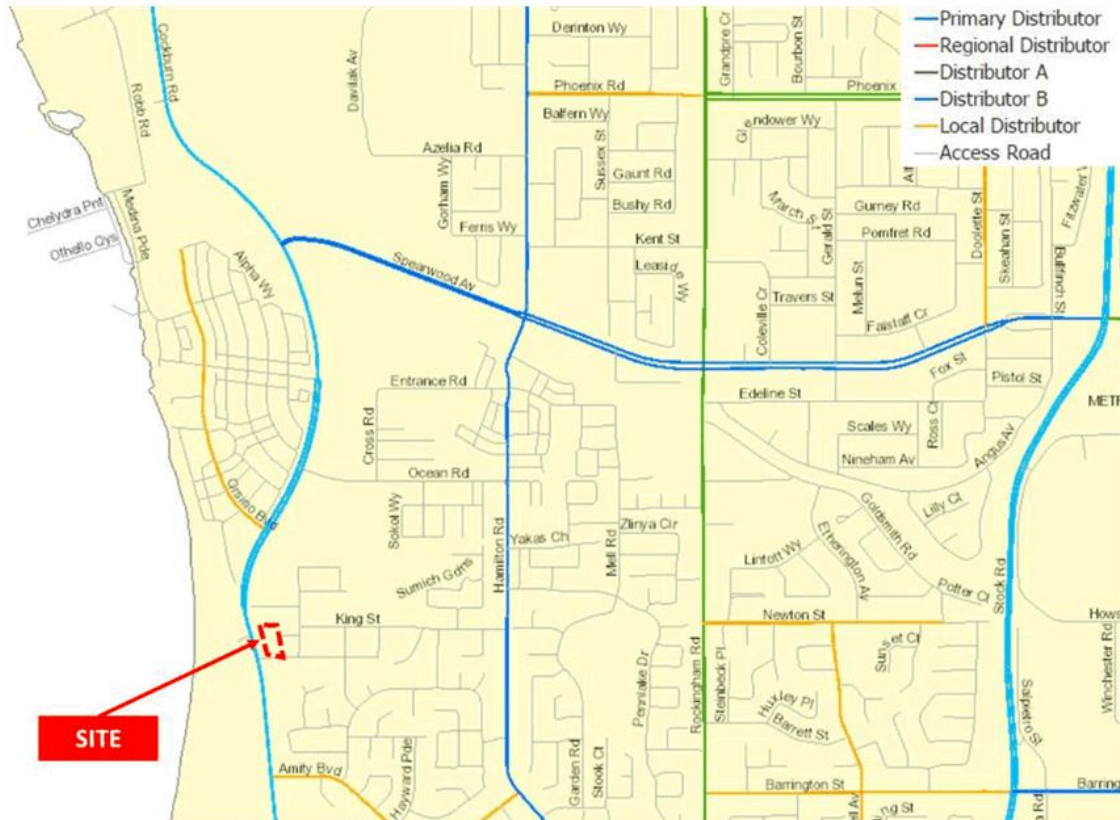
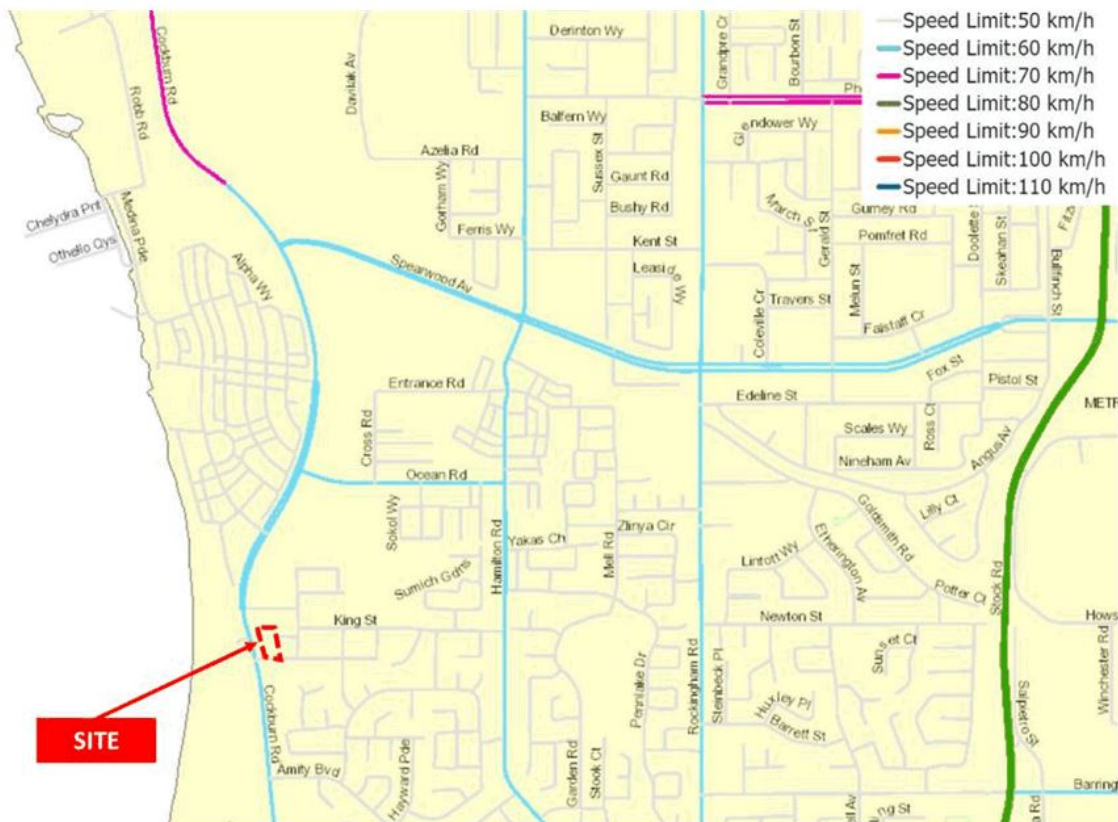


Figure 12 – Speed zoning surrounding development site (source: MRWA)



Cockburn Road is classified as a Primary Distributor and is under the control of Main Roads WA. Cockburn Road provides a coastal north-south connection between Fremantle and Kwinana. Cockburn Road is constructed as two 3.5m wide lanes separated by a 3m painted median, reducing to a 2m solid median in the vicinity of a pedestrian crossing facility, approximately 30m north of the intersection with Beach Road. South of the pedestrian crossing there is no median, painted or solid. The cross section of Cockburn Road, showing the various median treatments is shown in Figure 13.

North of Powell Road, Cockburn Road has 1.5m sealed shoulders which serve as on-road cycle lanes. A footpath is located along Cockburn Road site frontage, 1.8m in width to the north of Powell Road and 1.2 wide between Powell Road and Beach Road. A 3m wide shared path is located on the western side of Cockburn Road, however to the south of Powell Street this is set back from the street by distance of 30m.



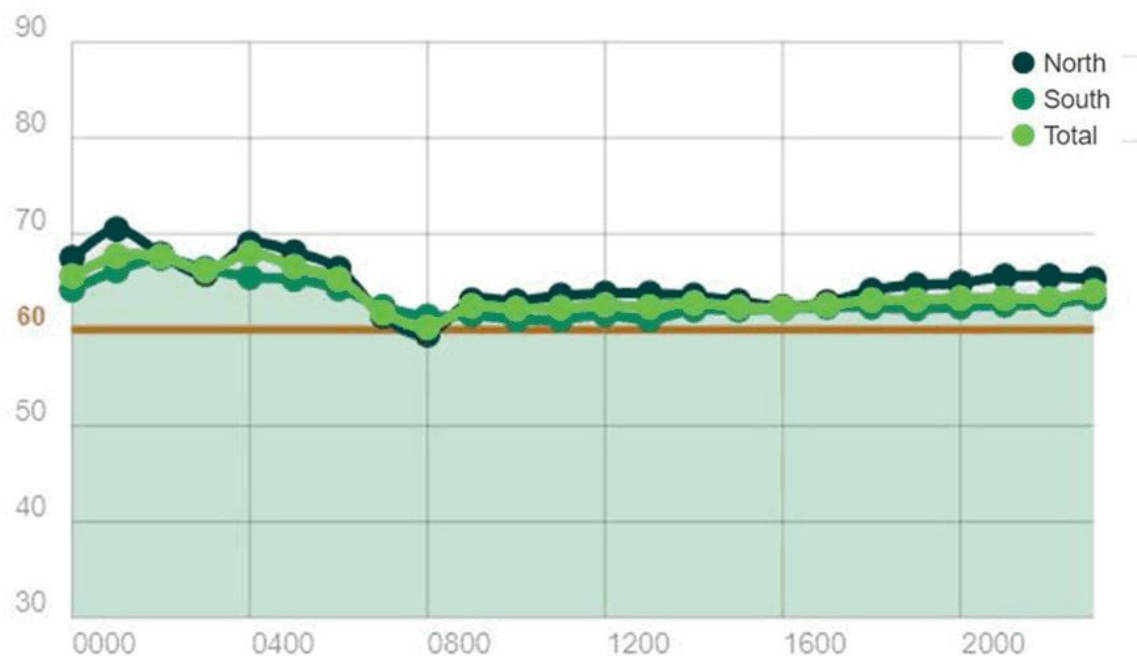


Figure 13 – Cockburn Road cross section looking north (source: Google Street View)



Cockburn Road has a posted speed limit of 60km/h. Speed data extracted from Main Road WA's Traffic Map reveals that actual travel speeds along Cockburn Road are higher than the posted speed limit. The variation in median vehicle speed throughout a typical weekday for the most recent traffic data collected in November 2016 is shown in Figure 14. The median vehicle speed is the speed that 50% of vehicles travel slower than, and 50% of vehicles will exceed. As a rough guide, speed limits are usually set to match 85<sup>th</sup> percentile vehicles speeds (exceeded by only 15% of drivers).

Figure 14 – Median speed data for Cockburn Road south of Spearwood Road (source: Main Roads WA)





Beach Road is classified as an Access Street. It is constructed to a width of 6m, with a single lane of travel in each direction. The posted speed limit is 50km/h. There is a 1.5m footpath along the northern side of Beach Road, along the development frontage. The cross section of Beach Road is shown in Figure 15.

*Figure 15 – Beach Road cross section looking west (source: Google Street View)*

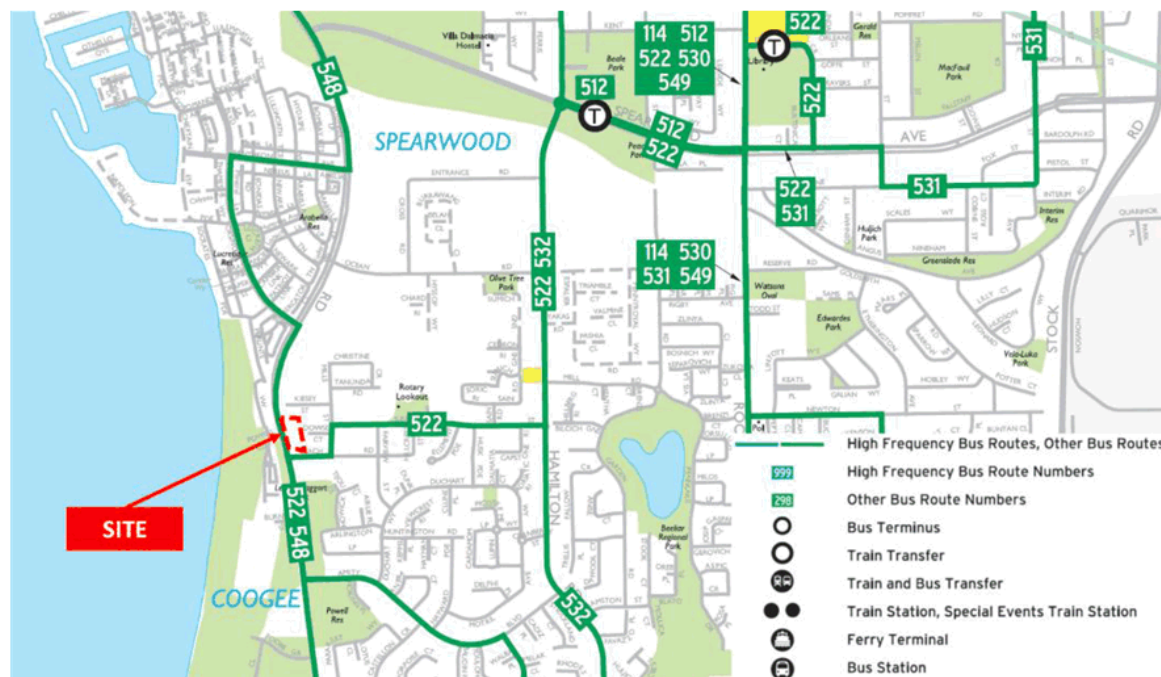


## 8. PUBLIC TRANSPORT ACCESS

### 8.1 Services

The site is serviced by bus routes 522 and 548, as shown in Figure 16.

Figure 16 – Adjacent bus routes (source: Transperth)



Route 548 is a service between Fremantle Station and Rockingham Station, via Cockburn Road and Rockingham Road. The closest bus stops on Cockburn Road are located 60m to the south of Beach Road (for services to Rockingham) and 150m to the north of Beach Road (for services to Fremantle). It operates on a 20-minute frequency in the weekday peak periods (between 7am and 9am and between 4pm and 6pm), and at hourly frequencies at other times.

Route 522 is a service between Cockburn Central Station and Spearwood, running 3 times per weekday. The closest bus stops are located immediately to the east of the site on Beach Road (for services to Spearwood) and along Cockburn Road 60m to the south of Beach Road (for services to Cockburn Central).

Further detail of bus services is provided in Table 5.

Table 5 – Bus frequency and service numbers

Route	Direction	Weekday Summary		Saturday Summary	Sunday/ Public Holiday Summary
		No. Services	AM/ PM Peak Frequency		
548	To Fremantle Station	26	20 minutes /hourly	Hourly	No services
	To Rockingham	27	Hourly/ 20 minutes	Hourly	No services
522	To Spearwood	2	2 hourly	No services	No services
	To Cockburn Central	1	No services	No services	No services







## 9. PEDESTRIAN ACCESS

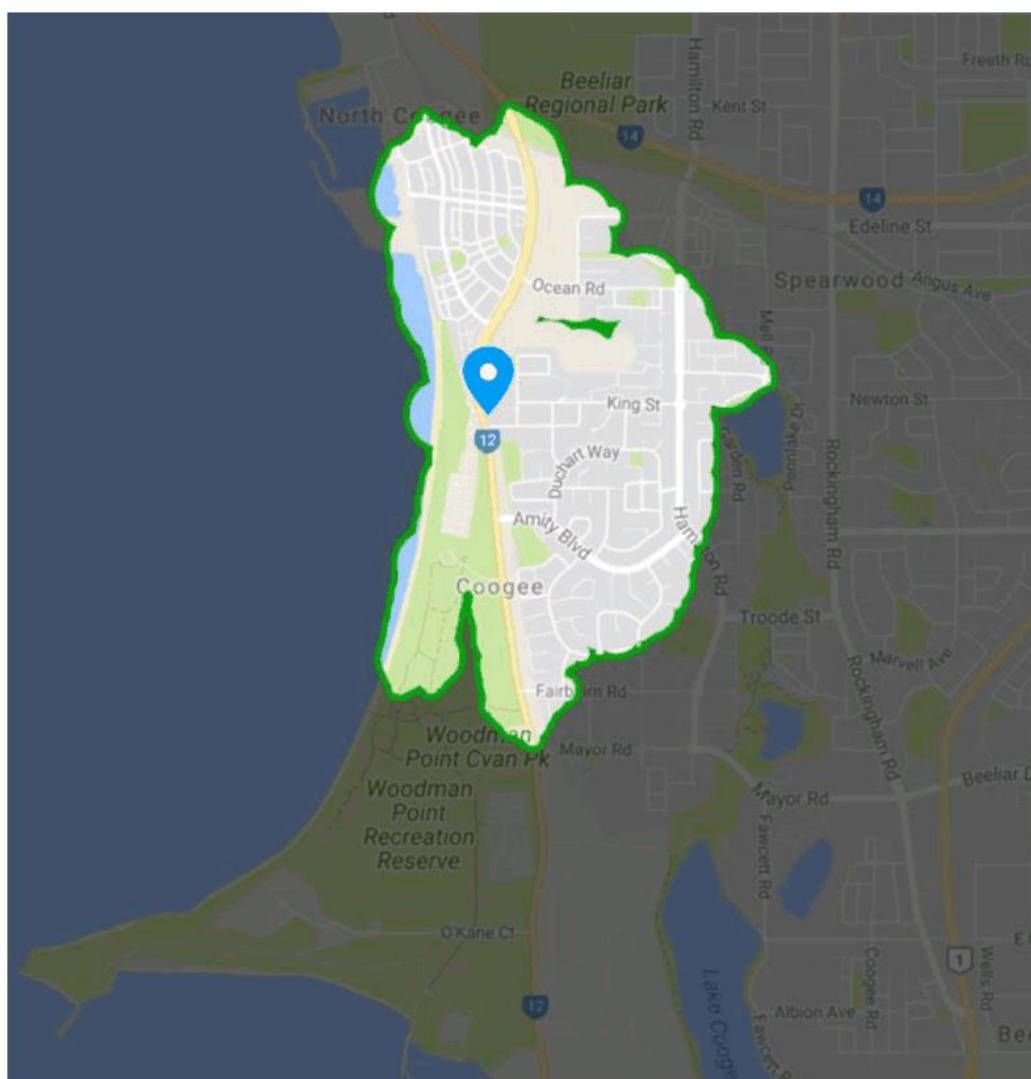
### 9.1 Existing Pedestrian Network

There is a 3m wide asphalt shared path along the western side of Cockburn Road and a concrete footpath of 1.2-1.8m on the eastern side, adjacent to the subject site. There is a 1.5m footpath along the northern side of Beach Road.

A pedestrian crossing facility with median refuge is provided at Cockburn Road approximately 30m north of Beach Road. This facility requires pedestrians to cross 4m (northbound lane and shoulder) and 5m (southbound lane and shoulder).

The WalkScore walkability assessment tool considers the development site to be car dependent, with a walk score of 13 out of 100. The 20-minute walkable catchment is shown in Figure 17.

Figure 17 – Walkable catchment in 20 minutes (source: WalkScore)





## 9.2 Development Proposals

Pedestrian access to the development will be via the proposed crossover at Beach Road. There is no direct pedestrian access to Cockburn Road, with alterations made to the DA plans to ensure that pedestrian movements into and from the site are from the access road frontage.



## 10. CYCLE ACCESS

### 10.1 Existing Cycle Network

The site has a reasonable level of cycle accessibility, with the existing cycle network shown in Figure 18. There is a 3m wide asphalt shared path along the western side of Cockburn Road, however to the south of Powell Street this is set back from the street by distance of 30m. In addition, there are 1.5m on-road cycling lanes along Cockburn Road (north of Powell Road) and Beach Road is rated as a good on-road riding environment.

Figure 18 – Cyclist network surrounding development site (source: Department of Transport)



### 10.2 Development Proposals

Cycle access to the development will be via the proposed crossover at Beach Road.

The development proposes 12 cycle parking bays adjacent to the customer car park. In addition, staff facilities will include a shower and there is adequate space for appropriate end of trip facilities.

The development will encourage alternative transport modes and it is anticipated many local residents may choose to walk or cycle to the venue.





## 11. SITE SPECIFIC ISSUES

### 11.1 Specific Issues

During the consideration of the initial Development Application by Council, the application details were referred to Main Roads WA, the original owner of the site, for comment. On the basis of the information provided, Main Roads WA raised a number of concerns relating to access and parking.

The concerns set out by Main Roads WA have been addressed by the revisions to the DA (reduction of capacity from 250 to 180 and the removal of any direct pedestrian access on to Cockburn Road) and through details included within this TIS which addresses parking provision, traffic impacts of the site and removal of all accesses to Cockburn Road.

This report covers the requirements of the WAPC Guidelines relating to the transport impacts of the site. It concludes that, in keeping with the outcomes of the Transport Impact Statement completed for the approved Local Structure Plan, there is a minimal impact on the overall transport network.





## 12. SAFETY ISSUES

### 12.1 Safety

The safety issues raised in the prior assessment of the site were related to the movement of vehicles into and out of the site. The LSP established that the crossover into the site be located 30 metres away from the intersection of Cockburn Road and Beach Road. The proposed crossover location for the DA is located along the eastern boundary of the lot, as far from the intersection as practical – around 57m from the intersection.

The assessment for the approved LSP also sets out a detailed assessment of crash statistics, noting that "the volume of incidents at the intersection of Cockburn Road and Beach Road is not significant given the volumes of traffic on Cockburn Road. All access and egress to Cockburn Road has been removed from this site to limit the interaction with Cockburn Road and therefore to improve safety".





## 13. CONCLUSIONS

### 13.1 Transport Impact Statement Conclusions

This report has been prepared by Flyt in support of the proposed Coogee Hotel and Post Office development, located at Lot 1512 Cockburn Road, Coogee. As set out within the supporting report which accompanied the Development Application (*The Coogee Hotel and Post Office Development Approval Report, February 2018*), the proponent of the development is the Coogee Partnership. The development comprises:

- converting the Coogee Hotel building into a restaurant with limited bar facilities
- a new building to contain the kitchen, back of house, toilets and alfresco dining areas
- retaining the post office building as part of a pavilion garden
- site landscaping with plants, orchards and vegetable gardens
- access via Beach Road at the eastern edge of the site, with car parking for 35 vehicles.

The restaurant and bar area will occupy approximately 684m<sup>2</sup> GFA and, as submitted to Council in respect of revisions to the proposed use, will be limited to a maximum capacity of 180 guests. The assessment within this TIS has been completed on this basis.

This Transport Impact Statement has been prepared in accordance with the WA Planning Commission's *Transport Impact Assessment Guidelines (August 2016) Volume 4 – Individual Development*. The assessment also considered the prior assessment of the wider area implications through the approved Local Structure Plan for Lot 512 Cockburn Road. The Transport Impact Statement completed for the site concluded that the land uses would “*have a low to negligible impact on the existing road network*”. The conclusion is supported by this assessment, albeit the form of development considered within the DA stage of the planning process varies from the LSP assessment.

During the consideration of the initial Development Application by Council, the application details were referred to Main Roads WA, the original owner of the site, for comment. On the basis of the information provided, Main Roads WA raised a number of concerns relating to access and parking.

The concerns set out by Main Roads WA have been addressed by the revisions to the DA (reduction of patronage capacity from 250 to 180 and the removal of any direct pedestrian access on to Cockburn Road) and through details included within this TIS which addresses parking provision, traffic impacts of the site and removal of all accesses to Cockburn Road.

The DA has evolved to incorporate a more applicable ratio of on-site parking bays for peak demands, removing pedestrian access to Cockburn Road and ensuring that the capacity of the site is reflective of use. Concerns relative to the impact on the surrounding street network, in particular parking during peak periods, has also been addressed.

### 13.2 Transport Impact Statement Checklist

The checklist from the WAPC Guidelines for Transport Impact Statements is set out on the following page.





Item	Status	Comments/Proposals
<b>Proposed development</b>		
- proposed land uses	Included	Section 2
- existing land uses	Included	Section 2
- context with surrounds	Included	Section 2
<b>Vehicular access and parking</b>		
- access arrangements	Included	Section 3 and 4
- public, private, disabled parking set down / pick up	N/A	N/A
<b>Service vehicles</b>		
- access arrangements	Included	Section 3 and 4
- on/off-site loading facilities	Included	Section 4
<b>Hours of Operation</b>	Included	Section 5
<b>Traffic volumes and vehicle types</b>		
- daily or peak traffic volumes	Included	Section 6
- type of vehicles (e.g. cars, trucks)	Included	Section 6
<b>Traffic management on frontage streets</b>	Included	Section 7
<b>Public transport access</b>		
- nearest bus/train routes	Included	Section 8
- nearest bus stops/train stations	Included	Section 8
- pedestrian/cycle links to bus stops / train station	Included	Section 8
<b>Pedestrian access/facilities</b>		
- existing pedestrian facilities	Included	Section 9
- proposed pedestrian facilities	Included	Section 9
- existing pedestrian facilities on surrounding roads	Included	Section 9
- proposals to improve pedestrian access	Included	Section 12
<b>Cycle access/facilities</b>		
- existing cycle facilities	Included	Section 10
- proposed cycle facilities	Included	Section 10
- existing cycle facilities on surrounding roads	Included	Section 10
- proposals to improve cycle access	N/A	
<b>Site specific issues</b>	Addressed	Section 11
<b>Safety issues</b>		
- identify issues	Addressed	Section 12
- remedial measures	Addressed	Section 12

**Proponents Name**

Coogee Partnership

**Company****Signed/Date****Transport Assessors Name**

Chris Swiderski

**Company**

Flyt Pty Ltd

**Signed/Date**

12/04/18



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**14.8 CONSIDERATION TO PURCHASE LOT 260 (#159) PHOENIX ROAD, SPEARWOOD**

**Author(s)** A Trosic

**Attachments** N/A

**RECOMMENDATION**

That Council:

- (1) agrees to purchase Lot 260 (No. 159) Phoenix Road, Spearwood for a consideration of \$390,000.00 (Inc GST);
- (2) amends the budget by funding the purchase and repairs to the property from the Land Development and Community Infrastructure Reserve.

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

**Background**

The City previously maintained a sump at the rear of 159 Phoenix Road, Spearwood, as part of managing the overall stormwater drainage in the suburb. This sump is shown as L282 in the image below:



As part of the City's Drainage Strategy and Phoenix Revitalisation Strategy, the sump on the corner of Bullfinch Street and Phoenix Road was upgraded, which enabled this sump at Lot 282 to be decommissioned.

**Submission**

NA

## Report

As part of the City's Drainage Strategy and Phoenix Revitalisation Strategy, the sump on the corner of Bullfinch Street and Phoenix Road was upgraded, which enabled this sump at Lot 282 to be decommissioned.

This has provided the opportunity for the City to remove Lot 282 as part of the drainage network, fill it and hold it for a potential development. This would however need to await an adjoining property to become available for sale in order to undertake a potential subdivision and development across both sites. Lot 260 (No. 159) Phoenix Road has recently become available, and represents a viable option to purchase.



The property is zoned Residential R30, and is 792sqm in area, with a single dwelling. The property could be potentially redeveloped with two dwellings. Lot 282 is 534 sqm in area, and notionally could only be a single dwelling site. Lot 282 is currently unable to be developed as it currently has no legal street access (i.e. it is currently land-locked).

In purchasing Lot 260 and amalgamating it with Lot 282 there is the flexibility and potential to yield more than 3 dwellings on the combined site.

The City has received a valuation from its licenced valuer, which values the property at \$390,000.00 (Inc GST). The City's offer reflects this.

Officers from the City's Facilities and Maintenance recently completed an inspection of the property and it is estimated that a budget of \$10,000 be requested to undertake the below repairs to enable the City to initially rent the house via the public market:

- Painting



- Carpets either cleaned or removed (depending if the floors are wooden underneath)
- Repairs to minor cracks in the walls
- Water stains in the ceiling that will need to be investigated and appropriate repairs undertaken
- A good clean-up of the yard.

### **Strategic Plans/Policy Implications**

#### City Growth

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

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

Choose an item.

### **Budget/Financial Implications**

This will require an absolute majority of Council, as it requires an amendment to the budget to fund the purchase and repairs to the property from the Land Development and Community Infrastructure Reserve.

A budget of \$390,000.00 to fund the purchase of the property and a budget of \$10,000 to undertake the repairs to the property.

A total budget of \$400,000.00

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

If Council does not proceed with the purchase, the potential of its Lot 282 landholding may never be realised upon.

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

N/A

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

Nil.

**14.9 CONSIDERATION TO ACQUIRE LAND BY AGREEMENT - PORTION OF LOT 21 (NO. 479) JANDAKOT ROAD, TREEBY**

**Author(s)** A Trosic  
**Attachments** N/A

**RECOMMENDATION**

That Council

- (1) acquire by agreement a 403 sqm portion of land from Lot 21 (No. 479) Jandakot Road, Treeby, for a compensation amount of \$58,000 plus 10% solatium, in accordance with the Land Administration Act 1997;
- (2) fund this compensation amount from the associated Capital Works Budget CW 3743, being for the blackspot project on the corner of Jandakot Road and Warton Road; and
- (3) once acquired by agreement, dedicate the land as road reserve pursuant to Section 56 of the Land Administration Act 1997.

**Background**

The City was successful in obtaining State blackspot funding (50% State/50% municipal) as part of the 2017/18 grants in order to address a traffic safety and congestion issue associated within the existing roundabout at the intersection of Jandakot Road and Warton Road. The funding will facilitate the creation of a dedicated left slip lane which will alleviate delays due to congestion on the roundabout in peak times and also reduce the frequency and severity of rear end crashes for vehicles approaching the intersection.

To facilitate this project, the City needs to secure 403sqm of road widening from the adjoining property, Lot 21 (No 479) Jandakot Road, Treeby.

**Submission**

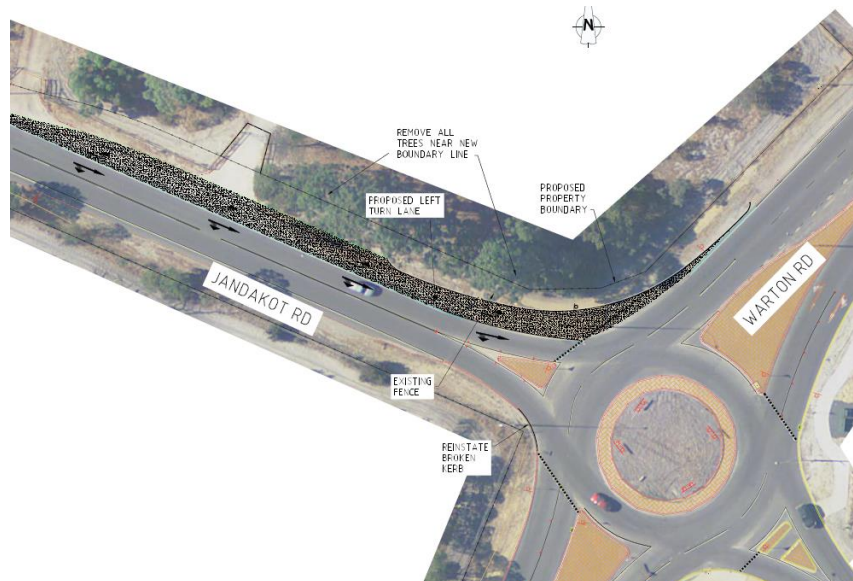
NA

**Report**

This project has been pursued by the City on the basis that in the evening peak hour, significant congestion occurs along Jandakot Road due to the traffic flow bias along Warton Road. The Jandakot Road and Warton Road roundabout delays vehicles on Jandakot Road, and heightens the risk of delayed drivers moving through the roundabout



without sufficient gaps being available. This is a known safety issue. The blackspot project aims to add greater capacity for Jandakot Road vehicles to move through the roundabout, through adding a left hand slip lane as shown on the following layout:



The City obtained from its independent land valuer a compensation valuation as the basis of initial discussions with the landowner. The City also offered to fund the landowner obtaining their own independent compensation valuation, so they could be informed also in the process of discussion.

There were a number of site meetings and site measurements carried out with the land owner to establish the scope of work, extent of earthworks, sign locations, vegetation reinstatement areas, firebreak area, preservation of existing driveway requirement and street light pole locations. These discussions took a number of months following completion of the design and approval by Main Roads WA in 2017. The landowner took up the offer of an independent land valuation and agreement was reached on the proposed compensation amount.

It is recommended that Council proceed with the acquisition, based upon a valuation of compensation amount of \$58,000 plus 10% solatium. Acquisition by agreement will then require the land to be vested as road reserve.

### **Strategic Plans/Policy Implications**

#### City Growth

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

Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve connectivity of transport infrastructure.

**Budget/Financial Implications**

The land acquisition compensation will be funded from the associated Capital Work Budget CW3743. No additional funds are being requested.

**Legal Implications**

Upon acquisition by agreement, the land will then need to vest as road reserve under Section 56 of the Land Administration Act 1997.

**Community Consultation**

N/A

**Risk Management Implications**

Should Council not proceed with the land acquisition, the City will not be able to implement the blackspot project and the State funding would have to be returned. This would result in a high risk of severe traffic accidents at this intersection. The construction will be carried out by the City in house team who are ready to commence upon agreement being reached in order to complete the project works by the end of the current financial year.

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

N/A

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

Nil

**14.10 LEASE FROM PORT CATHERINE DEVELOPMENTS OF A PORTION OF LOT 9153 ORSINO BOULEVARD PORT COOGEE FOR THE CONSTRUCTION OF AN INTERIM CAR PARK PORT COOGEE MARINA**

**Author(s)** L Gatt

**Attachments** N/A

**RECOMMENDATION**

That Council enter into a lease agreement with Port Catherine Development (PCD) for a portion of Lot 9153 Orsino Boulevard Port Coogee for the purpose of establishing and maintaining an interim carpark on the southern peninsular, Port Coogee, subject to the following terms and conditions:

1. A lease term of 5 years comprising an initial 3 year term and two annual extensions thereafter, and with either party having the option to terminate the lease with six months written notice within the entire lease term.
2. The lease fee to be the equivalent of the land tax and the reimbursement of rates and the emergency services levy payable for the area of the land included in the lease.
3. The City to construct and maintain the car park at its cost including fencing, the provision of any lighting and CCTV.
4. The City to remove the car park and associated infrastructure at the end of the term if required by PCD.
5. The City to effect and maintain public liability insurance for \$20,000,000.
6. The City being responsible for the City's costs for the preparation of the lease agreement.

**Background**

The Port Coogee area is an important part of the City of Cockburn, which the broader community wish to access as a public beach environment. It also comprises the City of Cockburn marina development, within the marina village. Generally the marina village, to which the boat pens are located within, has limited car parking reflective of the transport planning framework and staged delivery of development over time. In terms of the transport planning framework, this was based upon an analysis which considered how car parking could be optimised



through sharing of such car parking. This approach was considered to achieve the most attractive public realm that was defined by quality buildings and public spaces. This was to avoid having large inactive car parking areas. Car parking issues are however currently present in the area, caused by the staging and delivery of development.

Currently the locations available to the public (including pen holders and visitors to Ngarkal Beach and the Omeo reserve) to park their vehicles comprise the limited number of roadside car parking bays or the temporary carparks constructed by Fraser Property Australia - (PCD). These temporary carparks are situated on the future Chieftain Esplanade road reserve, the Maraboo Island and a future building lot off Medina Parade. These temporary carparks will not be available long term, and currently much of the Chieftain Esplanade car park, along with many of the roadside bays are occupied by tradespersons working on the nearby building sites, further limiting available spaces for the public.

To address the current car parking issue, Council is faced with ultimately limited options. These include:

- Timed parking and strict enforcement of such;
- Building further temporary car parking (which ultimately will be removed).

It is recommended that Council consider the second option, subject to this being funded through a cost recovery model from the marina business of the City.

### **Submission**

N/A

### **Report**

City officers have had discussions with PCD on possible options for additional short and medium term car parking provisions within proximity of the marina. The land where the temporary carpark is proposed on the southern peninsular at Port Coogee is currently owned in freehold by PCD pending its subdivision in accordance with the Structure Plan. The carpark is located on a portion that will in due course be ceded as public open space (POS) under the management of the City. Importantly, it will not be a car park but an attractive waterside POS area.

Prior to ceding, PCD will need to undertake the landscaping treatments. Should Council consider it appropriate to build a temporary car park on this location, the lease will be terminated when PCD are ready to undertake those works, and naturally the car park removed. The land

where the carpark is constructed will become POS that must be available to the public at large once the land has been ceded.

It is intended that this temporary car park will provide additional car parking bays at Port Coogee which will better cater for the short term needs of the public and pen holders will also have access to this.

The temporary car park will be constructed by the City on land made available to the City via the proposed lease (the subject of this report), with the construction and available occupancy commencing in the current financial year. A sketch of the proposed car park location and design can be seen at the end of this report.

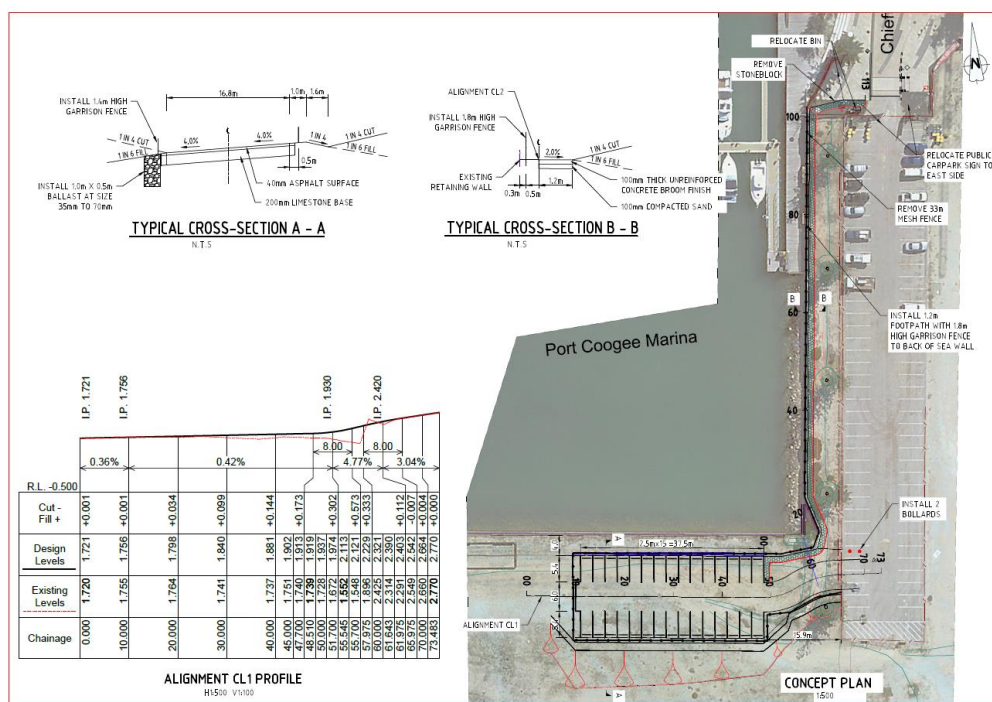
The temporary car park will include:

- a. thirty (30) bays situated on the northern side of the Port Coogee southern peninsular;
- b. controls that will seek to ensure its usage is restricted to members of the public and pen holders and not be taken up by nearby building construction workers;
- c. temporary (for the life of the carpark) lighting and CCTV placement; and
- d. use of materials in the construction of the carpark that can be recycled when the car park is required to be removed.

Budgets have already been established for all of the below costs:

- a. the construction of the car park has been budgeted and funded at \$130,000 (ex GST)
- b. the maintenance obligations and responsibilities estimated at \$5,000 pa
- c. the re-imbursement of the rates and taxes, which constitutes the lease payment cost, is estimated at \$7,600 pa; and
- d. the legal costs for the preparation of the lease.

It is requested that Council consent to the City entering into the lease agreement to access the land to construct, maintain and manage the car park.



## Strategic Plans/Policy Implications

### Community, Lifestyle & Security

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

Provide for community facilities and infrastructure in a planned and sustainable manner.

### Leading & Listening

Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management.

## Budget/Financial Implications

The budget for the construction of the car park is \$130,000 (ex GST) on CW 4707 (WC00964).

Funding of \$12,000 to undertake the maintenance obligations and responsibilities, including the reimbursement of the rates and taxes to the current owner of the land and the legal fees for the preparation of the lease agreement have already been established in the current (2017/18) FY budget, and further funding is being sought in budget submissions for the lease costs through 2018/19. Similarly these will need to be based on a cost recovery model.



**Legal Implications**

N/A

**Community Consultation**

There has been no community consultation undertaken on the initiative. The views of the community are unknown in respect of whether a temporary car park should be funded.

**Risk Management Implications**

PCD have indicated that they are prepared to enter into the lease for a period of three years with two options of one year each. The risk is that during this time PCD will seek to undertake the works to create the public open space areas on this part of the southern peninsular, thus requiring the land where the car park is situated for the development, terminating the lease agreement earlier than the proposed term. They have indicated that it could be within the extension period, but could potentially occur prior to the five year term.

**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 May 2018 Ordinary Council Meeting.

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

Nil

## 14.11 PROPOSED AMENDMENT TO ROBB JETT STRUCTURE PLAN - 103 ANCHORAGE DRIVE AND 47 GAGE ROAD, NORTH COOGEE

<b>Author(s)</b>	D Di Renzo
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Location Plan <a href="#">↓</a></li> <li>2. Proposed Structure Plan Map <a href="#">↓</a></li> <li>3. Indicative development concept plan <a href="#">↓</a></li> <li>4. Schedule of Submissions <a href="#">↓</a></li> </ol>
<b>Location</b>	103 Anchorage Drive and 47 Gage Road, North Coogee
<b>Owner</b>	M Group
<b>Applicant</b>	CLE Town Planning + Design
<b>Application Reference</b>	110/ 051

### RECOMMENDATION

That Council

- (1) adopts the Schedule of Submissions prepared in respect to the proposed structure plan.
- (2) pursuant to clause 20 of the deemed provisions of City of Cockburn Town Planning Scheme No. 3, recommend to the Western Australian Planning Commission that the proposed structure plan amendment for 103 Anchorage Drive and 47 Gage Road, North Coogee, be approved, subject to the following modifications:
  1. Replacing references to 'Local Structure Plan' with 'Structure Plan' consistent with the Regulations.
- (3) advise the landowners within the structure plan area and those who made a submission of Council's recommendation accordingly.

### Background

The Robb Jetty Structure Plan was adopted by the City of Cockburn on the 11 December 2014 and was endorsed by the Western Australian Planning Commission on the 14 April 2015.

The Cockburn Coast Design Guidelines Local Planning Policy (LPP 4.6) was adopted by Council 9 May 2013 (reviewed 14 December 2017) pursuant to the City of Cockburn Town Planning Scheme No. 3 ("the Scheme") to guide development within the Robb Jetty Structure Plan area.

**Submission**

CLE Town Planning + Design have submitted the proposed Structure Plan amendment on behalf of the landowner of the subject land.

**Report**

The purpose of this report is for Council to consider a proposed amendment to the Robb Jetty Cockburn Coast structure plan for 103 Anchorage Drive and 47 Gage Road, North Coogee (see Location Plan - Attachment 1).

**Proposal**

The proposed structure plan amendment seeks to modify the residential coding for the subject lots from 'Residential – Medium Density' R40 to 'Residential – Medium Density' R80 (Attachment 2).

The subject land is zoned 'Development' zone within 'Development Area 33', 'Development Contribution Area 13 ("DCA13") and Development Contribution Area 14 ("DCA14") pursuant to the Scheme.

The subject land is located in the 'Residential – Medium Density' precinct pursuant to the Robb Jetty Structure Plan. The Cockburn Coast Design Guidelines Local Planning Policy 4.6 ("Design Guidelines") set out precinct specific development and built form requirements.

The Design Guidelines have removed maximum plot ratio requirements for multiple dwelling developments, set a minimum three storey building height and require mandatory minimum building setbacks. These controls determine building size, streetscape interface and indirectly dwelling density within a defined built form envelope.

The table below compares the current R40 coding with the proposed R80 coding for single houses/grouped dwellings and multiple dwelling. Proposed building heights would be unchanged – minimum of 3 storeys and maximum of 4 storeys. Street setbacks would also remain the same.

There is no maximum number of multiple dwellings so this will be unchanged (approximately 45). The Table below compares the requirements under a coding of R40 and R80.

Single House/ Grouped Dwelling Development Requirements		
	R40 (Current)	R80 (Proposed)
<b>Building Height</b>	Minimum 3 storeys Maximum 4 storeys	Minimum 3 storeys Maximum 4 storeys
<b>Street Setbacks</b>	2m Primary Street 0.5m Laneway	2m Primary Street 0.5m Laneway
<b>Minimum dwellings</b>	13 dwellings	23 dwellings
<b>Maximum dwellings</b>	15 dwellings	27 dwellings

Multiple Dwelling Development Requirements		
	R40 (Current)	R80 (Proposed)
<b>Plot Ratio</b>	No limit	No limit
<b>Building Height</b>	Minimum 3 storeys Maximum 4 storeys	Minimum 3 storeys Maximum 4 storeys
<b>Street Setbacks</b>	2m Primary Street 0.5m Laneway	2m Primary Street 0.5m Laneway
<b>Minimum dwellings</b>	13 dwellings	23 dwellings
<b>Maximum dwellings</b>	No maximum (approximately 45 dwellings)	No maximum (approximately 45 dwellings)

Given plot ratio flexibilities available for multiple dwelling developments, the current R40 coding limits alternative forms of medium density housing outside of the multiple dwelling typology. This amendment targets delivery of single houses or grouped dwellings.

The proponent asserts that this amendment will enable opportunities for lots of approximately 100m<sup>2</sup> in order to deliver innovative single house or grouped dwelling development outcomes. This amendment proposes the retention of the 'Residential – Medium Density' designation and all associated built form requirements applicable within the local planning framework. The proposed R80 coding proposes no change to the maximum development potential for multiple dwelling developments.

#### Indicative Development Concept Plan

An indicative grouped dwelling development concept plan has been prepared by David Barr Architects to demonstrate an R80 grouped dwelling design for the subject site (Attachment 3).

This plan is the intended development outcome for the site. The proposal includes 23 grouped dwellings on survey-strata lots with a central area of common property. This design achieves the minimum dwelling yield required.

The development is three storeys in height and provides a built form consistent with the other requirements of the Structure Plan, the Design Guidelines, the Local Development Plan – Robb Jetty- Stage 1 (LDP) and the R-Codes. Lot sizes are approximately 100m<sup>2</sup> and comply with the minimum and average site area requirements of the R-Codes.



The site is bound by road reserves to each of its four boundaries and features primary street development frontage to Anchorage Drive and Gage Roads. The subject site has no direct interface with an adjoining lot, which mitigates any adverse impacts to surrounding landowners.

#### Development Contribution Plan 14

The subject land is located within DCA13 and DCA14. DCA14 has already been paid by Landcorp when these lots were created.

Cost contributions in DCA 14 are aligned to the development potential of individual sites to reflect a 'beneficiary pays' approach to cost apportionment. This ensures there is certainty to each landowner on their cost contribution; that costs are shared in a transparent and equitable manner; and to provide appropriate certainty on the source of all funds required to deliver infrastructure and mitigate any potential for shortfalls in funding.

In this regard the development potential of each landholding in the project area has regard to the zoning and R-Code prescribed by the structure plan. Development potential is based on the number of potential dwellings permissible under the applicable zoning or R-Code. DCA14 specifically sets out the methodology for calculating development potential (for the purposes of the DCP) for each Zone or R-Code.

Therefore the DCA14 obligation for the land was based on the number of potential lots being developed at an R40 coding (using the specific methodology and calculation set out in DCA14).

Under a coding of R80 this amount would have been greater, and the proponent has addressed this issue by proposing an alternative proposal to address this gap. M/Group proposes to fund and construct the following items:

- Half-court basketball court;
- Landscaping;
- Bench seating; and
- Concrete path.

It is considered that these types of recreational facilities will complement the precinct and provide a greater diversity of recreational opportunities for visitors and future residents of the locality.

The design and location of the recreational facilities has not been determined, and the City will liaise with the landowner to determine an appropriate location based on the outcomes of the Western Suburbs

Sporting Precinct Study, and where it will have the greatest community benefit without negatively impacting on residential or future residential land.

#### Community Consultation Outcomes

The proposed structure plan amendment was advertised for a period of 28 days. This included letters to surrounding landowners and government agencies. An advert was also included in the Cockburn Gazette.

Two submissions of objection were received from nearby landowners. The submissions are included and addressed at Attachment 4.

One of the submissions was requested to be kept confidential so the Schedule of Submissions sets out the key points raised in the submission only.

To summarise, the submissions raised the following key concerns:

#### *Traffic*

Two nearby landowners objected to the proposal on the basis of increased traffic generated. The Traffic Impact Statement submitted with the proposed Structure Plan amendment demonstrates that the increase in minimum dwelling yield from 13 to 23 dwellings can be accommodated within the capacities of the existing road network and will have negligible impact to vehicle volumes.

The Traffic Impact Statement also establishes that the an R80 grouped dwelling development will have less traffic impact than that of a compliant multiple dwelling development, which can be delivered under the current R40 coding or proposed R80 coding. The total maximum number of multiple dwellings is the same under either R40 or R80 (medium density).

#### *Objection to multiple dwellings*

One submission strongly objected to apartments being built on the subject land, with concern that this would increase the number of renters; increase dwelling numbers and occupants; and have a negative impact on the residential amenity of existing landowners. However, the current adopted R40 coding allows for apartments on the subject site.

#### *Appearance of Development*

One submission expressed concern that the proposal would result in large bulky buildings that would have a detrimental impact on the outlook of neighbours and dominate private open space; detract from

the attractiveness of neighbourhoods and affect the outlook of neighbours.

It is intended that the 'Medium Density Residential Typology' set out in the Robb Jetty Design Guidelines Local Planning Policy apply to the proposed R80 coding. This means that the following key requirements will remain the same:

- Building Setbacks
- Building Articulation
- Roof Form
- Building Levels
- Building Height
- Building Materials
- Open space
- Fencing
- Landscaping

It is therefore considered that the resulting development under a coding of R80 (Medium Density) would not have a negative impact in terms of bulk and scale of buildings.

There was also concern that the proposed development by reason of its siting would result in an unacceptable loss of privacy. However the visual privacy requirements for multiple dwellings under the Residential Design Codes, is the same under a coding of R40 or R80.

For single house(s) and grouped dwellings there is a difference in the visual privacy requirements pursuant to the R-Codes between coding's under R50 and over R50 however where the subject site and an affected adjoining site are subject to a different R-Codes, the setback distance is determined by reference to the lower density code. It is also noted that there are no adjoining dwellings and the subject land is surrounded by roads or laneways which means that there would be separation of a least 6m from another dwelling.

In addition to these requirements, any proposal for the site will be reviewed by the Design Review Panel to ensure that it is in keeping with the character of the area.

### Conclusion

It is considered that the proposed amendment to the Robb Jetty Structure Plan to recode the subject land from 'R40 – Medium Density' to 'R80 – Medium Density' will provide greater flexibility for grouped or multiple dwelling outcomes while still meeting the minimum densities desired for the subject land pursuant to the Structure Plan and Scheme. Given that the 'medium density' requirements will still apply, it is not considered that the resulting development would have a negative impact on the amenity of the nearby residential properties.

It is therefore recommend that Council recommend to the Western Australian Planning Commission that the proposed structure plan amendment for 103 Anchorage Drive and 47 Gage Road, North Coogee be approved.

### **Strategic Plans/Policy Implications**

#### City Growth

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

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

#### Community, Lifestyle & Security

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

### **Budget/Financial Implications**

The Structure Plan fee has been paid by the proponent.

### **Legal Implications**

N/A

### **Community Consultation**

The proposal was advertised for a period of 28 days. This included letters to surrounding landowners and government agencies. It was included on Comment on Cockburn, and an advert was also included in the Cockburn Gazette.



**Risk Management Implications**

The officer's recommendation takes in to consideration all the relevant planning factors associated with these proposals. It is considered that the officer recommendation is appropriate in recognition of making the most appropriate planning decision.

**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 May 2018 Ordinary Council Meeting.

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

Nil.

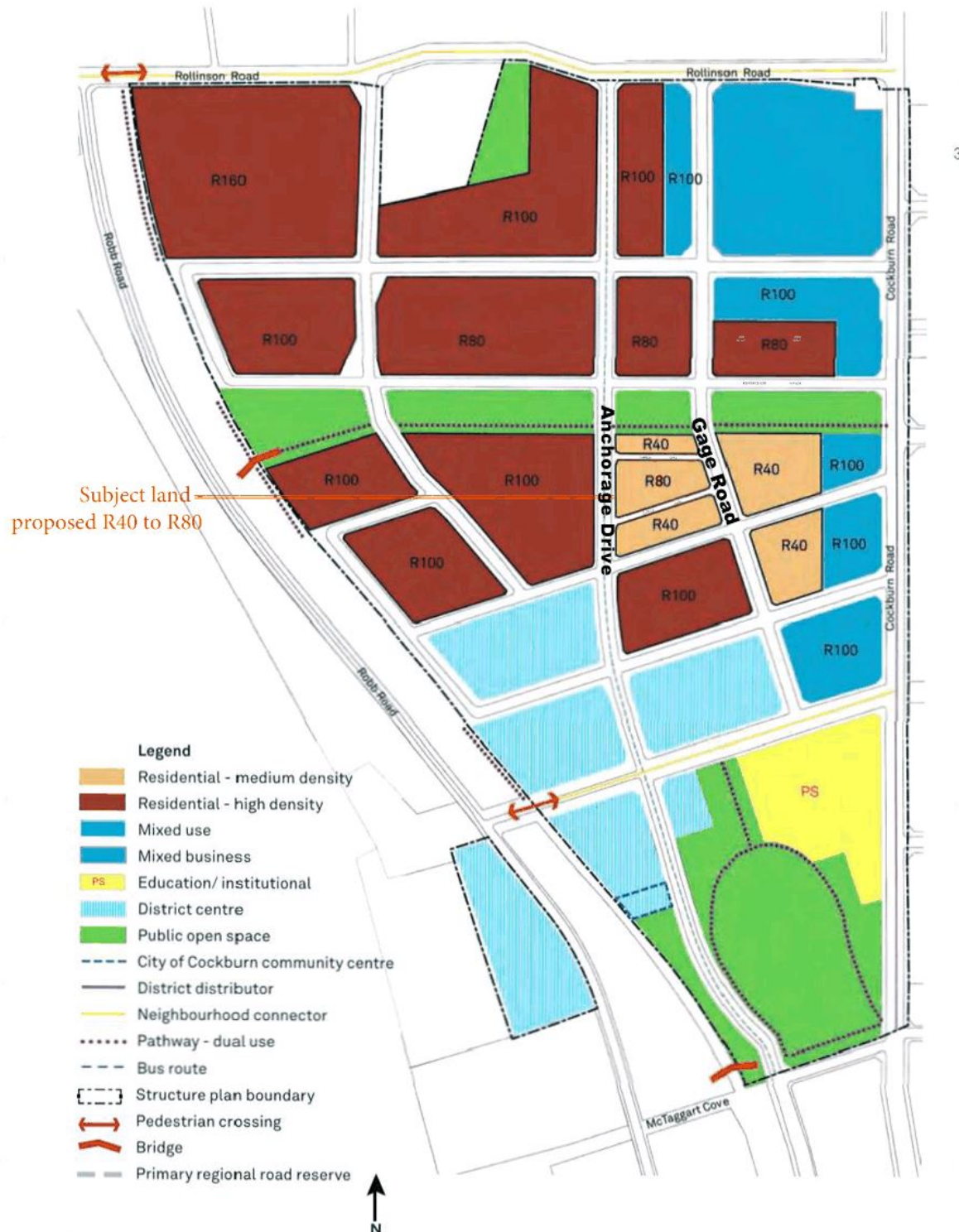
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This plan has been prepared for general information purposes only and uses potentially uncontrolled data from external sources. CLE does not guarantee the accuracy of this plan and it should not be used for any detailed site design. This plan remains the property of CLE.



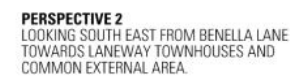
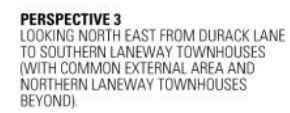
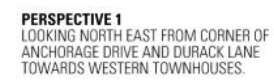
Source: Hassell Robb Street Jetty Local Structure Plan



0 50 100 150 200m  
 3157-04A-01 (14.12.2017), 1:5000 @A4

**FIGURE 1: LOCAL STRUCTURE PLAN MAP**

Lot 215 Anchorage Drive + Lot 216 Gage Road, North Coogee



DAVIDBARRARCHITECTS  
A 32 CURT STREET, FREMANTLE WA 6160 P. 9408 886 119

DATE	10/1/2013	BY	LEAH HENNING
TIME	10:45	LOCATION	
PROJECT	LOTS 215 & 216 ANCHORAGE DRIVE, NORTH COOGEE		PROJECT #
			A16027
TEAM	M GROUP	REPORT MADE BY	NAME
		SHAWN	A0.01
SCALE	INDICATIVE PERSPECTIVES	DATE	REVISION
		08/	A



**PRELIMINARY**  
THE TOWNHOUSE AND LANDSCAPE DESIGN SHOWN HERE IS  
PRELIMINARY AND SUBJECT TO CHANGE.



A		12/12/17		SP AGREEMENT	
EQU		DATE		REVISION	
PROJECT					PROJECT#
LOTS 215 & 216 ANCHORAGE DRIVE, NORTH COOGEE					A16027
OWNER		M GROUP		SCALE: 1:1000 / 1:200	
				DATE: 12/12/17	
DRAWN		STRATA PLAN		A1.01	
				A	

File No. 110/051

**SCHEDULE OF SUBMISSIONS**  
**PROPOSED AMENDMENT TO COCKBURN COAST STRUCTURE PLAN – LOTS 103 ANCHORAGE DRIVE & 47 GAGE ROAD, NORTH COOGEE**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION												
1	Landowner – Confidential submission	<p><b>OBJECT</b></p> <p>Proposed rezoning of these lots from R40 to R80 should not be approved.</p> <p>In addition, the potential for up to 45 apartments should also not ever be allowed.</p> <p>1. Townhouses vs Apartments:</p> <p>Do approve of the original intention to allow up to 13 townhouses to be built, however more than this quantity we would consider to be detrimental to the area.</p> <p>2. Investment vs Owner/Occupier:</p> <p>Excessive number of townhouses and being significantly smaller sized would allow most if not all of them to be bought for investment purposes rather than for owner/occupier purposes.</p> <p>Having so many renters in one area is not be in line with the intent of the subdivision which are specifically intended for owner/occupiers.</p> <p>in terms of numbers, having an average of 3 persons per townhouse and two vehicles or 2 persons per apartment and two vehicles, means there would be the following number of persons in the townhouses or apartments per the table below:</p> <table border="1"> <tr> <td></td><td>13 Townhouses</td><td>23 Townhouses</td><td>45 Apartments</td></tr> <tr> <td>People</td><td>39</td><td>69</td><td>90</td></tr> <tr> <td>Vehicles</td><td>26</td><td>46</td><td>90</td></tr> </table> <p>Clearly having an additional 30 persons with the additional townhouses or</p>		13 Townhouses	23 Townhouses	45 Apartments	People	39	69	90	Vehicles	26	46	90	<ol style="list-style-type: none"> <li>1. The residential coding for the subject land on the endorsed structure plan is 'Residential R40 – Medium Density'. This currently allows for apartments to be built on the subject land.</li> <li>2. The City cannot control who purchases properties, and whether owner-occupiers reside in a dwelling. There is no stated intent in the planning framework for this area to be characterised by owner-occupiers, and Council's framework seeks to ensure appropriate housing options and diversity for the community.</li> <li>3. These comments relate to concerns regarding apartments on the subject land, however apartments can already be accommodated on the subject land.</li> <li>4. This calculation of vehicle trips presents an overestimation because in the maximum number apartment scenario these would be small apartments – some would be sole-person households; some may have one car; and with an average of fewer occupants in each dwelling there are fewer additional movements likely. The vehicle trip calculations outlined in the Traffic report are considered reasonable. In the event that these were the traffic numbers they would still be below the 300 vehicle movements allowed in laneways, as access would be split between both Benella and Durack Lanes.</li> </ol>
	13 Townhouses	23 Townhouses	45 Apartments												
People	39	69	90												
Vehicles	26	46	90												

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>an additional 51 persons in apartments, most of whom are probably renting, would be less likely to have care for neighbours and neighbourhood which significantly detracts from wanting to live in the area and affecting property pricing markedly.</p> <p>a) More people means more noise! More townhouses/apartments means more renters. More renters and noise means lower property values.</p> <p>3. Having owner/occupier houses or sufficiently sized townhouses is critical to developing, maintaining and encouraging the look and feel of this specific part of the overall Shoreline development as well as maintaining house prices.</p> <p>4. Additional Vehicle Movements:</p> <p>a) In accordance with the table above - disagree with the traffic movement study that supports the application for rezoning. Specifically, the intention for having two garage parking bays per townhouse and at least one per apartment clearly means that owners who purchase or others who rent these townhouses/apartments CAN have two vehicles per townhouse or apartment.</p> <p>Considering this, the potential for vehicle movements on Benella Lane and Durack Lane are significantly more than what the study suggests. The study conclusion states that the 23 townhouses generates approximately 21 vehicles in the AM and PM peak periods. This averages rather than totalises the vehicle movements.</p> <p>i. With 2 vehicles per townhouse, there is potential for 46 vehicles each AM and PM peak period.</p> <p>ii. With 2 vehicles per townhouse, and considering four vehicle movements per vehicle per day (i.e. leaving AM, returning PM,</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION								
		<p>leaving PM for dinner/sport/etc. and returning again) makes the total vehicle movements for townhouses and apartments as per table below:</p> <table> <tr> <td></td><td>13 Townhouses</td><td>23 Townhouses</td><td>45 Apartments</td></tr> <tr> <td>2 vehicles per</td><td>104</td><td>184</td><td>360</td></tr> </table> <p>Clearly the potential and Council allowance for vehicles from the townhouses or apartments is significantly more than as stated in the report and the 45 apartments in this scenario exceeds the traffic allowance for laneways as stated in the report being not more than 300 vehicle movements per day.</p> <p>i. Note that the numbers above do not take into account any of the surrounding houses, apartments or people living in surrounding streets which would only further add to the vehicle movements in these two laneways.</p> <p>ii. The excessive vehicle movements on the laneways is specifically related to the lack of driveway access for townhouses or apartments on these lots onto Anchorage Drive or Gage Road. Were access to these major roads available, this could significantly reduce the vehicle movements on Benella Lane and Durack Lane.</p> <p>b) Extending from this, consider when visitors travel to these townhouses or apartments. The vast majority of available parking is on the far side of the park on Reinforcement Parade and all foot traffic must travel around the front and rear of the houses fronting the park on Benella Lane. Excess parking most likely can and will occur in Benella Lane and Durack Lane late at night and on weekends, creating neighbourhood disputes with residents in the townhouses/apartments who are most likely renters and not</p>		13 Townhouses	23 Townhouses	45 Apartments	2 vehicles per	104	184	360	
	13 Townhouses	23 Townhouses	45 Apartments								
2 vehicles per	104	184	360								



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>owners. Excessive visitors to the townhouses/apartments means lower neighbourhood values, lower desire to care for the area and lower property values.</p> <p>c) The excessive vehicle movements pointed out above are clearly not "safe" as outlined in the conclusion of the road traffic study attached to the application for rezoning. The significant amount of vehicle movements, additional people to the area, quantity of renters vs owner/occupiers is far from being considered a safe condition that any Council should accept.</p> <p>In conclusion, we:</p> <ol style="list-style-type: none"> <li>1. OBJECT to the proposed rezoning from R40 to R80.</li> <li>2. OBJECT to any apartments being built on Lot 215 Anchorage Drive and Lot 216 Gage Road.</li> <li>3. APPROVE of NO MORE than the originally proposed 13 townhouses on these lots.</li> <li>4. REQUEST the development on these lots includes allowance for sufficient visitor parking to enable visitors to have off-street parking to eliminate blocking of laneways.</li> <li>5. REQUEST a better study on vehicle movements for Benella Lane and Durack Lane.</li> <li>6. REQUEST Council implement a limit on investment vs owner/occupier buildings on these lots.</li> </ol>	
2	Shuguang Wu 56 Frankenia Turn SUCCESS WA 6164	I write in connection with the above proposal. I have examined the plans and I know the site well. I object strongly to the proposed structure plan amendment to recode the subject land from Residential R40 to R80 based on the following reasons.	<ol style="list-style-type: none"> <li>1. Current roads are not considered to be congested or overloaded, and have capacity for the proposed development.</li> <li>2. No objections have been received by utility</li> </ol>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p><b>1. Traffic congestion</b> Increase in traffic flows on already overloaded roads into and through the estate causing more pollution and health and safety concerns for pedestrians, especially children near the schools. Increase in "rat runs" as the increased congestion forces motorists to cut through residential areas to bypass the delays.</p> <p><b>2. Inadequate utilities supply</b> Concerns that our already over-stretched utilities (main sewer pipe and water supply) will struggle to cope with the demand of even more housing development.</p> <p><b>3. Lack of car parking</b> The increase in the dwellings will have a detrimental impact on the onsite parking rates on Benella Lane. There will be lack of car parking. Residents and visitors will park everywhere on Benella lane. This will block the access for all residents living on Benella Lane and this will be detrimental to the safety of our children and families as they walk, ride and drive to and from home along this road. There is currently no footpath, pedestrian crossing or crossing supervisor on Benella Lane.</p> <p><b>4. Visual bulk of building</b> Large bulky buildings will have a detrimental impact on the outlook of neighbours and dominate private open space. Bulky dwellings detract from the attractiveness of neighbourhoods and effect the outlook of neighbours, creating a closed in feeling.</p> <p><b>5. Noise pollution and disturbance</b> Noise generation can cause significant loss of amenity and will have a detrimental impact on the health and wellbeing of all residents living on Benella Lane.</p> <p><b>6. Overlooking/Loss of privacy</b> The proposed development by reason of its siting, would result in an unacceptable loss of privacy, adversely affecting the amenities enjoyed by the occupier of the adjacent dwelling house.</p> <p><b>7. Out of character/Overbearing effect</b></p>	<p>providers, and the developer will be responsible for ensuring adequate provision or utilities. The maximum number of dwellings on the site would be no greater than that under the current coding.</p> <p>3. Benella Lane and a 'laneway' that does not facilitate parking. The development will be required to accommodate resident and visitor parking.</p> <p>4. The height and setback requirements under a coding of R40 and R80 (medium density) are the same under the Design Guidelines.</p> <p>5. It is not considered that the additional noise generated would be sufficient to have a negative impact on the residential amenity of neighbouring properties. The subject land can currently accommodate approximately 45 multiple dwellings, and it is not considered that the increase to the maximum number of single or grouped dwellings to 27 would result in noise, activity and traffic that would be greater than 45 apartments.</p> <p>6. It is intended that the 'Medium Density Residential Typology' set out in the Robb Jetty Design Guidelines Local Planning Policy apply to the proposed R80 coding. This means that the following key requirements will remain the same:</p> <ul style="list-style-type: none"> <li>• Building Setbacks</li> <li>• Building Articulation</li> <li>• Roof Form</li> <li>• Building Levels</li> <li>• Building Height</li> <li>• Building Materials</li> <li>• Open space</li> </ul>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The proposed development by reason of its size, siting and massing, represents an unneighbourly form of development that would have an adverse impact on the amenity of neighbouring properties by reason of an overbearing effect. The layout and siting, both in itself and relation to adjoining buildings, spaces and views, is inappropriate and unsympathetic to the appearance and character of the local environment.</p> <p><b>8. Unacceptably high density/Over development</b> The amount of site coverage will have a detrimental impact to neighbourhood character. The proposed development involves loss of garden land and the open aspect of the neighbourhood. The amount of hard surface will impact on the amount of stormwater runoff and the storm water drainage system in the area.</p> <p><b>9. Contract breach (No subdivision or rezoning or amalgamation condition from LandCorp)</b> Lots 103 Anchorage drive and 47 Gage road, North Coogee were lands sold from LandCorp. These two lots shall be legally bound to LandCorp's contract condition, which specified that "the buyer must not at any time prior to Practical Completion subdivide or apply to subdivide or apply to amalgamate the Land with any other land (whether by strata title or otherwise) or to apply to rezone the Land" This is a breach of contract.</p> <p><b>10. Light pollution from the increased density.</b> Finally, please note that our submission is in respect of the proposed development. While we have taken every effort to present accurate information for your consideration, as we are not statutory consultee, we cannot accept any responsibility for unintentional errors or omissions.</p>	<ul style="list-style-type: none"> <li>• Fencing</li> <li>• Landscaping</li> </ul> <p>The visual privacy requirements for multiple dwellings under the Residential Design Codes is the same under a coding of R40 or R80. For single house(s) and grouped dwellings there is a difference in the visual privacy requirements pursuant to the R-Codes between codings under R50 and over R50 however where the subject site and an affected adjoining site are subject to a different R-Codes, the setback distance is determined by reference to the lower density code. It is also noted that there is no adjoining dwellings and the subject land is surrounded by roads or laneways which means that there would be separation of a least 6m from another dwelling.</p> <p>7. As above. While a greater number of grouped or single dwellings could be accommodated on the site it is not considered that this built form outcome by reason of its size, siting and massing would be greater than that of the potential maximum number of multiple dwellings currently allowable.</p> <p>8. As above. The proposed coding would still be classified as 'medium density typology' which will ensure that the character of development is not inconsistent with the surrounding area. Stormwater runoff will be required to be accommodated on-site regardless of the coding.</p> <p>9. These Contract matters are between Landcorp and landowners and cannot be enforced by the City; nor are they a valid planning reason for the proposed Structure Plan amendment not to be</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
			supported.  10. Given that the maximum number of apartments under the current and proposed coding is the same it is not considered that there would be an increase in development that would result in an unacceptable level of light pollution for an area that is a 'medium density' precinct'.



## 15. FINANCE & CORPORATE SERVICES DIVISION ISSUES

### 15.1 LIST OF PAYMENTS MADE FROM MUNICIPAL AND TRUST FUND - MARCH 2018

<b>Author(s)</b>	N Mauricio
<b>Attachments</b>	1. Payments Summary - March 2018 <a href="#">↓</a> 2. Payments Listing - March 2018 <a href="#">↓</a>

#### RECOMMENDATION

That Council receive the List of Payments made from the Municipal and Trust Funds for March 2018, as attached to the Agenda.

#### Background

Council has delegated its power to make payments from the Municipal or Trust fund to the CEO and other sub-delegates under LGAFCS4.

Regulation 13(1) of the Local Government (Financial Management) Regulations 1996 requires a list of accounts paid under this delegation to be prepared and presented to Council each month.

#### Submission

N/A

#### Report

The lists of accounts paid for March 2018 totalling \$18,063,371.83 is attached to the Agenda for consideration. The list contains details of all payments made by the City in relation to goods and services purchased by the City, as well summarised totals for credit card and payroll payments.

#### Strategic Plans/Policy Implications

##### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes

Ensure sound long term financial management and deliver value for money

**Budget/Financial Implications**

All payments made have been provided for within the City's annual budget as adopted and amended by Council.

**Legal Implications**

This item ensures compliance with S 6.10(d) of the Local Government Act 1995 and Regulations 12 & 13 of the Local Government (Financial Management) Regulations 1996.

**Community Consultation**

N/A

**Risk Management Implications**

Council is receiving the list of payments already made by the City in meeting its contractual requirements. This is a statutory requirement and allows Council to review and question any payment made.

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

N/A

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

Nil

**MARCH PAYMENTS SUMMARY****ELECTRONIC FUNDS TRANSFER PAYMENT – 701**

EF109544– EF110263

**CANCELLED PAYMENTS**EF109106  
EF109457  
EF109470**CANCELLED PAYMENTS (VOIDED)**

EF110227– EF110245

**CHEQUE PAYMENTS - Nil**

## MARCH PAYMENTS LISTING

## MUNICIPAL &amp; TRUST FUND

Payment Ref.		Account No.	Account/Payee	Date	Value
EF109544	26987	<b>CTI RISK MANAGEMENT</b>		6/03/2018	1,301.50
		SECURITY - CASH COLLECTION			
EF109545	10244	<b>BUILDING &amp; CONST INDUSTRY TRAINING FUND</b>		10/03/2018	34,585.47
		LEVY PAYMENT			
EF109546	10484	<b>DEPT OF MINERALS &amp; ENERGY</b>		10/03/2018	40,896.48
		INDUSTRY REGULATION AND SAFETY			
EF109547	99997	<b>EMMANUEL CATHOLIC COLLEGE</b>		10/03/2018	100.00
		AUSTRALIA DAY AWARDS - LEO DI GREGORIO			
EF109548	99997	<b>TREEBY COMMUNITY ASSOCIATION INC.</b>		10/03/2018	1,000.00
		DELEGATED AUTHORITY LGACS7			
EF109549	99997	<b>JAKAMITA TRADING AS NARACOORTE TRAVEL N</b>		10/03/2018	5,000.00
		BOOKING 2215 -EMPLOYEE OF THE YEAR AWARD			
EF109550	10152	<b>AUST SERVICES UNION</b>		12/03/2018	1,235.10
		PAYROLL DEDUCTIONS			
EF109551	10154	<b>AUSTRALIAN TAXATION OFFICE</b>		12/03/2018	423,969.00
		PAYROLL DEDUCTIONS			
EF109552	10305	<b>CHILD SUPPORT AGENCY</b>		12/03/2018	3,993.29
		PAYROLL DEDUCTIONS			
EF109553	10733	<b>HOSPITAL BENEFIT FUND</b>		12/03/2018	310.65
		PAYROLL DEDUCTIONS			
EF109554	10767	<b>INST OF PUBLIC WORKS ENG AUST - NSW</b>		12/03/2018	465.00
		TRAINING SERVICES			
EF109555	10888	<b>LJ CATERERS</b>		12/03/2018	1,825.17
		CATERING SERVICES			
EF109556	10944	<b>MCLEODS</b>		12/03/2018	300.81
		LEGAL SERVICES			
EF109557	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES EMPLOY</b>		12/03/2018	164.00
		PAYROLL DEDUCTIONS			
EF109558	11857	<b>CHAMPAGNE SOCIAL CLUB</b>		12/03/2018	524.00
		PAYROLL DEDUCTIONS			
EF109559	11860	<b>45S CLUB</b>		12/03/2018	18.00
		PAYROLL DEDUCTIONS			
EF109560	18553	<b>SELECTUS PTY LTD</b>		12/03/2018	16,843.33
		PAYROLL DEDUCTIONS			
EF109561	19726	<b>HEALTH INSURANCE FUND OF WA</b>		12/03/2018	1,191.40
		PAYROLL DEDUCTIONS			
EF109562	25987	<b>TOYOTA FLEET MANAGEMENT</b>		12/03/2018	608.14
		PAYROLL DEDUCTIONS - NOVATED LEASE			
EF109563	99997	<b>SUPANOVA SYNCHRONISED SWIMMING CLUB</b>		12/03/2018	150.00
		KIDSPORT- KS016106- S.BURLESTON			
EF109564	12589	<b>AUSTRALIAN INSTITUTE OF MANAGEMENT</b>		12/03/2018	2,472.00
		TRAINING SERVICES			
EF109565	14311	<b>BBC ENTERTAINMENT</b>		12/03/2018	5,115.00
		ENTERTAINMENT SERVICES			
EF109566	16985	<b>WA PREMIX</b>		12/03/2018	8,174.76
		CONCRETE SUPPLIES			
EF109567	17121	<b>UNDERGROUND POWER DEVELOPMENT PTY LTD</b>		12/03/2018	9,570.00
		ELECTRICAL SERVICES			
EF109568	18621	<b>PLANNING INSTITUTE AUSTRALIA</b>		12/03/2018	508.50
		REGISTRATION			
EF109569	18763	<b>LOCAL COMMUNITY INSURANCE SERVICES</b>		12/03/2018	72.60
		COMMUNITY INSURANCE POLICIES			
EF109570	21371	<b>LD TOTAL SANPOINT PTY LTD</b>		12/03/2018	12,779.34
		LANDSCAPING WORKS/SERVICES			
EF109571	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LLC</b>		12/03/2018	409.60
		DEBT COLLECTORS			
EF109572	26614	<b>MARKETFORCE PTY LTD</b>		12/03/2018	5,231.05
		ADVERTISING			
EF109573	26983	<b>HITECH SPORTS PTY LTD</b>		12/03/2018	1,782.00
		SPORTING EQUIPMENT			
EF109574	27197	<b>TURFCARE AUSTRALIA PTY LTD</b>		12/03/2018	3,146.00
		CHEMICAL SUPPLIES			
EF109575	27298	<b>MY MEDIA INTELLIGENCE PTY LTD</b>		12/03/2018	887.67
		MEDIA MONITORING			
EF109576	27313	<b>CHINESE KUNG FU &amp; TAI CHI AZADEMY</b>		12/03/2018	1,660.00
		MARTIAL ARTS TRAINING			
EF109577	27347	<b>AUSTRALIAN ALLIANCE FOR DATA LEADERSHIP</b>		12/03/2018	1,560.00
		EDUCATION & TRAINING			
EF109578	26987	<b>CTI RISK MANAGEMENT</b>		13/03/2018	1,603.55



EF109579	26517	SECURITY - CASH COLLECTION <b>CLICKSUPER</b>	16/03/2018	497,652.84
EF109580	12565	PAYROLL DEDUCTIONS <b>SOUTHERN METRO REGIONAL COUNCIL - LOANS</b>	20/03/2018	401,420.12
EF109581	26987	LOAN REPAYMENT <b>CTI RISK MANAGEMENT</b>	20/03/2018	1,996.90
EF109582	99997	SECURITY - CASH COLLECTION <b>EVELYN RIVERS</b>	20/03/2018	250.00
EF109583	10590	INDIGENOUS WAKE REFUND <b>DEPARTMENT OF FIRE AND EMERGENCY SERVICES</b>	23/03/2018	4,792,270.96
EF109584	26499	ESL LEVY & RELATED COSTS <b>ELITE TRAVEL SOLUTIONS PTY LTD</b>	23/03/2018	5,958.50
EF109585	10152	TRAVEL AGENT SERVICES <b>AUST SERVICES UNION</b>	26/03/2018	1,229.61
EF109586	10154	PAYROLL DEDUCTIONS <b>AUSTRALIAN TAXATION OFFICE</b>	26/03/2018	430,888.00
EF109587	10305	PAYROLL DEDUCTIONS <b>CHILD SUPPORT AGENCY</b>	26/03/2018	3,811.58
EF109588	10733	PAYROLL DEDUCTIONS <b>HOSPITAL BENEFIT FUND</b>	26/03/2018	310.65
EF109589	11001	PAYROLL DEDUCTIONS <b>LOCAL GOVERNMENT RACING &amp; CEMETERIES EMPLOY</b>	26/03/2018	164.00
EF109590	11857	PAYROLL DEDUCTIONS <b>CHAMPAGNE SOCIAL CLUB</b>	26/03/2018	518.80
EF109591	11860	PAYROLL DEDUCTIONS <b>45S CLUB</b>	26/03/2018	18.00
EF109592	18553	PAYROLL DEDUCTIONS <b>SELECTUS PTY LTD</b>	26/03/2018	16,695.75
EF109593	19726	PAYROLL DEDUCTIONS <b>HEALTH INSURANCE FUND OF WA</b>	26/03/2018	1,191.40
EF109594	25987	PAYROLL DEDUCTIONS <b>TOYOTA FLEET MANAGEMENT</b>	26/03/2018	608.14
EF109595	26987	PAYROLL DEDUCTIONS - NOVATED LEASE <b>CTI RISK MANAGEMENT</b>	27/03/2018	1,188.75
EF109596	23854	SECURITY - CASH COLLECTION <b>FRATELLE GROUP PTY LTD</b>	28/03/2018	217,003.22
EF109597	10009	ARCHITECTURAL SERVICES <b>AAA PRODUCTION SERVICES</b>	31/03/2018	2,520.38
EF109598	10058	AUDIO EQUIPMENT HIRE <b>ALSCO PTY LTD</b>	31/03/2018	4,730.75
EF109599	10091	HYGIENE SERVICES/SUPPLIES <b>ASLAB PTY LTD</b>	31/03/2018	932.11
EF109600	10097	ASPHALTING SERVICES/SUPPLIES <b>BLACKWOODS ATKINS</b>	31/03/2018	110.01
EF109601	10118	ENGINEERING SUPPLIES <b>AUSTRALIA POST</b>	31/03/2018	22,132.33
EF109602	10160	POSTAGE CHARGES <b>DORMA AUSTRALIA PTY LTD</b>	31/03/2018	1,664.74
EF109603	10170	AUTOMATIC DOOR SERVICES <b>MACRI PARTNERS</b>	31/03/2018	2,420.00
EF109604	10184	AUDITING SERVICES <b>BENARA NURSERIES</b>	31/03/2018	396.00
EF109605	10207	PLANTS <b>BOC GASES</b>	31/03/2018	1,281.91
EF109606	10212	GAS SUPPLIES <b>BOSS BOLLARDS</b>	31/03/2018	434.50
EF109607	10219	SECURITY PRODUCTS <b>BOUSFIELDS MENSWEAR</b>	31/03/2018	2,380.85
EF109608	10221	CLOTHING SUPPLIES <b>BP AUSTRALIA LIMITED</b>	31/03/2018	25,410.92
EF109609	10226	DIESEL/PETROL SUPPLIES <b>BRIDGESTONE AUSTRALIA LTD</b>	31/03/2018	24,338.39
EF109610	10235	TYRE SERVICES <b>BRUCE SHANNAHANS MELVILLE TOYOTA</b>	31/03/2018	166.93
EF109611	10239	MOTOR VEHICLES/PARTS/SERVICES <b>BUDGET RENT A CAR - PERTH</b>	31/03/2018	1,280.00
EF109612	10246	MOTOR VEHICLE HIRE <b>BUNNINGS BUILDING SUPPLIES PTY LTD</b>	31/03/2018	2,473.45
EF109613	10255	HARDWARE SUPPLIES <b>CABCHARGE AUSTRALIA PTY LTD</b>	31/03/2018	1,065.99
EF109614	10256	CABCHARGES <b>CABLE LOCATES &amp; CONSULTING</b>	31/03/2018	969.21
EF109615	10326	LOCATING SERVICES <b>CITY OF GOSNELLS</b>	31/03/2018	5,659.49
		REPLACEMENT OF LIBRARY SUPPLIES / LSL		

EF109616	10333	<b>CJD EQUIPMENT PTY LTD</b> HARDWARE SUPPLIES	31/03/2018	2,047.48
EF109617	10346	<b>COATES HIRE OPERATIONS PTY LTD</b> EQUIPMENT HIRING SERVICES	31/03/2018	220.22
EF109618	10353	<b>COCKBURN CEMENT LTD</b> RATES REFUND	31/03/2018	707.52
EF109619	10359	<b>COCKBURN PAINTING SERVICE</b> PAINTING SUPPLIES/SERVICES	31/03/2018	6,457.00
EF109620	10368	<b>COCKBURN WETLANDS EDUCATION CENTRE</b> COMMUNITY GRANT	31/03/2018	96.00
EF109621	10375	<b>VEOLIA ENVIRONMENTAL SERVICES</b> WASTE SERVICES	31/03/2018	8,708.77
EF109622	10384	<b>PROGILITY PTY LTD</b> COMMUNICATION SERVICES	31/03/2018	8,522.37
EF109623	10422	<b>REITSEMA PACKAGING</b> ROAD LITTER BAGS	31/03/2018	1,005.84
EF109624	10456	<b>DATANET PTY LTD</b> SOFTWARE MODIFICATIONS	31/03/2018	4,226.20
EF109625	10483	<b>LANDGATE</b> MAPPING/LAND TITLE SEARCHES	31/03/2018	4,019.04
EF109626	10526	<b>E &amp; MJ ROSHER PTY LTD</b> MOWER EQUIPMENT	31/03/2018	3,147.00
EF109627	10528	<b>EASIFLEET MANAGEMENT</b> VEHICLE LEASE	31/03/2018	568.90
EF109628	10535	<b>WORKPOWER INCORPORATED</b> EMPLOYMENT SERVICES - PLANTING	31/03/2018	26,273.27
EF109629	10578	<b>FARINOSI &amp; SONS PTY LTD</b> HARDWARE SUPPLIES	31/03/2018	582.66
EF109630	10580	<b>FC COURIERS</b> COURIER SERVICES	31/03/2018	1,978.74
EF109631	10588	<b>FINANCIAL COUNSELLORS ASSOC OF WA INC</b> MEMBERSHIP RENEWAL	31/03/2018	200.00
EF109632	10589	<b>FINES ENFORCEMENT REGISTRY</b> FINES ENFORCEMENT FEES	31/03/2018	2,537.00
EF109633	10597	<b>FLEXI STAFF PTY LTD</b> EMPLOYMENT SERVICES	31/03/2018	73,998.38
EF109634	10600	<b>FLICK ANTICIMECT PTY LTD FORMERLY FLICK PEST CC</b> PEST CONTROL SERVICES	31/03/2018	385.00
EF109635	10609	<b>FORESTVALE TREES P/L</b> PLANTS - TREES/SHRUBS	31/03/2018	176.00
EF109636	10611	<b>FORPARK AUSTRALIA</b> PLAYGROUND EQUIPMENT	31/03/2018	44,000.00
EF109637	10636	<b>FUJI XEROX AUSTRALIA PTY LTD</b> PHOTOCOPY CHARGES	31/03/2018	4,647.47
EF109638	10655	<b>GHD PTY LTD</b> CONSULTANCY SERVICES	31/03/2018	8,035.83
EF109639	10708	<b>HEAVY AUTOMATICS PTY LTD</b> EQUIPMENT MAINTENANCE SERVICES	31/03/2018	2,820.40
EF109640	10732	<b>HORIZONS WEST BUS &amp; COACHLINES</b> TRANSPORTATION SERVICES	31/03/2018	407.00
EF109641	10740	<b>HYDRO-DYNAMIC MINING SERVICES PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	31/03/2018	900.00
EF109642	10768	<b>INST OF PUBLIC WORKS ENG AUST - WA</b> MEMBERSHIP FEES	31/03/2018	5,677.50
EF109643	10787	<b>JANDAKOT ACCIDENT REPAIR CENTRE</b> PANEL BEATING SERVICES	31/03/2018	5,000.00
EF109644	10794	<b>JASON SIGNMAKERS</b> SIGNS	31/03/2018	20,757.00
EF109645	10814	<b>JR &amp; A HERSEY PTY LTD</b> SAFETY CLOTHING SUPPLIES	31/03/2018	2,846.70
EF109646	10872	<b>LAWN DOCTOR</b> TURF MAINTENANCE SERVICES	31/03/2018	3,225.00
EF109647	10879	<b>LES MILLS AEROBICS</b> INSTRUCTION/TRAINING SERVICES	31/03/2018	1,642.86
EF109648	10888	<b>LJ CATERERS</b> CATERING SERVICES	31/03/2018	5,414.33
EF109649	10892	<b>LOCAL GOVERNMENT PROFESSIONALS AUSTRALIA WA</b> SUBSCRIPTION	31/03/2018	45.01
EF109650	10913	<b>BUCHER MUNICIPAL PTY LTD</b> PURCHASE OF NEW PLANT / REPAIR SERVICES	31/03/2018	7,018.23
EF109651	10917	<b>MAGIC NISSAN</b> PURCHASE OF VEHICLES, PARTS & REPAIRS	31/03/2018	35,786.75
EF109652	10923	<b>MAJOR MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	31/03/2018	1,035.49
EF109653	10942	<b>MCGEES PROPERTY</b>	31/03/2018	35,502.50

EF109654	10944	PROPERTY CONSULTANCY SERVICES <b>MCLEODS</b>	31/03/2018	10,669.78
EF109655	10963	LEGAL SERVICES <b>MIDLAND BRICK</b>	31/03/2018	4,899.51
EF109656	10991	BRICK/PAVING SUPPLIES <b>BEACON EQUIPMENT</b>	31/03/2018	835.00
EF109657	11028	MOWING EQUIPMENT <b>NEVERFAIL SPRINGWATER LTD</b>	31/03/2018	308.01
EF109658	11036	BOTTLED WATER SUPPLIES <b>NORTHLAKE ELECTRICAL</b>	31/03/2018	84,921.79
EF109659	11039	ELECTRICAL SERVICES <b>NOVUS AUTO GLASS</b>	31/03/2018	2,070.79
EF109660	11205	WINDSCREEN REPAIR SERVICES <b>QUALITY TRAFFIC MANAGEMENT PTY LTD</b>	31/03/2018	63,376.67
EF109661	11208	TRAFFIC CONTROL SERVICES <b>QUICK CORPORATE AUSTRALIA PTY LTD</b>	31/03/2018	5,015.07
EF109662	11235	STATIONERY/CONSUMABLES <b>REINFORCED CONCRETE PIPES PTY LTD</b>	31/03/2018	5,610.07
EF109663	11248	CONCRETE PIPE SUPPLIES <b>RICOH AUSTRALIA</b>	31/03/2018	345.80
EF109664	11274	OFFICE EQUIPMENT <b>ROTTNEST EXPRESS</b>	31/03/2018	1,868.30
EF109665	11284	ENTERTAINMENT SERVICES <b>ROYAL LIFE SAVING SOCIETY AUSTRALIA</b>	31/03/2018	600.00
EF109666	11307	TRAINING SERVICES <b>SATELLITE SECURITY SERVICES PTY LTD</b>	31/03/2018	7,579.90
EF109667	11308	SECURITY SERVICES <b>BOSS INDUSTRIAL FORMALLY SBA SUPPLIES</b>	31/03/2018	5,115.84
EF109668	11331	HARDWARE SUPPLIES <b>SHAWMAC PTY LTD</b>	31/03/2018	5,940.00
EF109669	11337	CONSULTANCY SERVICES - CIVIL <b>SHERIDANS FOR BADGES</b>	31/03/2018	253.61
EF109670	11361	NAME BADGES & ENGRAVING <b>SIGMA CHEMICALS PTY LTD</b>	31/03/2018	1,594.56
EF109671	11387	CHEMICAL SUPPLIES <b>BIBRA LAKE SOILS</b>	31/03/2018	702.00
EF109672	11425	SOIL & LIMESTONE SUPPLIES <b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b>	31/03/2018	533,380.94
EF109673	11449	WASTE DISPOSAL GATE FEES <b>SPEARWOOD FLORIST ULTIMATE CO PTY LTD</b>	31/03/2018	220.00
EF109674	11459	FLORAL ARRANGEMENTS <b>SPEARWOOD VETERINARY HOSPITAL</b>	31/03/2018	290.00
EF109675	11483	VETERINARY SERVICES <b>ST JOHN AMBULANCE AUST WA OPERATIONS</b>	31/03/2018	1,986.70
EF109676	11502	FIRST AID COURSES <b>STATE LAW PUBLISHER</b>	31/03/2018	73.25
EF109677	11520	ADVERTISING SERVICES <b>STOP &amp; COPY PRINT CENTRE PTY LTD</b>	31/03/2018	1,211.50
EF109678	11546	COPYING SERVICES <b>T FAULKNER &amp; CO</b>	31/03/2018	39,028.00
EF109679	11557	INSTALLATIONS/SUPPLY OF HAND RAILS <b>TECHNOLOGY ONE LTD</b>	31/03/2018	36,749.22
EF109680	11625	IT CONSULTANCY SERVICES <b>TOTAL EDEN PTY LTD</b>	31/03/2018	10,902.54
EF109681	11635	RETICULATION SUPPLIES <b>TOWN OF KWINANA</b>	31/03/2018	1,262.25
EF109682	11651	CONTRIBUTION TO LSL & ADVERTISING <b>TREE WATERING SERVICES</b>	31/03/2018	42,304.00
EF109683	11657	TREE WATERING SERVICES <b>TRUCKLINE PARTS CENTRES</b>	31/03/2018	163.91
EF109684	11658	AUTOMOTIVE SPARE PARTS <b>TRUGRADE MEDICAL SUPPLIES</b>	31/03/2018	18.70
EF109685	11667	MEDICAL SUPPLIES <b>TURFMASTER FACILITY MANAGEMENT</b>	31/03/2018	9,922.00
EF109686	11684	TURF & MOWING SERVICES <b>UNIVERSITY OF WESTERN AUSTRALIA</b>	31/03/2018	10,543.50
EF109687	11699	EDUCATIONAL/RESEARCH SERVICES <b>VERNON DESIGN GROUP</b>	31/03/2018	15,977.50
EF109688	11701	ARCHITECTURAL SERVICES <b>VIBRA INDUSTRIA</b>	31/03/2018	691.90
EF109689	11708	FILTER SUPPLIES <b>VITAL PACKAGING PTY LTD</b>	31/03/2018	4,675.88
EF109690	11722	PACKAGING SUPPLIES <b>WA HINO SALES &amp; SERVICE</b>	31/03/2018	1,209.85
		PURCHASE OF NEW TRUCKS / MAINTENANCE		

EF109691	11749	<b>WARRENS EARTHMOVING CONTRACTORS</b> EARTHMOVING SERVICES	31/03/2018	8,415.00
EF109692	11773	<b>WESFARMERS LANDMARK LIMITED</b> CHEMICAL SUPPLIES	31/03/2018	1,472.38
EF109693	11787	<b>DEPT OF TRANSPORT</b> VEHICLE SEARCH FEES	31/03/2018	355.10
EF109694	11789	<b>WALGA</b> ADVERTISING/TRAINING SERVICES	31/03/2018	1,799.00
EF109695	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	31/03/2018	63,096.96
EF109696	11795	<b>WESTERN POWER</b> STREET LIGHTING INSTALLATION & SERVICE	31/03/2018	43,475.00
EF109697	11806	<b>WESTRAC PTY LTD</b> REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	31/03/2018	7,273.35
EF109698	11835	<b>WURTH AUSTRALIA PTY LTD</b> HARDWARE SUPPLIES	31/03/2018	1,079.68
EF109699	11873	<b>WATTLEUP TRACTORS</b> HARDWARE SUPPLIES	31/03/2018	1,375.80
EF109700	12014	<b>TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/A</b> EXCAVATING/EARTHMOVING EQUIPMENT	31/03/2018	2,829.09
EF109701	12153	<b>HAYS PERSONNEL SERVICES PTY LTD</b> EMPLOYMENT SERVICES	31/03/2018	1,098.16
EF109702	12589	<b>AUSTRALIAN INSTITUTE OF MANAGEMENT</b> TRAINING SERVICES	31/03/2018	790.00
EF109703	12656	<b>COOGEE BEACH SURF LIFESAVING CLUB INC</b> POORE GROVE SLSC DEVELOPMENT COSTS	31/03/2018	5,123.00
EF109704	12712	<b>MISS MAUD</b> CATERING SERVICES	31/03/2018	384.80
EF109705	12791	<b>ALCHEMY TECHNOLOGY</b> COMPUTER SOFTWARE SERVICES	31/03/2018	2,827.83
EF109706	12811	<b>SPORTS CIRCUIT LINEMARKING</b> SPORTS LINE MARKING SERVICES	31/03/2018	1,408.00
EF109707	12883	<b>CONSERVATION VOLUNTEERS AUSTRALIA</b> ENVIRONMENTAL SERVICES	31/03/2018	825.00
EF109708	13000	<b>BORAL ASPHALT WA</b> SUPPLY OF ASPHALT	31/03/2018	994.63
EF109709	13056	<b>CLEANDUSTRIAL SERVICES PTY LTD</b> CLEANING SERVICES	31/03/2018	105,239.14
EF109710	13393	<b>SOUTH WEST GROUP</b> CONTRIBUTIONS	31/03/2018	35,750.00
EF109711	13462	<b>ATI-MIRAGE PTY LTD</b> TRAINING SERVICES	31/03/2018	2,475.00
EF109712	13563	<b>GREEN SKILLS INC</b> EMPLOYMENT SERVICES	31/03/2018	16,971.98
EF109713	13582	<b>DBS FENCING</b> FENCING SERVICES	31/03/2018	41,250.00
EF109714	13825	<b>JACKSON MCDONALD</b> LEGAL SERVICES	31/03/2018	2,628.69
EF109715	13849	<b>MCMULLEN NOLAN &amp; PARTNERS SURVEYORS P/L</b> SURVEYING SERVICES	31/03/2018	6,050.00
EF109716	13860	<b>KRS CONTRACTING</b> WASTE COLLECTION SERVICES	31/03/2018	52,758.75
EF109717	13998	<b>AIR &amp; POWER PTY LTD</b> MECHANICAL PARTS	31/03/2018	628.87
EF109718	14311	<b>BBC ENTERTAINMENT</b> ENTERTAINMENT SERVICES	31/03/2018	550.00
EF109719	14350	<b>BAILEYS FERTILISERS</b> FERTILISER SUPPLIES	31/03/2018	22,790.16
EF109720	14593	<b>AUSTREND INTERNATIONAL PTY LTD</b> ALUMINIUM SUPPLIES	31/03/2018	1,555.68
EF109721	14598	<b>ALF REBOLA THE GOOD GUYS</b> ELECTRICAL GOODS	31/03/2018	68.00
EF109722	14977	<b>TANKNOLOGY AUSTRALIA</b> ANALYTICAL SERVICES	31/03/2018	7,287.50
EF109723	15267	<b>CHEMSEARCH AUSTRALIA</b> CHEMICAL SUPPLIES	31/03/2018	2,875.84
EF109724	15271	<b>PLE COMPUTERS PTY LTD PLE CORPORATE IT</b> COMPUTER HARDWARE	31/03/2018	97.65
EF109725	15393	<b>STRATAGREEN</b> HARDWARE SUPPLIES	31/03/2018	500.97
EF109726	15588	<b>NATURAL AREA HOLDINGS PTY LTD</b> WEED SPRAYING	31/03/2018	2,808.30
EF109727	15678	<b>A2Z PEST CONTROL THE TRUSTEE FOR CALDOW TRAD</b> PEST CONTROL	31/03/2018	6,924.00
EF109728	15786	<b>AD ENGINEERING INTERNATIONAL PTY LTD</b>	31/03/2018	132.00



EF109729	15868	SIGNS - ELECTRONIC <b>CARDNO (WA) PTY LTD</b>	31/03/2018	7,174.20
EF109730	15914	CONSULTANCY SERVICES - ENGINEERING <b>T-QUIP</b>	31/03/2018	1,468.00
EF109731	16064	MOWING EQUIPMENT <b>CMS ENGINEERING PTY LTD</b>	31/03/2018	19,272.77
EF109732	16107	AIRCONDITIONING SERVICES <b>WREN OIL</b>	31/03/2018	66.00
EF109733	16108	WASTE DISPOSAL SERVICES <b>ALTIFORM PTY LTD</b>	31/03/2018	2,083.40
EF109734	16257	OUTDOOR FURNITURE <b>THE FINISHING TOUCH GALLERY</b>	31/03/2018	113.45
EF109735	16396	FRAMING SERVICES <b>MAYDAY EARTHMOVING</b>	31/03/2018	49,343.25
EF109736	16510	ROAD CONSTRUCTION MACHINE HIRE <b>LLOYD GEORGE ACOUSTICS PTY LTD</b>	31/03/2018	660.00
EF109737	16985	CONSULTANCY SERVICES - ACOUSTIC <b>WA PREMIX</b>	31/03/2018	24,300.10
EF109738	16997	CONCRETE SUPPLIES <b>AUS SECURE</b>	31/03/2018	340.00
EF109739	17279	SECURITY SERVICES/PRODUCTS <b>AUSSIE COOL SHADES</b>	31/03/2018	4,400.00
EF109740	17471	SHADE SAILS & AWNINGS <b>PIRTEK (FREMANTLE) PTY LTD</b>	31/03/2018	1,190.76
EF109741	17511	HOSES & FITTINGS <b>CSR GYPROCK</b>	31/03/2018	217.95
EF109742	17555	GYPROCK SUPPLIES <b>MAIA FINANCIAL PTY LTD</b>	31/03/2018	206,364.67
EF109743	17600	EQUIPMENT LEASE PAYMENTS <b>ERLECTIONS (WA)</b>	31/03/2018	8,633.35
EF109744	17608	GUARD RAILS <b>NU-TRAC RURAL CONTRACTING</b>	31/03/2018	8,416.00
EF109745	17827	BEACH CLEANING/FIREBREAK CONSTRUCTION <b>NILSEN (WA) PTY LTD</b>	31/03/2018	13,296.82
EF109746	17887	ELECTRICAL SERVICES <b>RED SAND SUPPLIES PTY LTD</b>	31/03/2018	66.00
EF109747	18126	MACHINERY HIRE <b>DELL AUSTRALIA PTY LTD</b>	31/03/2018	12,581.00
EF109748	18203	COMPUTER HARDWARE <b>NATSYNC ENVIRONMENTAL</b>	31/03/2018	2,079.00
EF109749	18272	PEST CONTROL <b>AUSTRACLEAR LIMITED</b>	31/03/2018	41.33
EF109750	18373	INVESTMENT SERVICES <b>ROCKINGHAM NISSAN</b>	31/03/2018	37,160.25
EF109751	18508	PURCHASE OF NEW VEHICLE <b>JOHN TURNER</b>	31/03/2018	15,649.56
EF109752	18734	BRICK LAYING SERVICES <b>P &amp; R EDWARDS</b>	31/03/2018	455.00
EF109753	18763	ENTERTAINMENT SERVICES <b>LOCAL COMMUNITY INSURANCE SERVICES</b>	31/03/2018	619.52
EF109754	18799	COMMUNITY INSURANCE POLICIES <b>DOWN TO EARTH TRAINING &amp; ASSESSING</b>	31/03/2018	4,750.00
EF109755	18962	TRAINING SERVICES <b>SEALANES (1985) P/L</b>	31/03/2018	1,370.00
EF109756	19302	CATERING SUPPLIES <b>CHUNG WAH ASSOCIATION INC</b>	31/03/2018	330.00
EF109757	19349	ENTERTAINMENT SERVICES <b>WRIGHTWAY ROAD TRAINING PTY LTD</b>	31/03/2018	1,430.00
EF109758	19500	DRIVER TRAINING <b>PLAN E</b>	31/03/2018	2,634.50
EF109759	19502	PLANNING CONSULTANCY SERVICES <b>WORLEYPARSONS SERVICES PTY LTD</b>	31/03/2018	11,428.03
EF109760	19533	ENGINEERING CONSULTANCY SERVICES <b>WOOLWORTHS LTD</b>	31/03/2018	2,523.30
EF109761	19541	GROCERIES <b>TURF CARE WA PTY LTD</b>	31/03/2018	1,892.00
EF109762	19657	TURF SERVICES <b>BIGMATE MONITORING SERVICES PTY LTD</b>	31/03/2018	1,020.80
EF109763	19715	COMPUTER HARDWARE/SOFTWARE <b>TONY JONES ART PROJECTS</b>	31/03/2018	3,300.00
EF109764	20000	ARTWORK MATERIALS <b>AUST WEST AUTO ELECTRICAL P/L</b>	31/03/2018	14,558.47
EF109765	20215	AUTO ELECTRICAL SERVICES <b>POWERVAC</b>	31/03/2018	400.83
		CLEANING EQUIPMENT		

EF109766	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	31/03/2018	21,994.50
EF109767	20341	<b>WILHELMINA MARIA HOUWEN</b> GARDENING SERVICES	31/03/2018	2,835.00
EF109768	20546	<b>PACIFIC BIOLOGICS PTY LTD</b> INSECTICIDES/PESTICIDES-MOSQUITO CONTROL	31/03/2018	163.90
EF109769	20549	<b>A1 CARPET, TILE &amp; GROUT CLEANING</b> CLEANING SERVICES - TILES/CARPET	31/03/2018	6,198.50
EF109770	20608	<b>PRESTIGE HONDA</b> VEHICLES	31/03/2018	40,651.40
EF109771	20746	<b>ACCUWEIGH</b> WEIGHING EQUIPMENT	31/03/2018	2,288.00
EF109772	21120	<b>SHOREWATER MARINE PTY LTD</b> MARINE CONSTRUCTION SERVICES	31/03/2018	11,521.74
EF109773	21127	<b>JOANNA AYCKBOURN (VOICES IN SINC)</b> INSTRUCTION - SINGING	31/03/2018	800.00
EF109774	21287	<b>T.J.DEPIAZZI &amp; SONS</b> SOIL & MULCH SUPPLIES	31/03/2018	1,386.88
EF109775	21294	<b>CAT HAVEN</b> ANIMAL SERVICES	31/03/2018	858.00
EF109776	21371	<b>LD TOTAL SANPOINT PTY LTD</b> LANDSCAPING WORKS/SERVICES	31/03/2018	87,520.96
EF109777	21469	<b>JOHN HUGHES VOLKSWAGON</b> PURCHASE OF NEW VEHICLE	31/03/2018	10,272.49
EF109778	21627	<b>MANHEIM PTY LTD</b> IMPOUNDED VEHICLES	31/03/2018	1,837.00
EF109779	21678	<b>IANNELLO DESIGNS</b> GRAPHIC DESIGN	31/03/2018	1,089.00
EF109780	21697	<b>ICT EXPRESS PTY LTD</b> CONSULTANCY SERVICES - IT	31/03/2018	25,170.20
EF109781	21744	<b>JB HI FI - COMMERCIAL</b> ELECTRONIC EQUIPMENT	31/03/2018	7,097.00
EF109782	21915	<b>ECOWATER SERVICES PTY LTD</b> MAINTENANCE SERVICES - WASTE SYSTEMS	31/03/2018	406.80
EF109783	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	31/03/2018	1,420.67
EF109784	22106	<b>INTELFIE GROUP</b> SERVICES - DAIP	31/03/2018	6,396.19
EF109785	22337	<b>SEGAFREDO ZANETTI AUSTRALIA PTY LTD</b> COFFEE & COFFEE MACHINES	31/03/2018	1,363.13
EF109786	22348	<b>MAL ATWELL LEISURE GROUP</b> AMUSEMENT, ENTERTAINMENT	31/03/2018	585.00
EF109787	22376	<b>BCI SALES PTY LTD</b> BUS SALES, REPAIRS, MAINTENANCE	31/03/2018	194.70
EF109788	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	31/03/2018	742.81
EF109789	22569	<b>SONIC HEALTH PLUS PTY LTD</b> MEDICAL SERVICES	31/03/2018	3,193.30
EF109790	22572	<b>IRONBARK ENVIRONMENTAL &amp; SUSTAINABLE DEVELOP</b> CONSULTING SERVICES - ENVIRONMENTAL	31/03/2018	12,493.25
EF109791	22602	<b>DENSFORD CIVIL PTY LTD</b> CIVIL & ELECTRICAL WORKS	31/03/2018	271,394.14
EF109792	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	31/03/2018	450.00
EF109793	22619	<b>KSC TRAINING</b> TRAINING SERVICES	31/03/2018	1,650.00
EF109794	22624	<b>AUSSIE EARTHWORKS PTY LTD</b> EARTHWORKS	31/03/2018	16,549.00
EF109795	22639	<b>SHATISH CHAUHAN</b> TRAINING SERVICES - YOGA	31/03/2018	1,128.00
EF109796	22658	<b>SERCUL</b> URBAN LANDCARE SERVICES	31/03/2018	220.00
EF109797	22680	<b>LEONARD THORN</b> CULTURAL PRESENTATION SERVICES	31/03/2018	750.00
EF109798	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	31/03/2018	138,008.69
EF109799	22752	<b>ELGAS LIMITED</b> GAS SUPPLIES	31/03/2018	173.88
EF109800	22806	<b>PUMA ENERGY (AUSTRALIA) FUELS PTY LTD</b> FUEL SUPPLIES	31/03/2018	62,202.95
EF109801	22879	<b>REMIDA PERTH INC</b> ARTISTIC SERVICES	31/03/2018	3,004.00
EF109802	22913	<b>AUSTRALIAN OFFICE LEADING BRANDS.COM.AU</b> ENVELOPES	31/03/2018	309.10
EF109803	23351	<b>COCKBURN GP SUPER CLINIC LIMITED T/A COCKBURN</b>	31/03/2018	1,982.02

		LEASING FEES		
EF109804	23411	<b>COCKBURN REMOVALS</b>	31/03/2018	9,207.00
		REMOVAL SERVICES		
EF109805	23457	<b>TOTALLY WORK WEAR FREMANTLE</b>	31/03/2018	430.23
		CLOTHING - UNIFORMS		
EF109806	23579	<b>DAIMLER TRUCKS PERTH</b>	31/03/2018	3,187.05
		PURCHASE OF NEW TRUCK		
EF109807	23849	<b>JCB CONSTRUCTION EQUIPMENT AUSTRALIA</b>	31/03/2018	2,102.36
		PLANT/MACHINERY PURCHASE & MAINTENANCE		
EF109808	23858	<b>SPECIALISED SECURITY SHREDDING</b>	31/03/2018	30.44
		DOCUMENT DESTRUCTION SERVICES		
EF109809	23971	<b>FIND WISE LOCATION SERVICES</b>	31/03/2018	1,200.10
		LOCATING SERVICES - UNDERGROUND		
EF109810	24156	<b>MASTEC AUSTRALIA PTY LTD</b>	31/03/2018	31,719.69
		PURCHASE OF NEW BINS		
EF109811	24180	<b>KARDINYA JUNIOR FOOTBALL CLUB</b>	31/03/2018	265.00
		REGISTRATION FEES		
EF109812	24183	<b>WELLARD GLASS</b>	31/03/2018	1,870.08
		GLASS REPAIR SERVICES		
EF109813	24189	<b>COMMUNITY TRANSFORMATIONS INC</b>	31/03/2018	363.00
		TRAINING SERVICES		
EF109814	24275	<b>TRUCK CENTRE WA PTY LTD</b>	31/03/2018	87,348.84
		PURCHASE OF NEW TRUCK		
EF109815	24506	<b>AMARANTI'S PERSONAL TRAINING</b>	31/03/2018	300.00
		PERSONAL TRAINING SERVICES		
EF109816	24595	<b>CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD</b>	31/03/2018	621.50
		PHOTOGRAPHY SERVICES		
EF109817	24599	<b>POOLWERX SPEARWOOD</b>	31/03/2018	2,257.80
		ANALYTICAL SERVICES		
EF109818	24610	<b>ALL FLAGS SIGNS &amp; BANNERS</b>	31/03/2018	2,138.40
		SIGNS, FLAGS, BANNERS		
EF109819	24655	<b>AUTOMASTERS SPEARWOOD</b>	31/03/2018	6,675.00
		VEHICLE SERVICING		
EF109820	24661	<b>BEAUCHAMP NOMINEES &amp; FOBING HALL PTY LTD</b>	31/03/2018	330,000.00
		DCA 9 - HAMMOND PARK		
EF109821	24724	<b>QUALITY MARINE COATING SYSTEMS P/L</b>	31/03/2018	3,652.00
		CLEANING SERVICES - ROAD SURFACES		
EF109822	24725	<b>FERAL INVASIVE SPECIES ERADICATION MANAGEMENT</b>	31/03/2018	535.00
		ERADICATION MANAGEMENT SERVICES		
EF109823	24734	<b>MYRIAD IMAGES</b>	31/03/2018	4,345.00
		PHOTOGRAPHY SERVICES		
EF109824	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL SERVICES P/L</b>	31/03/2018	24,449.41
		ELECTRICAL SERVICES		
EF109825	24862	<b>BEARDS SECURITY</b>	31/03/2018	200.00
		SECURITY SERVICES		
EF109826	24864	<b>FREMANTLE FOOTBALL CLUB</b>	31/03/2018	17,575.37
		MERCHANDISE STOCK FOR RETAIL SALE		
EF109827	24945	<b>NS PROJECTS PTY LTD</b>	31/03/2018	2,381.50
		PROJECT MANAGEMENT SERVICES		
EF109828	24949	<b>BITUMEN SURFACING THE TRUSTEE FOR COMPLETE R</b>	31/03/2018	8,351.20
		BITUMEN SUPPLIES		
EF109829	24974	<b>SCOTT PRINT</b>	31/03/2018	9,691.00
		PRINTING SERVICES		
EF109830	24978	<b>AMBIUS</b>	31/03/2018	519.56
		PLANTS SUPPLIES		
EF109831	25102	<b>FREMANTLE MOBILE WELDING</b>	31/03/2018	5,724.40
		WELDING SERVICES		
EF109832	25115	<b>FIIG</b>	31/03/2018	2,750.00
		INVESTMENT MANAGEMENT SERVICES		
EF109833	25121	<b>IMAGESOURCE DIGITAL SOLUTIONS</b>	31/03/2018	2,485.56
		BILLBOARDS		
EF109834	25264	<b>ACURIX NETWORKS PTY LTD</b>	31/03/2018	2,907.30
		WIFI ACCESS SERVICE		
EF109835	25418	<b>CS LEGAL</b>	31/03/2018	6,622.32
		LEGAL SERVICES		
EF109836	25644	<b>DYMOCKS GARDEN CITY</b>	31/03/2018	125.92
		PURCHASE OF BOOKS		
EF109837	25645	<b>YELAKITJ MOORT NYUNGAR ASSOCIATION INC</b>	31/03/2018	400.00
		WELCOME TO THE COUNTRY PERFORMANCES		
EF109838	25664	<b>GETTY IMAGES</b>	31/03/2018	7,150.00
		VISUAL CONTENT - CREATIVE AND EDITORIAL		
EF109839	25713	<b>DISCUS ON DEMAND THE TRUSTEE FOR DISCUS ON DEI</b>	31/03/2018	4,264.70
		PRINTING SERVICES		
EF109840	25733	<b>MIRACLE RECREATION EQUIPMENT</b>	31/03/2018	27,434.00
		PLAYGROUND INSTALLATION / REPAIRS		

EF109841	25813	<b>LGCONNECT PTY LTD</b> ERP SYSTEMS DEVELOPMENT	31/03/2018	12,375.00
EF109842	25822	<b>FIT2WORK.COM.AU MERCURY SEARCH AND SELECTION</b> EMPLOYEE CHECK	31/03/2018	38.39
EF109843	25832	<b>EXTERIA</b> STREET AND PARK INFRASTRUCTURE	31/03/2018	1,906.30
EF109844	25874	<b>BRIGHTSKY AUSTRALIA</b> HEALTHCARE PRODUCTS	31/03/2018	692.45
EF109845	25940	<b>LEAF BEAN MACHINE</b> COFFEE BEAN SUPPLY	31/03/2018	600.00
EF109846	25962	<b>ALL LINES</b> LINEMARKING SERVICES	31/03/2018	1,320.00
EF109847	25972	<b>CASTLEDEX PTY LTD</b> OFFICE FURNITURE	31/03/2018	13,799.50
EF109848	25989	<b>CULTURAL LEARNING CENTRE MOSAICA INC.</b> CULTURAL GRANT	31/03/2018	250.00
EF109849	26020	<b>GRANT ELEVATORS</b> LIFT MAINTENANCE	31/03/2018	858.00
EF109850	26029	<b>AUTOSWEEP WA</b> SWEEPING SERVICES	31/03/2018	4,653.00
EF109851	26067	<b>SPRAYKING WA PTY LTD</b> CHEMICAL WEED CONTROL SERVICES	31/03/2018	19,045.55
EF109852	26110	<b>DASH CIVIL CONTRACTING</b> CONCRETING SERVICES	31/03/2018	22,908.00
EF109853	26114	<b>GRACE RECORDS MANAGEMENT</b> RECORDS MANAGEMENT SERVICES	31/03/2018	1,229.25
EF109854	26195	<b>PLAY CHECK</b> CONSULTING SERVICES	31/03/2018	627.00
EF109855	26211	<b>AMCOM PTY LTD</b> INTERNET/DATA SERVICES	31/03/2018	25,028.05
EF109856	26251	<b>HEALING INDIA GLASS AND GIFTWARES</b> FACILITATION SERVICES - WORKSHOPS	31/03/2018	200.00
EF109857	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERVICES	31/03/2018	4,977.00
EF109858	26303	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE MAINTENAI</b> TURF & LANDSCAPE MAINTENANCE	31/03/2018	164,211.11
EF109859	26314	<b>CPE GROUP</b> TEMPORARY EMPLOYMENT SERVICES	31/03/2018	1,613.08
EF109860	26321	<b>SKATEBOARDING WA</b> SKATEBOARDING CLINICS	31/03/2018	6,000.00
EF109861	26330	<b>KENNARDS HIRE - BIBRA LAKE</b> EQUIPMENT HIRE	31/03/2018	65.00
EF109862	26359	<b>WILSON SECURITY</b> SECURITY SERVICES	31/03/2018	196,933.12
EF109863	26399	<b>PAPERSOUT THE TRUSTEE FOR PETERS MORRISON F</b> GRAPHIC DESIGN SERVICES	31/03/2018	1,200.00
EF109864	26403	<b>CHES POWER GROUP</b> ENGINEERING SOLUTIONS / BACK UP GENERATO	31/03/2018	641.70
EF109865	26416	<b>COOLBELLUP NEWSAGENCY THE TRUSTEE FOR DAWK</b> NEWSPAPER DELIVERY SERVICES	31/03/2018	1,892.88
EF109866	26418	<b>INTEGRANET TECHNOLOGY GROUP PTY LTD</b> ICT CONSULTANCY SERVICES	31/03/2018	47,608.00
EF109867	26419	<b>EQUIFAX AUSTRALASIA CREDIT RATINGS PTY LTD</b> CREDIT REFERENCE CHECKS	31/03/2018	1,811.70
EF109868	26423	<b>ALPHA PEST ANIMAL SOLUTIONS INVASIVE SPECIES P1</b> PEST CONTROL SERVICES	31/03/2018	660.00
EF109869	26442	<b>BULLANT SECURITY PTY LTD KEY WEST LOCK SERVICE</b> LOCKSMITH & SECURITU SERVICES	31/03/2018	2,378.75
EF109870	26449	<b>ECO SHARK BARRIER PTY LTD</b> LEASING FEE FOR SHARK BARRIER	31/03/2018	45,000.00
EF109871	26470	<b>SCP CONSERVATION AND LAND MANAGEMENT</b> FENCING SERVICES	31/03/2018	4,110.70
EF109872	26516	<b>ULTIMATE LIMESTONE</b> CONSTRUCTION SERVICES	31/03/2018	45,540.00
EF109873	26549	<b>SHARON GREGORY (KOORT-KADAK CONSULTANCY)</b> CONSULTANCY SERVICES	31/03/2018	50.00
EF109874	26574	<b>EVA BELLYDANCE</b> ENTERTAINMENT - BELLY DANCING	31/03/2018	300.00
EF109875	26577	<b>S-TECH HOLDINGS PTY LTD</b> SIGN MAKING SERVICES	31/03/2018	192.50
EF109876	26588	<b>SOURCE SEPARATION SYSTEMS P/L</b> PROVIDING WASTE AND RECYCLING BINS	31/03/2018	175.42
EF109877	26606	<b>ENVIRO INFRASTRUCTURE PTY LTD</b> CONSTRUCTION& FABRICATION	31/03/2018	99,165.62
EF109878	26613	<b>AVE BIN AND BBQ CLEANING PTY LTD</b>	31/03/2018	2,464.50



EF109879	26614	CLENAING SERVICES (BBQ - BINS) <b>MARKETFORCE PTY LTD</b>	31/03/2018	2,977.25
EF109880	26620	ADVERTISING <b>GRA EVERINGHAM PTY LTD</b>	31/03/2018	11,000.00
EF109881	26625	CONSULTING/ADVISORY <b>ANDOVER DETAILERS</b>	31/03/2018	452.89
EF109882	26637	CAR DETAILING SERVICES <b>SYLEX ERGONOMICS</b>	31/03/2018	1,670.90
EF109883	26639	OFFICE FUNITURE <b>SAFEGUARD INDUSTRIES</b>	31/03/2018	700.00
EF109884	26651	SECURITY DOORS, SCREENS AND ROLLER SHUTT <b>FAUNATRACK</b>	31/03/2018	3,465.00
EF109885	26655	FAUNA SURVEY <b>WORLDWIDE PRINTING SOLUTIONS EAST PERTH</b>	31/03/2018	3,564.00
EF109886	26669	PRINTING SERVICES <b>TURNER DESIGN PTY LTD</b>	31/03/2018	24,574.00
EF109887	26673	GRAPHIC DESIGN CONSULTANCY <b>PROJECT 3 PTY LTD</b>	31/03/2018	86,068.50
EF109888	26698	EVENT AND MARKETING AGENCY <b>MELVILLE MITSUBISHI</b>	31/03/2018	13,384.30
EF109889	26709	PURCHASE OF NEW VEHICLES & MAINTENANCE <b>TALIS CONSULTANTS PTY LTD</b>	31/03/2018	9,446.25
EF109890	26721	WASTE CONSULTANCY <b>QUAD SERVICES PTY LTD</b>	31/03/2018	25,043.47
EF109891	26735	CLEANING SERVICES <b>SHANE MCMASTER SURVEYS</b>	31/03/2018	10,670.00
EF109892	26739	SURVEY SERVICES <b>KERB DOCTOR</b>	31/03/2018	4,934.60
EF109893	26743	KERB MAINTENANCE <b>STATEWIDE TURF SERVICES</b>	31/03/2018	9,166.00
EF109894	26746	TURF RENOVATION <b>MOWER CITY</b>	31/03/2018	1,809.40
EF109895	26747	LAWN MAINTENANCE <b>BELL-VISTA FRUIT &amp; VEG</b>	31/03/2018	982.34
EF109896	26749	FRUIT AND VEGETABLES. <b>BOOMERS PLUMBING AND GAS PTY LTD</b>	31/03/2018	52,800.00
EF109897	26752	PLUMBING SERVICES <b>MG GROUP WA</b>	31/03/2018	48,820.48
EF109898	26754	CONSTRUCTION <b>INSIGHT CALL CENTRE SERVICES</b>	31/03/2018	5,810.15
EF109899	26759	CALL CENTRE SERVICES <b>METRO FILTERS</b>	31/03/2018	39.60
EF109900	26761	CANOPY, FLUE AND FANS CLEANIND AND FILTE <b>THE SAND CARD COMPANY</b>	31/03/2018	430.00
EF109901	26763	ENTERTAINMENT SERVICES <b>RHYTHM FIX</b>	31/03/2018	300.00
EF109902	26770	MUSIC ENTERTAINER <b>LAKESIDE MOWERS &amp; MOTORCYCLES</b>	31/03/2018	187.50
EF109903	26774	REPAIRS/MAINTENANCE SERVICES <b>NATURALISTE LAND SURVEYS</b>	31/03/2018	2,630.00
EF109904	26780	SURVEYING SERVICES <b>METROPOLITAN OMNIBUS COMPANY</b>	31/03/2018	297.00
EF109905	26782	BUS HIRE <b>SOFT LANDING</b>	31/03/2018	24,448.82
EF109906	26803	RECYCLING SERVICES <b>JACOBS GROUP (AUSTRALIA) PTY LTD</b>	31/03/2018	13,140.60
EF109907	26811	CONSULTANCY - ENGINEERING <b>ROMERI MOTOR TRIMMERS</b>	31/03/2018	759.00
EF109908	26813	UPHOLSTERY REPAIR <b>BUSWEST</b>	31/03/2018	220.00
EF109909	26822	BUS HIRE <b>CSE CROSSCOM PTY LTD</b>	31/03/2018	826.10
EF109910	26824	COMMUNICATION EQUIPMENT <b>WEB KEY IT PTY LTD</b>	31/03/2018	2,288.00
EF109911	26830	WEBSITE CONSULTANCY <b>ECO EATS CATERING</b>	31/03/2018	676.95
EF109912	26831	CATERING <b>AFL SPORTS READY LTD</b>	31/03/2018	674.33
EF109913	26835	EDUCATION & TRAINING <b>NGIS AUSTRALIA PTY LTD</b>	31/03/2018	14,742.95
EF109914	26843	GEOGRAPHIC INFORMATION SYSTEMS <b>ERGOLINK</b>	31/03/2018	2,031.00
EF109915	26854	ERGONOMIC OFFICE FURNITURE <b>IFAP</b>	31/03/2018	399.00
		TRAINING		

EF109916	26873	<b>HEALTHY BUILDING SYSTEMS AUSTRALIA PTY LTD</b> FLOORING FINISHES	31/03/2018	1,078.00
EF109917	26888	<b>MEDIA ENGINE</b> GRAPHIC DESIGN, MARKETING, VIDEO PRODUCT	31/03/2018	15,260.00
EF109918	26893	<b>THE BASKETBALL MAN</b> SPORTING GOODS	31/03/2018	1,287.00
EF109919	26901	<b>ALYKA PTY LTD</b> DIGITAL CONSULTANCY AND WEB DEVELOPMENT	31/03/2018	8,855.00
EF109920	26907	<b>MADJITIL MOORNA INC</b> ENTERTAINMENT	31/03/2018	1,100.00
EF109921	26909	<b>WEST COAST PROFILERS PTY LTD</b> ROAD PLANING COLD SERVICES	31/03/2018	45,010.50
EF109922	26915	<b>FOCUSED VISION CONSULTING PTY LTD</b> CONSULTING	31/03/2018	332.20
EF109923	26917	<b>CIRRUS NETWORKS PTY LTD</b> IT NETWORK & TELEPHONY SERVICES	31/03/2018	15,353.42
EF109924	26929	<b>ELAN ENERGY MATRIX PTY LTD</b> RECYCLING SERVICES	31/03/2018	950.25
EF109925	26938	<b>MAJESTIC PLUMBING</b> PLUMBING SERVICES	31/03/2018	33,125.40
EF109926	26940	<b>FLOORWEST</b> FLOOR COVERINGS	31/03/2018	15,735.50
EF109927	26946	<b>AV TRUCK SERVICES PTY LTD</b> TRUCK DEALERSHIP	31/03/2018	4,445.72
EF109928	26963	<b>LOGIKAL PROJECTS PTY LTD</b> PROJECT MANAGEMENT	31/03/2018	5,040.00
EF109929	26964	<b>SOUTH METROPOLITAN TAFE</b> EDUCATION	31/03/2018	612.50
EF109930	26974	<b>MISTER MAGNETS</b> PROMOTIONAL PRODUCTS - MAGNETS	31/03/2018	7,398.00
EF109931	26983	<b>HITECH SPORTS PTY LTD</b> SPORTING EQUIPMENT	31/03/2018	1,639.00
EF109932	26984	<b>COMMERCIAL AQUATICS AUSTRALIA PTY LTD</b> POOL EQUIPMENT	31/03/2018	9,124.50
EF109933	26985	<b>ACCESS ICON PTY LTD</b> DRAINAGE PRODUCTS	31/03/2018	2,062.50
EF109934	26987	<b>CTI RISK MANAGEMENT</b> SECURITY - CASH COLLECTION	31/03/2018	1,217.70
EF109935	26988	<b>BLADON WA PTY LTD</b> PROMOTIONAL PRODUCTS	31/03/2018	798.05
EF109936	26998	<b>PEROCIN PTY LTD (T/AS LANGE CONSULTING &amp; SOFTW</b> CONSULTANCY - SOFTWARE	31/03/2018	9,900.00
EF109937	27002	<b>COCKBURN PARTY HIRE</b> HIRE SERVICES	31/03/2018	6,375.30
EF109938	27006	<b>BIBRA LAKE IGA XPRESS</b> LIQUOR SUPPLIES	31/03/2018	701.58
EF109939	27010	<b>QUANTUM BUILDING SERVICES PTY LTD</b> BUILDING MAINTENANCE	31/03/2018	36,857.61
EF109940	27015	<b>INTELLI TRAC</b> GPS TRACKING	31/03/2018	308.00
EF109941	27027	<b>FRIG TECH WA</b> REFRIDGERATION SERVICES	31/03/2018	37,807.94
EF109942	27031	<b>DOWNER EDI WORKS PTY LTD</b> ASPHALT SERVICES	31/03/2018	217,934.00
EF109943	27034	<b>ADELBY PTY LTD</b> FIREBREAK CONSTRUCTION	31/03/2018	1,611.50
EF109944	27044	<b>GRAFFITI SYSTEMS AUSTRALIA</b> GRAFFITI REMOVAL & ANTI-GRAFFITI COATING	31/03/2018	9,420.55
EF109945	27054	<b>VOCUS PTY LTD</b> TELECOMMUNICATIONS	31/03/2018	2,357.15
EF109946	27059	<b>FRONTLINE FIRE AND RESCUE EQUIPMENT</b> MANUFACTURE-FIRE VEHICLES/EQUIPMENT	31/03/2018	603.14
EF109947	27060	<b>CANTERBURY GROUP PTY LTD</b> OFFICE FURNITURE	31/03/2018	21,594.10
EF109948	27063	<b>NATURE PLAY SOLUTIONS</b> PLAYGROUND DESIGN/CONSULTANCY	31/03/2018	20,282.13
EF109949	27064	<b>COMMUNITY FIRST INTERNATIONAL</b> DISABILITY SERVICES	31/03/2018	2,926.00
EF109950	27065	<b>WESTBOOKS</b> BOOKS	31/03/2018	8,971.35
EF109951	27067	<b>IATA (AUST) PTY LTD</b> EDUCATION & TRAINING	31/03/2018	2,200.00
EF109952	27069	<b>HART SPORT</b> SPORTS EQUIPMENT	31/03/2018	390.80
EF109953	27077	<b>CARBON NEUTRAL</b>	31/03/2018	8,800.00

EF109954	27082	CARBON SOLUTIONS PROVIDER <b>KULBARDI PTY LTD</b>	31/03/2018	970.20
EF109955	27085	STATIONERY SUPPLIES <b>SAVILLS PROJECT MANAGEMENT PTY LTD</b>	31/03/2018	9,525.96
EF109956	27098	PROJECT MANAGEMENT <b>Q2 (Q-SQUARED)</b>	31/03/2018	2,667.50
EF109957	27100	DIGITAL DATA SERVICE <b>SEA JEWELS SWIMWEAR</b>	31/03/2018	1,617.20
EF109958	27104	SWIMWEAR <b>BLACK DIAMOND SECURITY (AUSTRALIA) PTY LTD</b>	31/03/2018	6,526.40
EF109959	27119	SECURITY <b>MONITORED SECURITY SYSTEMS PTY LTD</b>	31/03/2018	66.00
EF109960	27126	SECURITY <b>LINDSAY MILES</b>	31/03/2018	1,550.00
EF109961	27127	EDUCATION (SUSTAINABILITY) <b>BILLI PTY LTD</b>	31/03/2018	4,386.80
EF109962	27130	SERVICE & MAINTENANCE URN'S <b>OOH MEDIA SOCIAL SPORTS PTY LTD</b>	31/03/2018	682.00
EF109963	27131	DIGITAL MARKETING & SOFTWARE SERVICE PRO <b>WEST COAST COMMERCIAL INDUSTRIES</b>	31/03/2018	147.16
EF109964	27132	LOCKERS <b>WILMA SCENINI</b>	31/03/2018	400.00
EF109965	27154	TRAINING & INSTRUCTOR <b>SUEZ RECYCLING &amp; RECOVERY PTY LTD</b>	31/03/2018	16,208.58
EF109966	27166	WASTE SERVICES <b>TJS SERVICES (WA) PTY LTD</b>	31/03/2018	52,287.14
EF109967	27169	FACILITY CLEANING SERVICES <b>NATURAL POWER SOLUTIONS PTY LTD</b>	31/03/2018	13,171.95
EF109968	27174	POWER SUPPLY PROTECTION, PRODUCTS & SERV <b>PERTH GEOTECHNICS</b>	31/03/2018	8,222.50
EF109969	27175	ENGINEERING AND GEOTECHNICAL CONSULTANT <b>PAV EVENTS</b>	31/03/2018	1,646.70
EF109970	27177	AUDIOVISUAL HIRE, EVENTS & SALES <b>INITIAL HYGIENE</b>	31/03/2018	2,119.83
EF109971	27181	HYGIENE <b>GREEN GURUS</b>	31/03/2018	440.00
EF109972	27186	CONSULTANCY <b>DIVERSE IT PTY LTD</b>	31/03/2018	3,520.00
EF109973	27189	IT SERVICES <b>HEALTHSTRONG PTY LTD</b>	31/03/2018	93.50
EF109974	27195	HOME CARE <b>ALLFLOW INDUSTRIAL</b>	31/03/2018	546.60
EF109975	27197	OIL WATER SEPARATORS <b>TURFCARE AUSTRALIA PTY LTD</b>	31/03/2018	1,808.20
EF109976	27209	CHEMICAL SUPPLIES <b>AXIS PLUMBING WA (SMALL WORKS) PTY LTD</b>	31/03/2018	6,930.00
EF109977	27211	PLUMBING <b>CHRIS MELSOM</b>	31/03/2018	720.00
EF109978	27212	URBAN PLANNING AND DESIGN <b>A&amp;L SAUNA &amp; STEAM WA</b>	31/03/2018	2,563.00
EF109979	27215	CARPENTRY - SAUNA <b>METAL WORKS PERTH</b>	31/03/2018	29,315.00
EF109980	27217	SIGNAGE <b>CROTHERS CONSTRUCTION PTY LTD</b>	31/03/2018	859,761.05
EF109981	27233	BUILDING CONSTRUCTION SERVICES <b>MALCO FLOORING PTY LTD</b>	31/03/2018	121,704.00
EF109982	27235	FLOORING SERVICES <b>COVE WATERWAYS MANAGEMENT</b>	31/03/2018	6,600.00
EF109983	27236	AQUATIC WEED REMOVAL <b>INTERSKILL</b>	31/03/2018	2,695.00
EF109984	27241	TRAINING <b>LANDSCAPE ELEMENTS PTY LTD</b>	31/03/2018	42,828.70
EF109985	27242	LANDSCAPING SERVICES <b>KP ELECTRIC (AUSTRALIA) PTY LTD</b>	31/03/2018	7,099.48
EF109986	27243	ELECTRICAL SERVICES <b>ARJOHUNTLEIGH PTY LTD</b>	31/03/2018	741.40
EF109987	27244	SUPPLY, REPAIRS HEALTH EQUIPEMNT <b>XTREME BOUNCE PARTY HIRE</b>	31/03/2018	410.00
EF109988	27246	AMUSEMENT HIRE <b>VEALE AUTO PARTS</b>	31/03/2018	1,661.80
EF109989	27257	SPARE PARTS MECHANICAL <b>BLACKWELL &amp; ASSOCIATES</b>	31/03/2018	6,205.98
EF109990	27267	LANDSCAPE ARCHITECTS <b>KEOGH BAY CONSULTING</b>	31/03/2018	4,950.00
		CONSULTANCY		

EF109991	27269	<b>INTEGRAPAY PTY LTD</b> PAYMENT PROCESSING	31/03/2018	13,208.94
EF109992	27274	<b>FORTH CONSULTING PTY LTD</b> ENGINEERING SERVICES	31/03/2018	6,600.00
EF109993	27285	<b>XTREME FIRE DETECTION</b> FIRE SAFETY	31/03/2018	2,365.00
EF109994	27286	<b>METROCON PTY LTD</b> BUILDING CONSTRUCTION SERVICES	31/03/2018	177,868.90
EF109995	27288	<b>URBIS</b> CONSULTANCY - PROPERTY	31/03/2018	9,275.75
EF109996	27294	<b>THE TRUSTEE FOR THE MILLENIUM TRUST</b> LANDSCAPING SERVICES	31/03/2018	11,690.49
EF109997	27298	<b>MY MEDIA INTELLIGENCE PTY LTD</b> MEDIA MONITORING	31/03/2018	849.09
EF109998	27301	<b>ROLLER BARRIERS WA</b> ANTI CLIMB DEVICES	31/03/2018	41,630.00
EF109999	27303	<b>SEBEL PTY LTD</b> FURNITURE	31/03/2018	1,871.10
EF110000	27308	<b>JATU CLOTHING &amp; PPE PTY LTD</b> CLOTHING PPE	31/03/2018	1,504.78
EF110001	27310	<b>SWIMPLEX AQUATICS PTY LTD</b> POOL EQUIPMENT MAINTENANCE	31/03/2018	3,949.00
EF110002	27312	<b>SECUREWORKS AUSTRALIA PTY LTD.</b> IT - SECURITY SERVICES	31/03/2018	8,794.50
EF110003	27315	<b>YACHT GROT</b> MARINE AND GENERAL HARDWARE	31/03/2018	871.50
EF110004	27319	<b>NATURE CALLS PORTABLE TOILETS</b> HIRE - PORTABLE LOOS	31/03/2018	519.00
EF110005	27324	<b>BEBBCART PTY LTD</b> CARTOGRAPHIC AND DRAFTING SERVICES	31/03/2018	379.50
EF110006	27329	<b>MODUPLAY GROUP PTY LTD</b> PLAYGROUND CONSTRUCTION	31/03/2018	59,336.20
EF110007	27334	<b>WESTCARE PRINT</b> PRINTING SERVICES	31/03/2018	3,223.00
EF110008	27339	<b>FOUNDRY CONSULTING PTY LTD</b> CONSULTANCY - ENVIROMENTAL	31/03/2018	5,500.00
EF110009	27345	<b>ASF PROTECTIVE SERVICES PTY</b> SECURITY SERVICES	31/03/2018	11,868.76
EF110010	27346	<b>OFFICE LINE</b> FURNITURE OFFICE	31/03/2018	1,303.50
EF110011	27348	<b>MESSAGE MEDIA</b> TELECOMMUNICATIONS	31/03/2018	665.50
EF110012	27351	<b>PROGRAMMED PROPERTY SERVICES</b> PROPERTY MAINTENANCE	31/03/2018	4,702.50
EF110013	27353	<b>THE GELO COMPANY</b> BOOKING AGENT	31/03/2018	4,323.00
EF110014	27355	<b>PLAYMASTER</b> PLAYGROUND EQUIPMENT	31/03/2018	94,050.00
EF110015	27358	<b>ROBIN YAKINTHOU</b> SCULPTOR/ARTIST	31/03/2018	11,000.00
EF110016	27365	<b>HEYDER &amp; SHEARS EXCLUSIVE CATERERS</b> CATERING SERVICES	31/03/2018	7,672.52
EF110017	27366	<b>THE HENNA LEAF</b> ARTISTIC - HENNA	31/03/2018	290.00
EF110018	27371	<b>AFFIRMATIVE GROUP 3</b> PAVING SERVICES	31/03/2018	5,721.10
EF110019	27375	<b>SUN RISING MUSIC PTY LTD</b> MUSIC PERFORMANCE	31/03/2018	2,500.00
EF110020	27377	<b>ACCIDENTAL HEALTH AND SAFETY - PERTH</b> FIRST AID SUPPLIES	31/03/2018	1,048.46
EF110021	27380	<b>PERTH OFFICE EQUIPMENT REPAIRS</b> SERVICING SMALL OFFICE EQUIPMENT	31/03/2018	451.00
EF110022	27382	<b>KOMUNITY INNOVATION CONSULTING</b> WORKSHOP	31/03/2018	3,750.00
EF110023	27383	<b>PAULA HART</b> ARTISTIC SERVICES	31/03/2018	5,500.00
EF110024	27384	<b>SIFTING SANDS</b> SAND CLEANING	31/03/2018	7,147.70
EF110025	27388	<b>MARK-IT</b> SCREEN PRINTING	31/03/2018	4,812.50
EF110026	27392	<b>AXIS MAINTENANCE SERVICES PTY LTD</b> MAINTENANCE	31/03/2018	5,858.48
EF110027	27393	<b>PALACE CONSTRUCTION</b> CONSTRUCTION	31/03/2018	163,551.10
EF110028	27396	<b>ANKEET MEHTA</b>	31/03/2018	141.15



EF110029	27397	NEWSPAPER DELIVERY		
		<b>TONY'S FORKLIFT SERVICE &amp; HIRE PTY LTD</b>	31/03/2018	419.27
		FORKLIFT MAINTENANCE		
EF110030	27401	<b>EMPRISE MOBILITY PTY LTD</b>	31/03/2018	657.00
		MOBILITY EQUIPMENT		
EF110031	27402	<b>MESSAGES ON HOLD AUSTRALIA PTY LTD</b>	31/03/2018	3,588.00
		TELEPHONE MARKETING		
EF110032	27403	<b>FREEDOM FAIRIES PTY LTD</b>	31/03/2018	275.00
		AMUSEMENT		
EF110033	27409	<b>GREEN AND GOLD HIAB</b>	31/03/2018	1,064.80
		TRANSPORT		
EF110034	27412	<b>DEAN INDUSTRIES GROUP</b>	31/03/2018	5,353.52
		TELECOMMUNICATIONS		
EF110035	27416	<b>INCLUSION SOLUTIONS LIMITED</b>	31/03/2018	847.00
		EDUCATION/CONSULTING		
EF110036	27418	<b>WILSON INDUSTRIES WA</b>	31/03/2018	13,200.00
		PLANT - FORKLIFT		
EF110037	27421	<b>GEOMATIC TECHNOLOGIES PTY LTD</b>	31/03/2018	11,987.80
		GIS SERVICES		
EF110038	27425	<b>BOLLYWOOD DANCE STUDIO</b>	31/03/2018	302.50
		DANCING CLASSES		
EF110039	27431	<b>UNITED DIAMOND TOOLS</b>	31/03/2018	1,980.00
		TOOLS		
EF110040	11867	<b>KEVIN JOHN ALLEN</b>	31/03/2018	2,613.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF110041	12740	<b>MAYOR LOGAN HOWLETT</b>	31/03/2018	11,325.83
		MONTHLY COUNCILLOR ALLOWANCE		
EF110042	19059	<b>CAROL REEVE-FOWKES</b>	31/03/2018	2,613.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF110043	20634	<b>LEE-ANNE SMITH</b>	31/03/2018	4,689.15
		MONTHLY COUNCILLOR ALLOWANCE		
EF110044	23339	<b>STEPHEN PRATT</b>	31/03/2018	2,613.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF110045	25353	<b>PHILIP EVA</b>	31/03/2018	2,613.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF110046	26696	<b>CHAMONIX TERBLANCHE</b>	31/03/2018	2,963.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF110047	27326	<b>MICHAEL SEPAROVICH</b>	31/03/2018	2,613.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF110048	27327	<b>CHONTELLE SANDS</b>	31/03/2018	2,613.67
		MONTHLY COUNCILLOR ALLOWANCE		
EF110049	88888	<b>LYDIA AND JAMES TAN</b>	31/03/2018	125,000.00
		BOND REFUND		
EF110050	88888	<b>CELTIC THISTLE HIGHLAND DANCERS</b>	31/03/2018	150.00
		BOND REFUND		
EF110051	88888	<b>GILES PHILIP</b>	31/03/2018	500.00
		BOND REFUND		
EF110052	88888	<b>G RALSTON</b>	31/03/2018	7,500.00
		BOND REFUND		
EF110053	88888	<b>MILUC PTY LTD</b>	31/03/2018	3,575.00
		BOND REFUND		
EF110054	88888	<b>GOLD ESTATES PTY LTD</b>	31/03/2018	8,177.96
		BOND REFUND		
EF110055	88888	<b>MILUC PTY LTD</b>	31/03/2018	6,175.10
		BOND REFUND		
EF110056	88888	<b>SCOPEIT EDUCATION ROCKINGHAM</b>	31/03/2018	150.00
		BOND REFUND		
EF110057	88888	<b>WILLIAM RAWLINGS</b>	31/03/2018	478.10
		BOND REFUND		
EF110058	88888	<b>JH PROPERTY DEVELOPMENT PTY LTD</b>	31/03/2018	15,422.00
		BOND REFUND		
EF110059	88888	<b>PETER MACPHERSON</b>	31/03/2018	346.30
		BOND REFUND		
EF110060	99997	<b>SIMON JOHN OEIJ</b>	31/03/2018	50.00
		COMPOST BIN REBATE SIMON OEIJ		
EF110061	99997	<b>DANIEL BRUYN</b>	31/03/2018	540.00
		REFUND FOR FOOTPATH REPAIRS NOT COMPLETE		
EF110062	99997	<b>COOGEE BEACH PROGRESS ASSOCIATION</b>	31/03/2018	302.50
		DELEGATED AUTHORITY LGACS7		
EF110063	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b>	31/03/2018	551.90
		JANDAKOT BUSH FIRE BRIGADE INV		
EF110064	99997	<b>MELVILLE LAKERS NETBALL CLUB</b>	31/03/2018	150.00
		KIDSPORT- KS017443 - S.ALI		
EF110065	99997	<b>ENVIRO REPORT AND SUPPORT</b>	31/03/2018	300.00
		BACKYARD CHICKEN WORKSHOP INVOICE 0518		

EF110066	99997	<b>SWAN FENCING</b>	31/03/2018	210.00
		INVOICE NUMBER 00016311		
EF110067	99997	<b>JANDAKOT JETS JUNIOR FOOTBALL CLUB</b>	31/03/2018	420.00
		KIDSPORT INV KS017233 - WILLIAMS X 3		
EF110068	99997	<b>THE FREMANTLE CITY FOOTBALL CLUB</b>	31/03/2018	660.00
		KIDSPORT INV KS017235 - X4		
EF110069	99997	<b>JANDAKOT JETS JUNIOR FOOTBALL CLUB</b>	31/03/2018	280.00
		KIDSPORT INV KS017241 - KEOGH & PRICE		
EF110070	99997	<b>JANDAKOT JETS JUNIOR FOOTBALL CLUB</b>	31/03/2018	150.00
		KIDSPORT INV KS017239 - PRICE		
EF110071	99997	<b>RON FIELDER</b>	31/03/2018	8.00
		BOND REFUND FOR RON FIELDER		
EF110072	99997	<b>JULIE RYDER</b>	31/03/2018	300.00
		KIDSPORT INV KS017455 - RYDER BUTLING		
EF110073	99997	<b>SOUTH FREMANTLE FUTSAL CLUB INC</b>	31/03/2018	150.00
		KIDSPORT INV KS017463 - ROJAS		
EF110074	99997	<b>VIXENS NETBALL CLUB INC</b>	31/03/2018	950.00
		KIDSPORT- KS017713 - 6 CHILDREN		
EF110075	99997	<b>COCKBURN HAWKS ICE HOCKEY CLUB</b>	31/03/2018	165.00
		KIDSPORT- KS017688 - J.KOSTKA		
EF110076	99997	<b>SOUTH COOGEE JUNIOR FOOTBALL CLUB INC</b>	31/03/2018	600.00
		KIDSPORT- KS017648 - 4 CHILDREN		
EF110077	99997	<b>ATWELL NETBALL CLUB INC</b>	31/03/2018	150.00
		KIDSPORT- KS017644 - J.SILINGER		
EF110078	99997	<b>COCKBURN CITY TEEBALL &amp; BASEBALL CLUB</b>	31/03/2018	125.00
		KIDSPORT - KS017623 - L.PICKETT		
EF110079	99997	<b>COCKBURN BASKETBALL ASSOCIATION INC</b>	31/03/2018	165.00
		KIDSPORT - KS017620 - M.NEWMAN		
EF110080	99997	<b>GUIDES WA</b>	31/03/2018	150.00
		KIDSPORT- KS017605 - P.SLAUGHTER		
EF110081	99997	<b>DALMATINAC SPORT AND COMMUNITY CLUB INC</b>	31/03/2018	660.00
		KIDSPORT- KS0176597 - 4 CHILDREN		
EF110082	99997	<b>VIXENS NETBALL CLUB INC</b>	31/03/2018	150.00
		KIDSPORT - KS017742 - J.SIMICH		
EF110083	99997	<b>COCKBURN JUNIOR FOOTBALL CLUB INC.</b>	31/03/2018	150.00
		KID SPORT INV KS017639		
EF110084	99997	<b>COCKBURN JUNIOR FOOTBALL CLUB INC.</b>	31/03/2018	235.00
		KID SPORT INV KS017761		
EF110085	99997	<b>DIAMONDS NETBALL CLUB WA INC</b>	31/03/2018	300.00
		KID SPORT INV KS017758		
EF110086	99997	<b>COCKBURN COUGARS SOFTBALL</b>	31/03/2018	410.00
		KID SPORT INV - KS017816		
EF110087	99997	<b>JANDAKOT JETS JUNIOR FOOTBALL CLUB</b>	31/03/2018	145.00
		KIDSPORT INV KS015816 - D GEROVICH		
EF110088	99997	<b>COOGEE BEACH SLSC</b>	31/03/2018	70.00
		KID SPORT INV KS015604		
EF110089	99997	<b>JANDAKOT JETS JUNIOR FOOTBALL CLUB INC</b>	31/03/2018	275.00
		KID SPORT INV KS015716		
EF110090	99997	<b>COCKBURN CITY SOCCER CLUB INC</b>	31/03/2018	165.00
		KID SPORT INV KS015763		
EF110091	99997	<b>COOGEE BEACH SLSC</b>	31/03/2018	100.00
		KID SPORT KS015791		
EF110092	99997	<b>COCKBURN CITY SOCCER CLUB</b>	31/03/2018	330.00
		KIDSPORT INV KS015832 - HARRIS X 2		
EF110093	99997	<b>THE DANCE COLLECTIVE</b>	31/03/2018	165.00
		KIDSPORT INV KS015878 - J SALERNO		
EF110094	99997	<b>BIBRA LAKE JUNIOR FOOTBALL CLUB</b>	31/03/2018	3,828.00
		KIDSPORT INV K016068 - X 23		
EF110095	99997	<b>SOUTHERN LIONS RUGBY UNION FOOTBALL</b>	31/03/2018	440.00
		KID SPORT KS016074		
EF110096	99997	<b>SCOUTS WA - ATWELL SCOUT GROUP</b>	31/03/2018	165.00
		KID SPORT INV KS017789		
EF110097	99997	<b>WILLETTON NETBALL CLUB INCORPORATED</b>	31/03/2018	150.00
		KID SPORT INV KS017569		
EF110098	99997	<b>KARDINYA RED SOX BALL CLUB</b>	31/03/2018	264.00
		KID SPORT INV KS017884		
EF110099	99997	<b>HANNAH MARIE LETHBRIDGE</b>	31/03/2018	1,131.00
		REIMBURSEMENT OF FEES - H LETHBRIDGE		
EF110100	99997	<b>SPEARWOOD HAWKS JUNIOR BASKETBALL CLUB</b>	31/03/2018	150.00
		KIDSPORT INV KS017925 - K OLSZEWSKI		
EF110101	99997	<b>KARDINYA NETBALL CLUB</b>	31/03/2018	150.00
		KIDSPORT- KS017702 - L.COLLARD		
EF110102	99997	<b>KWINANA JUNIOR KNIGHTS FOOTBALL CLUB</b>	31/03/2018	150.00
		KIDSPORT- KS018044 - Z.MELLYCK		
EF110103	99997	<b>ARMADALE SOCCER CLUB</b>	31/03/2018	165.00

EF110104	99997	KIDSPORT- KS017716 - B.PERERA <b>COOGEE BASKETBALL CLUB</b>	31/03/2018	150.00
EF110105	99997	KIDSPORT- KS017642 - P.MUNRO <b>SUCCESS STRIKERS NETBALL CLUB INC</b>	31/03/2018	450.00
EF110106	99997	KIDSPORT- KS017615 - 3 CHILDREN <b>LAKESIDE RECREATION CENTRE</b>	31/03/2018	200.00
EF110107	99997	KIDSPORT- KS017602 - H.ESGIN <b>BOJAN TVORIC</b>	31/03/2018	50.00
EF110108	99997	COMPLOST BIN - BOJAN TVORIC <b>MICHAEL HESFORD</b>	31/03/2018	39.00
EF110109	99997	COMPOST BIN - MICHAEL HESFORD <b>BRIAN AND SUSAN GREEN</b>	31/03/2018	50.00
EF110110	99997	COMPOST BIN - BRIAN AND SUSAN GREEN <b>SCOUTS WA - ATWELL SCOUT GROUP</b>	31/03/2018	770.00
EF110111	99997	KIDSPORT- KS017717 - 4 CHILDREN <b>KARDINYA NETBALL CLUB</b>	31/03/2018	150.00
EF110112	99997	KIDSPORT- KS017862 - K.WALLAM <b>NICOLE &amp; DAVID GERMINARIO</b>	31/03/2018	60.00
EF110113	99997	REFUND DUE TO CANCELLATION <b>SOUTH COOGEE BUSHFIRE BRIGADE</b>	31/03/2018	109.09
EF110114	99997	REIMBURSEMENT SOUTH COOGEE BUSHFIRE BRIG <b>WINNACOTT KATS JUNIOR FOOTBALL CLUB INC</b>	31/03/2018	270.00
EF110115	99997	KIDSPORT- KS018006 - 2 CHILDREN <b>HAMMOND PARK JUNIOR FOOTBALL CLUB</b>	31/03/2018	3,120.00
EF110116	99997	KIDSPORT- KS017983 - 22 CHILDREN <b>GILES PHILIP</b>	31/03/2018	1,341.00
EF110117	99997	BOAT PEN BOND REFUND -PORT COOGEE MARINA <b>TELETHON SPEECH &amp; HEARING</b>	31/03/2018	500.00
EF110118	99997	BOND REFUND <b>COCKBURN NETBALL CLUB INC</b>	31/03/2018	300.00
EF110119	99997	KIDSPORT INV: KS017567 <b>COCKBURN NETBALL CLUB INC</b>	31/03/2018	600.00
EF110120	99997	KIDSPORT INV: KS017565 <b>COCKBURN LITTLE ATHLETICS</b>	31/03/2018	190.00
EF110121	99997	REIMBURSEMENT OF PORTABLE TOILETS <b>GOSNELLS PCYC</b>	31/03/2018	165.00
EF110122	99997	KIDSPORT INV: KS018366 SCOTT BELL <b>DOROTHY Y JAMES</b>	31/03/2018	50.00
EF110123	99997	SENIORS EXPO REFUND <b>DEPARTMENT OF HUMAN SERVICES</b>	31/03/2018	243.54
EF110124	99997	TRANSACTION CHARGES FOR CENTREPAY - 1800 <b>DANIEL RODRIGUES</b>	31/03/2018	50.00
EF110125	99997	CAT STERILISATION SUBSIDY - GIZMO <b>FREMANTLE AND DISTRICTS RUGBY LEAGUE</b>	31/03/2018	150.00
EF110126	99997	KIDSPORT INV: KS017584 <b>FREMANTLE AND DISTRICTS RUGBY LEAGUE</b>	31/03/2018	150.00
EF110127	99997	KIDSPORT INV: KS017581 <b>SOUTH COOGEE JUNIOR FOOTBALL CLUB</b>	31/03/2018	3,000.00
EF110128	99997	KIDSPORT INV: KS017574 <b>KARDINYA JUNIOR FOOTBALL CLUB</b>	31/03/2018	126.50
EF110129	99997	KIDSPORT INV: KS017527 <b>AUBIN GROVE UNITED FOOTBALL CLUB</b>	31/03/2018	750.00
EF110130	99997	KIDSPORT INV: KS017571 <b>FREMANTLE PCYC</b>	31/03/2018	121.00
EF110131	99997	KIDSPORT INV: KS017533 <b>FREMANTLE PCYC</b>	31/03/2018	313.50
EF110132	99997	KIDSPORT - KS018337 - 2 CHILDREN <b>NEDLANDS RUGBY UNION FOOTBALL CLUB INC</b>	31/03/2018	165.00
EF110133	99997	KIDSPORT INV: KS018423 LYSON MCCOPPIN <b>SPEARWOOD HAWKS JUNIOR BASKETBALL CLUB</b>	31/03/2018	150.00
EF110134	99997	KIDSPORT INV: KS018412 STEFANIE PORWELL <b>PALMYRA REBELS NETBALL CLUB INC</b>	31/03/2018	150.00
EF110135	99997	KIDSPORT INV: KS018358 <b>KELMSCOTT JUNIOR FOOTBALL CLUB INC.</b>	31/03/2018	150.00
EF110136	99997	KIDSPORT INV: KS018404 JAKE CARR <b>COCKBURN NETBALL CLUB INC</b>	31/03/2018	150.00
EF110137	99997	KIDSPORT INV:KS018379 <b>OLIVIA MOORISH</b>	31/03/2018	84.00
EF110138	99997	OLIVIA MOORISH WORKING WITH CHILDREN CHE <b>COOLBELLUP COMMUNITY ASSOCIATION</b>	31/03/2018	150.00
EF110139	99997	DELEGATED AUTHORITY LGACS7 <b>COOLBELLUP COMMUNITY ASSOCIATION</b>	31/03/2018	1,022.00
EF110140	99997	DELEGATED AUTHORITY LGACS7 <b>YANGEBUP LAKES LITTLE ATHLETICS CLUB</b>	31/03/2018	200.00
		KIDSPORT INV KS014886 - N SANDERS-STEWAR		

EF110141	99997	<b>COCKBURN CITY SOCCER CLUB</b> KIDSPORT INV KS015722 - J DALBY	31/03/2018	165.00
EF110142	99997	<b>AUBIN GROVE UNITED FOOTBALL CLUB</b> KIDSPORT INV KS015843 - C NYE	31/03/2018	150.00
EF110143	99997	<b>SOUTH COOGEE JUNIOR FOOTBALL CLUB INC</b> KIDSPORT INV KS018051 - X 7	31/03/2018	1,050.00
EF110144	99997	<b>SOUTH COOGEE JUNIOR FOOTBALL CLUB INC</b> KIDSPORT INV KS018063 - JAXON STRAW	31/03/2018	150.00
EF110145	99997	<b>SOUTH COOGEE JUNIOR FOOTBALL CLUB INC</b> KIDSPORT INV KS018055 - X 4	31/03/2018	600.00
EF110146	99997	<b>AUBIN GROVE UNITED FOOTBALL CLUB</b> KIDSPORT INV KS018310 - 2 X WINSLADE	31/03/2018	300.00
EF110147	99997	<b>LIBERTY NETBALL CLUB</b> KIDSPORT INV KS018284 - X 3	31/03/2018	450.00
EF110148	99997	<b>MELVILLECITY HOCKEY CLUB INC</b> KIDSPORT INV KS017933 - POWER	31/03/2018	165.00
EF110149	99997	<b>YANGEBUP LAKES LITTLE ATHLETICS CLUB</b> KIDSPORT INV KS014612 - X 7	31/03/2018	1,400.00
EF110150	99997	<b>NATHAN WULLNER</b> CROSSOVER CONTRIBUTION 1 JEWEL GARDENS	31/03/2018	300.00
EF110151	99997	<b>OLIVIA WAHU KAMAU</b> CROSSOVER CONTRIBUTION 72 CLEMENTINE BLV	31/03/2018	300.00
EF110152	99997	<b>ASHMY PTY LTD</b> CROSSOVER CONTRIBUTION LOT 377 CEDARLEAF	31/03/2018	300.00
EF110153	99997	<b>GEUA ZUBOUJA</b> CROSSOVER CONTRIBUTION 15 ADNATA ROAD	31/03/2018	300.00
EF110154	99997	<b>ARUNA PILLAI</b> CROSSOVER CONTRIBUTION	31/03/2018	300.00
EF110155	99997	<b>JACQUELINE &amp; KAR KEE CHAN</b> CROSSOVER CONTRIBTION 6 MITTA STREET	31/03/2018	300.00
EF110156	99997	<b>CHRISTIAN SATARAIN</b> CROSSOVER CONTRIBUTION 49 APATITE ST	31/03/2018	300.00
EF110157	99997	<b>LOK LAM CHING</b> CROSSOVER CONTRIBUTION 4 BRONZITE RD	31/03/2018	300.00
EF110158	99997	<b>CMJ &amp; CJ STRONACH</b> CROSSOVER CONTRIBUTION 80 ABELIA RD	31/03/2018	300.00
EF110159	99997	<b>CAMERON &amp; SIMONE KERR</b> CROSSOVER CONTRIBUTION 2 HYDRANGEA RD	31/03/2018	300.00
EF110160	99997	<b>GABRIEL GINGYI FENG</b> CROSSOVER CONTRIBUTION 3 ROSALIND WAY	31/03/2018	300.00
EF110161	99997	<b>GERARD MAGEE</b> CROSSOVER CONTRIBUTION 17 STANYFORD PLAC	31/03/2018	300.00
EF110162	99997	<b>JANDAKOT JETS JUNIOR FOOTBALL CLUB</b> KIDSPORT INVOICE KS018915	31/03/2018	2,350.00
EF110163	99997	<b>JULIE REIDY</b> REIMBURSEMENT OF PURCHASES	31/03/2018	391.00
EF110164	99997	<b>KIM ALDRIDGE</b> SAFETY GLASSES RECOUP-S.ALDRIDGE	31/03/2018	300.00
EF110165	99997	<b>JANDAKOT LAKES JUNIOR CRICKET CLUB</b> KIDSPORT INV KS018293 - X 5	31/03/2018	730.00
EF110166	99997	<b>LIBERTY NETBALL CLUB</b> KIDSPORT INV KS018285 - MASSEY	31/03/2018	150.00
EF110167	99997	<b>GIRL GUIDES WESTERN AUSTRALIA</b> KID SPORT - KS018456	31/03/2018	150.00
EF110168	99997	<b>KEVIN MUIR</b> REIMBURSEMENT OF UNIFORM EXP - KEVIN MUI	31/03/2018	209.90
EF110169	99997	<b>STELLAR CALISTHENICS CLUB</b> KIDSPORT INV KS018569 - SIENNA SIMEON	31/03/2018	150.00
EF110170	99997	<b>ATWELL NETBALL CLUB INC</b> KIDSPORT INV KS018586 - NADIA SHORTEN	31/03/2018	150.00
EF110171	99997	<b>CAROL C HUNT</b> CREAMS & LOTIONS DEMONSTRATION	31/03/2018	260.00
EF110172	99997	<b>GUIDES WA</b> KIDSPORT INV KS018767 - C CHRISTMASS	31/03/2018	150.00
EF110173	99997	<b>GUIDES WA</b> KIDSPORT INV KS018768 - C CHRISTMASS	31/03/2018	150.00
EF110174	99997	<b>CALLUM MORRITT</b> SAFETY GLASSES REIMBURSEMENT.	31/03/2018	300.00
EF110175	99997	<b>FREMANTLE RUGBY LEAGUE CLUB</b> KIDSPORT INV KS018724 - L TOKI	31/03/2018	125.00
EF110176	99997	<b>DIAMONDS NETBALL CLUB</b> KIDSPORT INV KS018763 - M LUDLOW-LEES	31/03/2018	150.00
EF110177	99997	<b>SUCCESS STRIKERS NETBALL CLUB INC</b> KIDSPORT- KS018843 - 2 CHILDREN	31/03/2018	300.00
EF110178	99997	<b>SUCCESS STRIKERS NETBALL CLUB INC</b>	31/03/2018	150.00



EF110179	99997	KIDSPOR- KS018510 - K.THOMAS <b>SUCCESS STRIKERS NETBALL CLUB INC</b>	31/03/2018	300.00
EF110180	99997	KIDSPORT- KS018509 - 2 CHILDREN <b>SOUTH COOGEE JUNIOR FOOTBALL CLUB INC</b>	31/03/2018	750.00
EF110181	99997	KIDSPORT KS018895 <b>COCKBURN BASKETBALL ASSOCIATION INC</b>	31/03/2018	165.00
EF110182	99997	KIDSPORT INVOICE KS018912 <b>M &amp; J WHITMORE</b>	31/03/2018	300.00
EF110183	99997	CROSS-OVER CONTRIBUTION- J&M WHITMORE <b>SOUTH COOGEE JUNIOR FOOTBALL CLUB INC</b>	31/03/2018	300.00
EF110184	99997	KIDSPORT INV KS019002 - X 2 <b>COCKBURN CITY SOCCER CLUB</b>	31/03/2018	220.00
EF110185	99997	KID SPORT INVOICE - KS015721 <b>COOGEE BEACH SLSC</b>	31/03/2018	100.00
EF110186	99997	KID SPORT INVOICE - KS015788 <b>DEBORAH BERRIDGE</b>	31/03/2018	910.39
EF110187	99997	WILLIS'S VET BILLS - DEBORAH BERRIDGE <b>ZURICH AUSTRALIAN INSURANCE LTD</b>	31/03/2018	1,000.00
EF110188	99997	EXCESS: CLAIM# 638021518 - 1GDM630 <b>RIVERINA POOLS AND SPAS</b>	31/03/2018	50.00
EF110189	99997	REFUND OF BCITF LEVY (BP15/0339) <b>ZACHARY BROZEK</b>	31/03/2018	400.00
EF110190	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>SILVESTER TAN</b>	31/03/2018	400.00
EF110191	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>NOAH COOK</b>	31/03/2018	400.00
EF110192	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>JUSTIN TANG YAN</b>	31/03/2018	400.00
EF110193	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>CHLOE POWER</b>	31/03/2018	400.00
EF110194	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>TYE KAZMIEROWSKI</b>	31/03/2018	400.00
EF110195	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>GEORGIA NEEDHAM</b>	31/03/2018	400.00
EF110196	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>CHLOE BODINI</b>	31/03/2018	400.00
EF110197	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>MADISON COPELAND</b>	31/03/2018	400.00
EF110198	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>CHLOE WATKINSON</b>	31/03/2018	400.00
EF110199	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>LENNY PROPERJOHN</b>	31/03/2018	400.00
EF110200	99997	LGACS9 - JUNIOR SPORT TRAVEL ASSISTANCE <b>MARIA DASILVA</b>	31/03/2018	50.00
EF110201	99997	CAT STERILISATION - MERRY <b>MELANIE ENDAYA</b>	31/03/2018	600.00
EF110202	99997	FILIPINO FOOD HARMONY DAY - INV 2001321 <b>DAGNERIS ALONZO</b>	31/03/2018	350.00
EF110203	99997	SABOR LATINO DANCE STUDIO PERFORMANCE <b>SAMANTHA L LAKEHAL</b>	31/03/2018	50.00
EF110204	99997	CAT STERILISATION SUBSIDY - KEVIN <b>DEAN MILLS</b>	31/03/2018	920.20
EF110205	99997	LICENCE FEE REFUND <b>SABRAH IMITAZ</b>	31/03/2018	150.00
EF110206	99997	MASTER OF CEREMONY - COCKBUM CARES HAR <b>RJ &amp; CF DOREY</b>	31/03/2018	135.00
EF110207	99997	REIMBURSEMENT FOR UNIFORM - RAY DOREY <b>JODIE BOOKER</b>	31/03/2018	45.00
EF110208	99997	REFUND OF OVERCHARGE J.BOOKER <b>DELANEY HYDE</b>	31/03/2018	300.00
EF110209	99997	KIDSPORT INV KS019184 <b>MELISSA BALCOMBE</b>	31/03/2018	150.00
EF110210	99997	KIDSPORT INV KS019046 <b>THE GREENHOUSE</b>	31/03/2018	385.00
EF110211	99997	THE GREEN HOUSE INV 00003056 <b>ADAM SHUTTLEWORTH</b>	31/03/2018	39.90
EF110212	99997	COMPOST BIN REBATE-R.CHAPPLE <b>NATASHA &amp; PHIL PLATCHER</b>	31/03/2018	50.00
EF110213	99997	COMPOST BIN REBATE: PN PLATCHER <b>B &amp; H RANSON</b>	31/03/2018	50.00
EF110214	99997	COMPOST BIN REBATE: B&H RANSON <b>THI LANH BUI</b>	31/03/2018	50.00
EF110215	99997	COMPOST BIN REBATE: RL BUI <b>MD &amp; RM STRAWBRIDGE</b>	31/03/2018	50.00
		COMPOST BIN REBATE: MD STRAWBRIDGE		

EF110216	99997	<b>CHEHE BELLINI</b>	31/03/2018		150.00
		KIDSPORT INV KS019225 - K LARKINS			
EF110217	99997	<b>COCKBURN COMMUNITY MEN'S SHED</b>	31/03/2018		39,500.00
		DONATION			
EF110218	99997	<b>COCKBURN WETLANDS EDUCATION CENTRE</b>	31/03/2018		49,475.60
		INSTALMENT 2 OF DONATION TO CWEC FOR 201			
EF110219	99997	<b>NATIVE ARC</b>	31/03/2018		49,475.60
		INSTALMENT 2 OF DONATION TO NARC FOR 201			
EF110220	10047	<b>ALINTA ENERGY</b>	31/03/2018		76,344.27
		NATURAL GAS & ELECTRCITY SUPPLY			
EF110221	11794	<b>SYNERGY</b>	31/03/2018		277,542.60
		ELECTRICITY USAGE/SUPPLIES			
EF110222	12025	<b>TELSTRA CORPORATION</b>	31/03/2018		19,656.38
		COMMUNICATIONS SERVICES			
EF110223	10330	<b>CITY OF STIRLING</b>	29/03/2018		18,682.78
		REPLACEMENT OF LIBRARY SUPPLIES			
EF110224	10747	<b>IINET LIMITED</b>	29/03/2018		453.83
		INTERNET SERVICES			
EF110225	11758	<b>WATER CORP UTILITY ACCOUNT ONLY - PLEASE REFEE</b>	29/03/2018		17,800.18
		WATER USAGE / SUNDRY CHARGES			
EF110226	11760	<b>WATER CORPORATION</b>	29/03/2018		647.89
		SEWER EASEMENT			
EF110246	99996	<b>GREEN START CONSULTING</b>	31/03/2018		322.73
		RATES REFUNDS			
EF110247	99996	<b>B D KOVACSY AND C KERR</b>	31/03/2018		512.00
		RATES REFUNDS			
EF110248	99996	<b>HEIDI M MANN</b>	31/03/2018		181.97
		RATES REFUNDS			
EF110249	99996	<b>AARON &amp; NERISSA MILNE</b>	31/03/2018		950.00
		RATES REFUNDS			
EF110250	99996	<b>EVERSWELL PTY LTD</b>	31/03/2018		835.10
		RATES REFUNDS			
EF110251	99996	<b>VENTURA HOME GROUP PTY LTD</b>	31/03/2018		689.28
		RATES REFUNDS			
EF110252	99996	<b>LORRALEE DEANE</b>	31/03/2018		30.00
		RATES REFUNDS			
EF110253	99996	<b>CAROLYN KING</b>	31/03/2018		15.00
		RATES REFUNDS			
EF110254	99996	<b>GAETANO CARTILLAZZONE</b>	31/03/2018		38.75
		RATES REFUNDS			
EF110255	99996	<b>ZOE FRANGESKIDES</b>	31/03/2018		150.00
		RATES REFUNDS			
EF110256	99996	<b>HAYLEY CHRISTIAN</b>	31/03/2018		150.00
		RATES REFUNDS			
EF110257	99996	<b>CODI BEETSON</b>	31/03/2018		150.00
		RATES REFUNDS			
EF110258	99996	<b>ANNE HARRIET ELLIS</b>	31/03/2018		75.00
		RATES REFUNDS			
EF110259	99996	<b>REGENTS COMMERCIAL</b>	31/03/2018		824.52
		RATES REFUNDS			
EF110260	99996	<b>MARIA RAFFAELE</b>	31/03/2018		781.48
		RATES REFUNDS			
EF110261	99996	<b>MEAGAN WHITE</b>	31/03/2018		497.00
		RATES REFUNDS			
EF110262	99996	<b>EMMA MCGIVEN</b>	31/03/2018		52.00
		RATES REFUNDS			
EF110263	99996	<b>MARCUS LOIACONO</b>	31/03/2018		415.00
		RATES REFUNDS			
		<b>LESS CANCELLED PAYMENTS:</b>			
EF109106		HEIDI MANN	6/03/2018	-	181.97
EF109457		SUPANOVA SYNCHRONISED SWIMMING CLUB	6/03/2018	-	150.00
EF109470		EMMANUEL CATHOLIC COLLEGE	6/03/2018	-	100.00
		<b>PAYMENT LIST TOTAL</b>			<b>15,016,775.36</b>

**BANK FEES AND CREDIT CARD PAYMENTS:**

BANK FEES	
MERCHANT FEES COC	20,486.62
MERCHANT FEES SLLC	236.66
MERCHANT FEES ARC	5,904.03
MERCHANT FEES VARIOUS OUT CENTRES	140.88
NATIONAL BPAY CHARGE	5464.39
RTGS/ACLR FEE	

	NAB TRANSACT FEE	1,849.40
	MERCHANDISE / OTHER FEES	9.00
	CBA CREDIT CARD PAYMENT	79200.48
		<b>113,291.46</b>
	<b>FAMILY DAY CARE AND IN HOME CARE PAYMENTS:</b>	
	FDC PAYMENTS	89,687.25
	IHC PAYMENTS	142,111.41
		<b>231,798.66</b>
	<b>PAYROLL PAYMENTS:</b>	
7/03/2018	COC06/03/18 Pmt 000112788994 City of Cockburn	\$ 1,321,993.67
7/03/2018	COC27/02/18 Pmt 000112735035 City of Cockburn	\$ 13,968.05
13/03/2018	COC09/03/18 Pmt 000113032668 City of Cockburn	\$ 49,316.24
21/03/2018	COC20/03/18 Pmt 000113551362 City of Cockburn	\$ 1,305,886.72
22/03/2018	COC16/03/18 Pmt 000113600378 City of Cockburn	\$ 10,341.67
		<b>2,701,506.35</b>
	<b>TOTAL PAYMENTS</b>	<b>18,063,371.83</b>

## 15.2 STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - MARCH 2018

**Author(s)** N Mauricio

**Attachments** 1. Statement of Financial Activity - March 2018 [↓](#)

### RECOMMENDATION

That Council:

- (1) adopt the Statement of Financial Activity and associated reports for March 2018, as attached to the Agenda; and
- (2) amend the 2017-2018 Municipal Budget in accordance with the detailed schedule attached as follows:

Revenue adjustments	Increase	(\$47,266)
Expenditure adjustments	Increase	\$47,266
Transfer from Reserve adjustments	Increase	(\$300,000)
Transfer to Reserve adjustments	Increase	\$300,000
Net impact on Municipal Budget closing funds	No change	Nil

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

### Background

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

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

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

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

The regulations require the information reported in the statement to be shown either by nature and type, statutory program or business unit.



The City chooses to report the information according to its organisational business structure, as well as by nature and type.

Local Government (Financial Management) Regulations - Regulation 34 (5) states "Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances."

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variances within monthly financial reporting. At the August 2017 meeting, Council adopted to continue with a materiality threshold of \$200,000 for the 2017/18 financial year.

Detailed analysis of budget variances is an ongoing exercise, with any required budget amendments submitted to Council each month in this report or included in the City's mid-year budget review as deemed appropriate.

### **Submission**

N/A

### **Report**

#### *Opening Funds*

The City had \$6.64M in opening funds (brought forward from the previous year), which included \$5.42M of municipal funding required for the carried forward works and projects.

#### *Closing Funds*

The City's YTD closing funds position of \$42.54m was \$19.91m higher than the YTD budget forecast. This result reflects the net cash flow variances across the operating and capital programs as further detailed in this report.

The 2017/18 revised budget reflects an EOFY closing position of \$0.24m, down slightly from \$0.26m the previous month following the budget changes adopted at the March Council meeting.

#### *Operating Revenue*

Consolidated operating revenue of \$133.54m was ahead of the YTD budget target by \$1.46m. A significant portion of the City's operating revenue was recognised in July upon the issue of the annual rates notices. The remaining revenue, largely comprising fees, grants and interest earnings flows comparatively uniformly over the remainder of the year.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	97.56	97.31	0.25	99.83
Specified Area Rates	0.41	0.33	0.08	0.33
Fees & Charges	22.46	21.80	0.66	27.58
Operating Grants & Subsidies	8.16	7.95	0.21	9.90
Contributions, Donations, Reimbursements	0.99	0.86	0.13	1.22
Interest Earnings	3.98	3.83	0.15	4.94
<b>Total</b>	<b>133.54</b>	<b>132.08</b>	<b>1.46</b>	<b>143.80</b>

The material variances at month end were:

- Rates – part year (interim) rating was ahead of YTD budget contributing to a \$0.25m positive budget variance.
- Fees & Charges - Henderson Waste Recovery Park commercial landfill fees and other income streams were \$0.59m ahead of the YTD budget.

#### *Operating Expenditure*

Operating expenditure of \$100.71m (including asset depreciation) was under the YTD budget by \$4.69m.

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

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Employee Costs -	(38.32)	(39.10)	0.78	(53.70)

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Direct				
Employee Costs - Indirect	(0.57)	(0.72)	0.15	(1.48)
Materials and Contracts	(28.09)	(31.41)	3.32	(41.63)
Utilities	(3.77)	(3.94)	0.17	(5.28)
Interest Expenses	(0.41)	(0.41)	0	(0.82)
Insurances	(1.18)	(1.17)	(0.01)	(1.17)
Other Expenses	(6.27)	(6.20)	(0.07)	(8.13)
Depreciation (non-cash)	(22.69)	(22.87)	0.18	(30.48)
Amortisation (non-cash)	(0.81)	(0.84)	0.03	(1.12)
Internal Recharging-CAPEX	1.41	1.26	0.15	1.49
<b>Total</b>	<b>(100.71)</b>	<b>(105.40)</b>	<b>4.69</b>	<b>(142.33)</b>

Material and Contracts were collectively \$3.32m under the YTD budget with the significant variances being:

- Waste collection operating costs and gate fee expenses were collectively down \$0.45m
- Waste disposal operating costs were \$0.23m under the YTD budget.
- Cockburn ARC was \$0.30m under spent across maintenance and operations.
- Parks maintenance contract spending was \$0.31m underspent.
- Facilities maintenance contract spending was \$0.20m under the YTD budget.

Direct Employee Costs across the organisation were collectively \$0.78m under the YTD budget with the only material budget variance belonging to Cockburn ARC (overspend of \$0.29m against their YTD budget).

Other Expenses – Council’s donations program was running \$0.29m behind YTD budget, whilst landfill levy costs were \$0.45m over the YTD budget (reflective of the additional revenue from landfill gate fees).

### *Capital Expenditure*

The City’s total capital spend at the end of the month was \$18.69m, representing an under spend of \$14.55m against the YTD budget.

The following table details this budget variance by asset class:

<b>Asset Class</b>	<b>YTD Actuals \$M</b>	<b>YTD Budget \$M</b>	<b>YTD Variance \$M</b>	<b>Revised Budget \$M</b>	<b>Commit Orders \$M</b>
Roads Infrastructure	5.26	9.03	3.77	16.95	8.93
Drainage	0.45	1.24	0.80	1.52	0.06
Footpaths	0.50	1.11	0.61	1.58	0.08
Parks Infrastructure	4.47	8.30	3.83	12.81	2.75
Landfill Infrastructure	0.88	0.95	0.07	1.19	0.02
Freehold Land	0.28	0.35	0.07	1.07	0.00
Buildings	7.78	14.25	6.46	20.15	2.78
Furniture & Equipment	0.73	1.19	0.45	1.19	0.14
Information Technology	0.81	1.45	0.64	2.87	0.00
Plant & Machinery	1.76	2.46	0.70	3.46	1.06
<b>Total</b>	<b>22.92</b>	<b>40.33</b>	<b>17.41</b>	<b>62.79</b>	<b>15.81</b>

These results included the following significant project variances:

- Roads Infrastructure (under by \$3.77m) – Spearwood Ave duplication (Beeliar to Barrington) was \$1.72m under YTD budget, Gibbs & Liddelow Roundabout under by \$0.30m, Verde Drive under by \$0.26m and Bicycle Network - West under by \$0.34m.
- Drainage Infrastructure (under by \$0.80m) – Hamilton Rd drainage works were \$0.46m under YTD budget.
- Footpaths (under by \$0.61m) - Solomon & Armadale Rds footpaths not yet commenced, causing budget variance of \$0.24m.
- Parks Infrastructure (under by \$3.83m) – spending on the Coogee Beach master plan was \$0.33m under YTD budget, Botany Park upgrade under by \$0.22m, Bibra Lake skate park under by \$0.76m,



MacFaull Park improvements under by \$0.29m and street tree planting under by \$0.24m.

- Buildings (under by \$6.46m) – Lakelands Hockey Facilities is showing a \$2.82m underspend against YTD budget, Cockburn Bowling & Recreation Facility was under by \$1.98m, Community Men's Shed under by \$0.41m and Cockburn ARC minor works under by \$0.23m.
- Furniture & Equipment (under by \$0.45m) - the 3rd bin rollout is behind YTD budget by \$0.44m.
- Information Technology (under by \$0.64m) – comprises a number of hardware and software projects with the CCTV program the most significant at \$0.21m under budget.
- Plant & Machinery (under by \$0.70m) – the light fleet replacement program was \$0.71m under YTD budget (with \$0.32m on order).

### *Capital Funding*

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

Significant variances for the month included:

- Developer Contribution Area (DCA) contributions were collectively ahead of YTD budget by \$1.84m, with community infrastructure contributions ahead by \$0.84m and roads infrastructure contributions ahead by \$1.0m (Hammond Park DCA ahead by \$0.77m).
- POS cash in lieu funding was \$0.28m behind budget correlating to the project spending to date. Budget cash flows will be revised next month to reflect this.
- Grant funding for building projects (Cockburn Bowling +\$1.45m and Mens Shed -\$0.30m) were collectively \$1.15m ahead of budget. This is a timing issue only and will be adjusted accordingly in the budget.
- Government funding for the Bibra Lake skate park project was \$0.21m behind the budget setting (timing issue).
- Road grant funding was collectively \$0.52m ahead of the YTD budget, primarily due to Roads to Recovery funding allocated to the Russell/Hammond/Frankland roundabout project ahead of budget (timing issue only).

### *Reserve Transfers*

- Transfers from Reserve were \$4.24m below the YTD budget setting, with reserve funding for capital projects behind budget by \$4.64m (correlating with under spending within the capital program). An extra \$0.3m was taken from the Wattleup DCA reserve to fund payment to a land owner for a liability relating to

additional land given up for public road assets (land vested in Crown).

- Transfers to financial reserves were \$2.13m above the YTD budget, primarily due to the higher level of DCA developer contributions received (extra \$1.93m transferred), and extra plant sales proceeds of \$0.21m.

### *Cash & Investments*

The closing cash and financial investment holding at month's end totalled \$163.05m, down marginally from \$164.67m the previous month.

\$117.42m of this balance represented funds held for the City's financial reserves. The remaining balance of \$45.63m represented cash funding available to meet operational liquidity requirements.

### *Investment Performance, Ratings and Maturity*

The City's investment portfolio made a weighted annualised return of 2.66% for the month, unchanged from the month before. This continued to compare favourably against the UBS Bank Bill Index (1.75%) and the FIIG Term Deposit - All Maturities Index (1.99%). Interest earnings of \$3.34m on invested funds to the end of the month were \$0.14m ahead of the YTD budget.

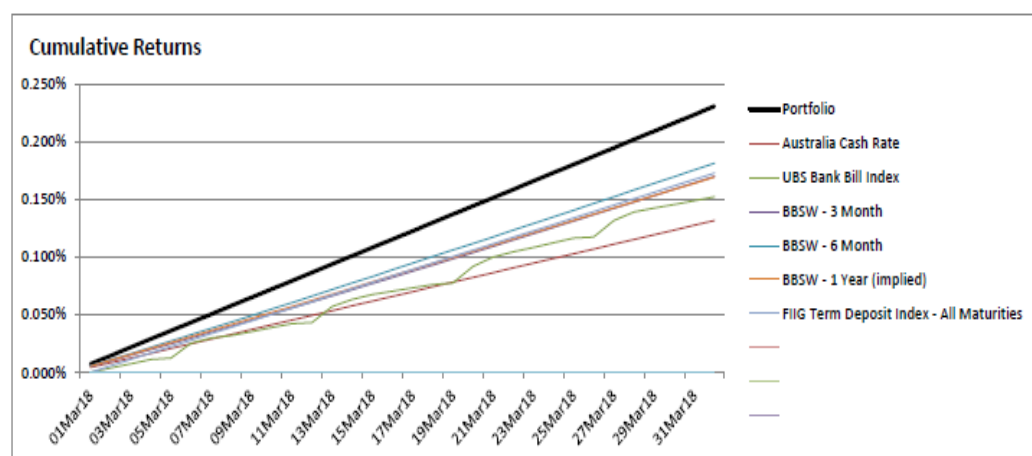


Figure 1: COC Portfolio Returns vs. Benchmarks

The cash rate was most recently reduced at the August 2016 meeting of the Reserve Bank of Australia (by 25bp to 1.50%). Markets are currently indicating that the next move in interest rates will most likely be up, but not until late 2018 or early 2019.

The majority of investments are currently held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian and foreign owned banks. These were invested for terms ranging from three to twelve months. All investments comply with the Council's Investment Policy, other than

those made under previous statutory provisions that were grandfathered by updated legislation.

The City's TD investments fall within the following Standard and Poor's short term risk rating categories. The A-1+ investment holding increased from 35% to 38% during the month, whilst the A-1 holding slightly reduced from 23% to 22%. The amount invested with A-2 banks reduced from 41% to 39%, which is comfortably below the policy limit of 60%.

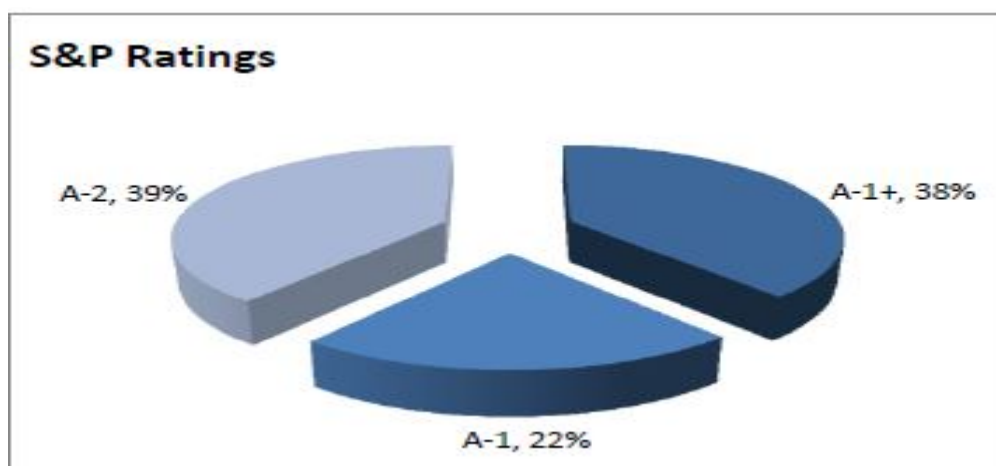


Figure 2: Council Investment Ratings Mix

The current investment strategy seeks to secure the highest possible rate on offer (up to 12 months for term deposits), subject to cash flow planning and investment policy requirements. Value is currently being derived within the 6-12 month investment range.

The City's TD investment portfolio had an average duration of 177 days or 5.8 months at the end of the month (down slightly from 180 days the previous month) with the maturity profile graphically depicted below:

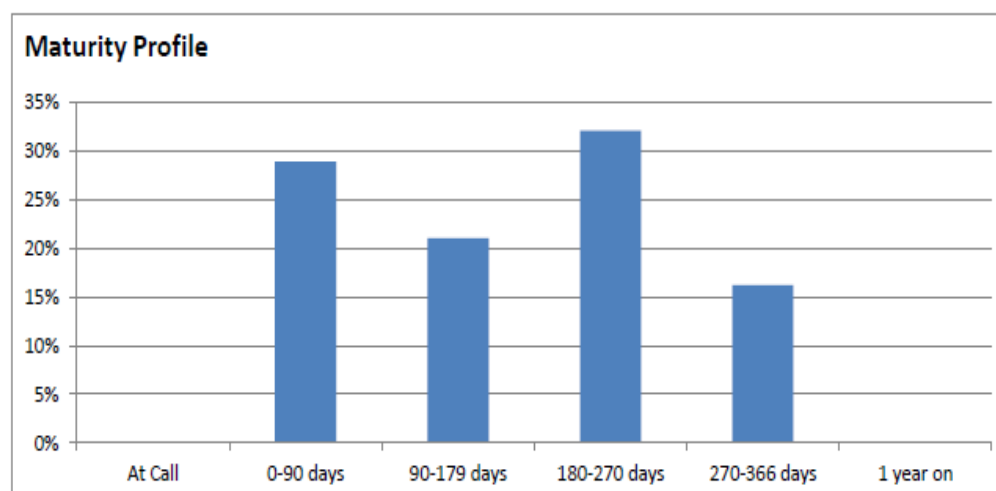


Figure 3: Council Investment Maturity Profile

*Investment in Fossil Fuel Free Banks*

At month end, the City held 40% (\$65.2m) of its TD investment portfolio with banks deemed free from funding fossil fuel related industries. This was slightly down from 42% (\$69.0m) the previous month and fluctuates due to policy limits and deposit rates available at time of placement.

*Budget Amendments*

There were a number of budget amendments identified during the month that require Council adoption. However, these have no effect on the City's current budgeted surplus. The more significant items are:

- Transfer of \$300,000 from the Port Coogee WEMP Reserve to the Port Coogee Marina Asset Replacement Reserve – a previous transfer to the WEMP Reserve was in actual fact funding depreciation on marina assets and this adjustment rectifies the reserving of these funds.
- A contribution of \$45,455 has been received from Main Roads for the rehabilitation and revegetation of the land reserve previously cleared for Roe 8 construction.

The financial report attached includes a detailed schedule of the proposed budget changes and the associated funding sources.

*Description of Graphs & Charts*

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

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

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

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



*Trust Fund*

At month end, the City held \$12.44m within its trust fund. \$5.96m was related to POS cash in lieu and another \$6.48m in various cash bonds and refundable deposits.

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

Deliver sustainable governance through transparent and robust policy and processes

Listen to and engage with our residents, business community and ratepayers with greater use of social media

**Budget/Financial Implications**

The 2017-18 budget surplus as reported to the end of March is \$220,612. There is no impact on the budget surplus from the budget changes recommended in this report.

**Legal Implications**

N/A

**Community Consultation**

N/A

**Risk Management Implications**

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

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

N/A

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

Nil

## STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 March 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Financial Services	103,488,519	103,176,285	0%	312,234 ✓	107,239,519	109,281,923
Information Services	-	1,125	-100%	(1,125)	1,500	1,500
Human Resource Management	143,658	218,994	-34%	(75,336)	292,000	292,000
Library Services	31,217	39,860	-22%	(8,643)	53,146	53,146
Recreation & Community Safety	9,647,641	9,579,739	1%	67,902	12,695,410	9,197,863
Community Development & Services	7,451,670	7,254,739	3%	196,930	8,922,102	8,635,797
Corporate Communications	63,100	110,950	-43%	(47,850)	127,365	13,400
Governance & Risk	60,912	-	0%	60,912	-	-
Statutory Planning	736,986	681,500	8%	55,486	977,000	1,372,000
Strategic Planning	2,239,144	2,245,449	0%	(6,304)	2,959,984	2,961,734
Building Services	911,813	958,244	-5%	(46,431)	1,250,650	1,460,650
Environmental Health	301,984	299,125	1%	2,859	325,500	325,500
Waste Services	7,242,096	6,640,471	9%	601,624 ✓	7,953,371	9,340,885
Parks & Environmental Services	268,986	38,565	597%	230,421 ✓	41,120	10,220
Engineering Services	262,247	171,087	53%	91,160	228,120	248,120
Infrastructure Services	691,574	661,348	5%	30,226	737,198	1,097,797
	133,541,548	132,077,481	1%	1,464,067	143,803,985	144,292,534
<b>Total Operating Revenue</b>	<b>133,541,548</b>	<b>132,077,481</b>	<b>1%</b>	<b>1,464,067</b>	<b>143,803,985</b>	<b>144,292,534</b>
<b>Operating Expenditure</b>						
Governance	(2,307,562)	(2,455,212)	-6%	147,650	(3,313,643)	(3,313,643)
Strategy & Civic Support	(644,370)	(884,119)	-27%	239,749 ✓	(1,239,217)	(1,234,467)
Financial Services	(4,609,831)	(4,556,685)	1%	(53,146)	(5,917,894)	(6,827,226)
Information Services	(4,109,274)	(4,029,578)	2%	(79,696)	(5,397,224)	(5,266,526)
Human Resource Management	(1,810,296)	(1,989,738)	-9%	179,443	(2,740,330)	(2,775,521)
Library Services	(2,528,473)	(2,792,346)	-9%	263,874 ✓	(3,726,725)	(3,683,813)
Recreation & Community Safety	(10,672,181)	(11,355,018)	-6%	682,837 ✓	(15,717,621)	(14,253,359)
Community Development & Services	(8,742,342)	(9,502,978)	-8%	760,637 ✓	(12,723,108)	(12,251,506)
Corporate Communications	(2,566,992)	(2,749,555)	-7%	182,563	(3,639,240)	(3,417,525)
Governance & Risk	(139,339)	(174,672)	-20%	35,334	(243,170)	(250,670)
Statutory Planning	(881,382)	(953,200)	-8%	71,818	(1,342,640)	(1,576,865)
Strategic Planning	(1,506,996)	(1,451,593)	4%	(55,403)	(1,998,061)	(1,851,561)
Building Services	(1,080,176)	(1,086,805)	-1%	6,629	(1,525,058)	(1,670,771)
Environmental Health	(1,217,328)	(1,409,931)	-14%	192,603	(1,954,428)	(1,859,118)
Waste Services	(13,947,733)	(14,268,154)	-2%	320,421 ✓	(19,042,092)	(19,841,080)
Parks & Environmental Services	(9,032,333)	(9,715,705)	-7%	683,372 ✓	(13,443,735)	(13,330,993)
Engineering Services	(5,751,239)	(5,994,380)	-4%	243,141 ✓	(8,083,816)	(7,901,213)
Infrastructure Services	(7,062,310)	(7,583,742)	-7%	521,433 ✓	(10,171,798)	(9,916,832)
	(78,610,157)	(82,953,413)	-5%	4,343,257	(112,219,802)	(111,222,691)

## STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 March 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Less:</b> Net Internal Recharging	1,406,079	1,258,612	12%	147,467	1,489,117	1,331,071
<b>Add:</b> Depreciation & Amortisation on Non-Current Assets						
Computer Equipment	(737,148)	(749,295)	-2%	12,147	(999,080)	(250,320)
Furniture and Equipment	(279,002)	(267,021)	4%	(11,981)	(356,028)	(203,364)
Plant & Machinery	(2,403,092)	(2,339,237)	3%	(63,855)	(3,103,853)	(2,999,255)
Buildings	(4,495,691)	(4,490,586)	0%	(5,105)	(5,987,448)	(5,350,032)
Infrastructure - Roads	(8,308,857)	(8,460,486)	-2%	151,629	(11,280,648)	(11,087,508)
Infrastructure - Drainage	(1,901,062)	(1,893,528)	0%	(7,534)	(2,524,704)	(2,524,704)
Infrastructure - Footpaths	(1,027,900)	(1,046,664)	-2%	18,764	(1,395,552)	(1,208,220)
Infrastructure - Parks Equipment	(2,830,199)	(2,890,620)	-2%	60,421	(3,854,160)	(3,701,592)
Landfill Infrastructure	(814,516)	(840,573)	-3%	26,057	(1,120,764)	(1,120,764)
Marina Infrastructure	(710,009)	(730,638)	-3%	20,629	(974,184)	(974,184)
	<b>(23,507,475)</b>	<b>(23,708,648)</b>	<b>-1%</b>	<b>201,173</b>	<b>(31,596,421)</b>	<b>(29,419,943)</b>
<b>Total Operating Expenditure</b>	<b>(100,711,552)</b>	<b>(105,403,450)</b>	<b>-4%</b>	<b>4,691,897</b>	<b>(142,327,106)</b>	<b>(139,311,564)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>32,829,996</b>	<b>26,674,031</b>	<b>23%</b>	<b>6,155,964</b>	<b>1,476,879</b>	<b>4,980,970</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant and Machinery	323,021	340,696	-5%	(17,674)	256,171	(201,388)
Freehold Land	-	-	0%	-	2,013,103	1,763,103
Buildings	(189,348)	-	0%	(189,348)	-	-
	<b>133,673</b>	<b>340,696</b>	<b>-61%</b>	<b>(207,022)</b>	<b>2,269,274</b>	<b>1,561,715</b>
<b>Capital Expenditure</b>						
Computer Equipment	(810,422)	(1,450,290)	-44%	639,868 ✓	(2,873,870)	(2,197,915)
Furniture and Equipment	(730,782)	(1,185,314)	-38%	454,532 ✓	(1,185,314)	(509,000)
Plant & Machinery	(1,758,033)	(2,459,438)	-29%	701,405 ✓	(3,462,553)	(3,992,000)
Land	(280,411)	(353,003)	-21%	72,592	(1,069,290)	(110,000)
Buildings	(7,780,994)	(14,245,628)	-45%	6,464,634 ✓	(20,149,551)	(17,664,000)
Infrastructure - Roads	(5,259,882)	(9,029,510)	-42%	3,769,627 ✓	(16,948,505)	(11,769,788)
Infrastructure - Drainage	(447,276)	(1,243,897)	-64%	796,621 ✓	(1,523,366)	(1,000,000)
Infrastructure - Footpaths	(499,655)	(1,112,453)	-55%	612,798 ✓	(1,583,643)	(1,180,440)
Infrastructure - Parks Equipment	(3,949,205)	(6,959,486)	-43%	3,010,280 ✓	(11,164,876)	(8,592,000)
Infrastructure - Parks Landscaping	(522,796)	(1,343,125)	-61%	820,329 ✓	(1,643,184)	(1,500,000)
Landfill Infrastructure	(882,900)	(949,072)	-7%	66,172	(1,185,798)	(190,000)
<b>Note 1.</b>	<b>(22,922,357)</b>	<b>(40,331,215)</b>	<b>-43%</b>	<b>17,408,858</b>	<b>(62,789,950)</b>	<b>(48,705,143)</b>

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 March 2018

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
<b>Add:</b> Gifted Subdivision Assets	-	-	0%	-		-	-
<b>Add:</b> Land - Vested in Crown	(741,058)	(350,000)	112%	(391,058) X		(350,000)	-
<b>Add:</b> Transfer to Reserves	(24,952,649)	(22,820,915)	9%	(2,131,735) X		(33,749,959)	(25,599,306)
<b>Add Funding from</b>							
Non-Operating Grants, Subsidies and Contributions	7,501,672	6,288,621	19%	1,213,051 ✓		13,534,422	11,336,931
Developers Contributions Plans: Cash	7,533,399	5,694,059	32%	1,839,340 ✓		7,153,484	6,017,736
Proceeds on Sale of Assets	1,133,218	1,105,237	3%	27,981		4,285,559	3,578,000
Reserves	13,059,242	17,301,052	-25%	(4,241,810) X		35,016,947	19,082,533
Gifted Subdivision Assets	-	-	0%	-		-	-
	<b>29,227,531</b>	<b>30,388,968</b>	<b>-4%</b>	<b>(1,161,437)</b>		<b>59,990,412</b>	<b>40,015,200</b>
<b>Non-Cash/Non-Current Item Adjustments</b>							
Depreciation on Assets	22,692,958	22,868,075	-1%	(175,117)		30,475,657	28,299,179
Amortisation on Assets	814,516	840,573	-3%	(26,057)		1,120,764	1,120,764
Profit/(Loss) on Assets Disposal	(133,673)	(340,696)	-61%	207,022 X		(2,269,274)	(1,561,715)
Loan Repayments	(1,250,000)	(1,298,073)	-4%	48,073		(2,597,176)	(2,597,176)
Non-Current Leave Provisions	159,567	-	0%	159,567		-	-
Deferred Pensioners Adjustment	36,078	-	0%	36,078		-	-
	<b>22,319,446</b>	<b>22,069,880</b>	<b>1%</b>	<b>249,566</b>		<b>26,729,971</b>	<b>25,261,052</b>
Opening Funds	6,643,985	6,643,985	0%	(0)		6,643,985	2,500,000
<b>Closing Funds</b>	<b>42,538,566</b>	<b>22,626,116</b>	<b>88%</b>	<b>19,912,450</b>		<b>220,612</b>	<b>14,487</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>						
Computer Equipment	(810,422)	(438,333)	(1,248,754)	(1,450,290)	(2,873,870)	1,625,116
Furniture and Equipment	(730,782)	(89,354)	(820,136)	(1,185,314)	(1,185,314)	365,178
Plant & Machinery	(1,758,033)	(1,443,603)	(3,201,636)	(2,459,438)	(3,462,553)	260,917
Land	(280,411)	-	(280,411)	(353,003)	(1,069,290)	788,879
Buildings	(7,780,994)	(4,472,829)	(12,253,823)	(14,245,628)	(20,149,551)	7,895,728
Infrastructure - Roads	(5,259,882)	(10,207,409)	(15,467,291)	(9,029,510)	(16,948,505)	1,481,214
Infrastructure - Drainage	(447,276)	(102,306)	(549,582)	(1,243,897)	(1,523,366)	973,784
Infrastructure - Footpaths	(499,655)	(1,872)	(501,527)	(1,112,453)	(1,583,643)	1,082,116
Infrastructure - Parks Equipment	(3,949,205)	(2,891,853)	(6,841,059)	(6,959,486)	(11,164,876)	4,323,817
Infrastructure - Parks Landscaping	(522,796)	(26,132)	(548,928)	(1,343,125)	(1,643,184)	1,094,256
Landfill Infrastructure	(882,900)	(41,433)	(924,333)	(949,072)	(1,185,798)	261,465
	(22,922,357)	(19,715,124)	(42,637,482)	(40,331,215)	(62,789,950)	20,152,468

### 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	162,029,793	140,937,036	113,947,104	115,497,141
Rates Outstanding	6,924,349	2,150,000	2,150,000	2,150,000
Rubbish Charges Outstanding	104,766	120,001	120,000	120,000
Sundry Debtors	2,839,041	4,000,000	4,000,000	4,000,000
GST Receivable	136,022	-	-	-
Prepayments	83,658	420,000	420,000	420,000
Accrued Debtors	2,198	-	-	-
Stock on Hand	10,709	14,000	14,000	14,000
	172,130,535	147,641,037	120,651,104	122,201,141
<b>Current Liabilities</b>				
Creditors	(3,985,158)	(11,302,735)	(11,260,049)	(11,260,049)
Income Received in Advance	(1,809,679)	(1,500,000)	(1,500,000)	(1,500,000)
GST Payable	(864,807)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(4,089,831)	(3,994,255)	(3,992,256)	(3,992,256)
Provision for Long Service Leave	(2,451,508)	(2,000,000)	(2,000,000)	(2,000,000)
	(13,200,983)	(18,796,989)	(18,752,305)	(18,752,305)
<b>Net Current Assets</b>	158,929,552	128,844,048	101,898,799	103,448,836
<b>Add: Non Current Investments</b>	1,025,491	4,825,000	4,825,000	4,825,000
	159,955,043	133,669,048	106,723,799	108,273,836
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(117,416,477)	(111,042,932)	(104,256,081)	(108,259,348)
Deposits & Bonds Liability *	-	-	-	-
	42,538,566	22,626,116	2,467,717	14,487
<b>Closing Funds (as per Financial Activity Statement)</b>	<b>42,538,566</b>	<b>22,626,116</b>	<b>2,467,717</b>	<b>14,487</b>

# 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>14,487</b>
GL	131	Recovery of Multicultural Officer		Operating Income		140		<b>14,627</b>
GL	855	Reduction in Insurance charges		Operating Expenditure		490,416		<b>505,043</b>
GL	105	Reduction in FAGS grant		Operating Income			40,968	<b>464,075</b>
CW	5681	Reduction in Tree Planting CW		Operating Expenditure		445,000		<b>909,075</b>
GL	355	Management cost recovery		Operating Income		11,893		<b>920,968</b>
GL	855	Savings in insurance premium transferred to Reserve		Operating Expenditure			500,000	<b>420,968</b>
OP	6827	New lease income at South Lake Child Health Clinic	OCM 14/12/17	Operating Income		3,750		<b>424,718</b>
CW	7742	Vehicle no longer purchased	OCM 14/12/17	Operating Expenditure		9,815		<b>434,533</b>
CW	7779	Vehicle no longer purchased	OCM 14/12/17	Operating Expenditure		22,795		<b>457,328</b>
OP	8987	Balancing and closing the project	OCM 08/02/18	Operating Income		32,515		<b>489,843</b>
		Various - Mid year budget review					224,231	<b>265,612</b>
CW	4650	Library refurbishment funded from surplus	OCM 08/03/18	Operating Expenditure			45,000	<b>220,612</b>
<b>Closing Funds Surplus (Deficit)</b>					<b>0</b>	<b>1,016,324</b>	<b>810,199</b>	<b>220,612</b>

## Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 March 2018

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	97,555,417	97,309,915	245,503	100,076,952	99,831,449	99,981,449
02 Specified Area Rates	407,543	330,000	77,543	407,543	330,000	330,000
05 Fees and Charges	Note 1 22,460,557	21,801,270	659,287	28,241,383	27,582,096	26,710,305
06 Service Charges	-	-	-	-	-	-
10 Grants and Subsidies	8,155,097	7,946,249	208,848	10,105,100	9,896,252	11,382,351
15 Contributions, Donations and Reimbursements	986,115	859,821	126,294	1,347,514	1,221,221	1,145,461
20 Interest Earnings	3,976,819	3,830,227	146,592	5,089,560	4,942,968	4,742,968
25 Other revenue and Income	-	-	-	-	-	-
<b>Total Operating Revenue</b>	<b>133,541,548</b>	<b>132,077,481</b>	<b>1,464,067</b>	<b>145,268,052</b>	<b>143,803,985</b>	<b>144,292,534</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (38,318,565)	(39,102,897)	784,332	(52,919,020)	(53,703,352)	(52,284,525)
51 Employee Costs - Indirect Oncosts	(569,146)	(719,712)	150,566	(1,330,593)	(1,481,159)	(1,491,754)
55 Materials and Contracts	Note 3 (28,091,567)	(31,410,636)	3,319,068	(38,309,424)	(41,628,492)	(40,166,898)
65 Utilities	(3,769,850)	(3,935,165)	165,315	(5,117,367)	(5,282,682)	(5,227,818)
70 Interest Expenses	(412,277)	(408,350)	(3,928)	(820,627)	(816,699)	(816,699)
75 Insurances	(1,181,674)	(1,174,908)	(6,766)	(1,181,674)	(1,174,908)	(2,228,200)
80 Other Expenses	(6,267,077)	(6,201,746)	(65,330)	(8,197,840)	(8,132,510)	(9,006,798)
85 Depreciation on Non Current Assets	(22,692,958)	(22,868,075)	175,117	(30,300,540)	(30,475,657)	(28,299,179)
86 Amortisation on Non Current Assets	(814,516)	(840,573)	26,057	(814,516)	(1,120,764)	(1,120,764)
Add Back: Indirect Costs Allocated to Capital Works	1,406,079	1,258,612	147,467	1,636,584	1,489,117	1,331,071
<b>Total Operating Expenditure</b>	<b>(100,711,552)</b>	<b>(105,403,450)</b>	<b>4,691,897</b>	<b>(137,355,018)</b>	<b>(142,327,106)</b>	<b>(139,311,564)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES</b>	<b>32,829,996</b>	<b>26,674,031</b>	<b>6,155,964</b>	<b>7,913,034</b>	<b>1,476,879</b>	<b>4,980,970</b>
<b>NON-OPERATING ACTIVITIES</b>						
11, 16 Non-Operating Grants, Subsidies and Contributions	7,501,672	6,288,621	1,213,051	14,747,473	13,534,422	11,336,931
18 Developers Contributions Plans: Cash	7,533,399	5,694,059	1,839,340	8,992,824	7,153,484	6,017,736
57 Land Ceded to the Crown	(741,058)	(350,000)	(391,058)	(741,058)	(350,000)	-
95 Profit/(Loss) on Sale of Assets	133,673	340,696	(207,022)	133,673	2,269,274	1,561,715
<b>Total Non-Operating Activities</b>	<b>14,427,686</b>	<b>11,973,375</b>	<b>2,454,311</b>	<b>23,132,912</b>	<b>22,607,180</b>	<b>18,916,382</b>
<b>NET RESULT</b>	<b>47,257,682</b>	<b>38,647,407</b>	<b>8,610,275</b>	<b>31,045,947</b>	<b>24,084,059</b>	<b>23,897,352</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>Recreation &amp; Community Safety</u></b>				
Recreational Services	434,061	443,310	591,080	591,080
Law and Public Safety	401,129	359,197	455,596	385,596
Cockburn ARC	8,008,443	8,028,452	10,447,138	7,253,485
	8,843,633	8,830,959	11,493,814	8,230,161
<b><u>Waste Services:</u></b>				
Waste Collection Services	2,669,023	2,665,042	2,715,000	2,800,000
Waste Disposal Services	4,569,421	3,975,429	5,238,371	6,540,885
	7,239,372	6,640,471	7,953,371	9,340,885
<b><u>Infrastructure Services:</u></b>				
Port Coogee Marina	664,539	659,625	734,901	1,095,500
	664,539	659,625	734,901	1,095,500
	16,747,544	16,131,056	20,182,086	18,666,545

**Note 2.**

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(1,759,979)	(1,922,542)	(2,629,867)	(2,629,867)
Finance & Corporate Services Division	(5,488,930)	(5,481,307)	(7,448,927)	(7,358,795)
Governance & Community Services Division	(14,056,287)	(14,082,445)	(19,574,708)	(18,241,451)
Planning & Development Division	(3,840,595)	(4,042,096)	(5,554,688)	(5,869,626)
Engineering & Works Division	(13,172,775)	(13,574,507)	(18,495,162)	(18,184,786)
	(38,318,565)	(39,102,897)	(53,703,352)	(52,284,525)

**Note 3**

Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Services	(1,044,440)	(1,269,817)	(1,617,518)	(1,612,768)
Finance & Corporate Services Division	(2,888,696)	(2,886,157)	(3,693,801)	(3,531,376)
Governance & Community Services Division	(8,691,587)	(10,047,703)	(13,201,663)	(12,408,779)
Planning & Development Division	(758,547)	(806,595)	(1,112,097)	(935,287)
Engineering & Works Division	(14,708,297)	(16,400,365)	(22,003,413)	(21,678,688)
Not Applicable	0	0	0	0
	(28,091,567)	(31,410,636)	(41,628,492)	(40,166,898)



## City of Cockburn - Reserve Funds

## Financial Statement for Period Ending 31 March 2018

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	589,288	589,288	11,324	9,118	-	-	(25,000)	-	575,612	598,406
C/FWD Projects Reserve	3,974,994	3,974,994	-	-	5,419,903	5,419,903	(7,570,973)	(4,393,197)	1,823,924	5,001,700
CCW Development Fund	500,000	500,000	53,573	7,737	1,500,000	-	-	-	2,053,573	507,737
Community Infrastructure	13,210,265	13,210,265	127,034	231,074	2,356,082	2,043,082	(3,592,570)	(780,334)	12,100,811	14,704,087
Community Surveillance Levy Reserve	1,097,742	1,097,742	23,842	16,905	200,000	150,000	(674,114)	(115,754)	647,470	1,148,893
DCD Redundancies Reserve	41,748	41,748	797	646	-	-	-	-	42,545	42,394
Environmental Offset Reserve	298,185	298,185	8,033	4,614	-	-	-	-	306,218	302,799
Green House Emissions Reductions	349,919	349,919	10,790	6,406	200,000	150,000	(10,852)	(10,852)	549,857	495,472
HWRP Post Closure Management	2,359,654	2,359,654	50,489	36,411	-	-	(85,000)	(68,585)	2,325,143	2,327,481
Information Technology	290,055	290,055	8,388	4,027	100,000	75,000	(222,680)	(197,560)	175,763	171,522
Insurance	328,198	328,198	8,801	10,889	925,580	925,580	-	-	1,262,579	1,264,666
Land Development & Investment Fund Reserve	4,177,766	4,177,766	256,447	62,343	3,260,000	(138,444)	(1,522,290)	(469,898)	6,171,923	3,631,766
Major Buildings Refurbishment	11,573,486	11,573,486	147,574	186,804	1,500,000	1,125,000	(240,000)	(5,500)	12,981,060	12,879,789
Municipal Elections	155,198	155,198	2,977	3,395	120,000	120,000	(200,000)	(200,000)	78,175	78,592
Naval Base Shacks	1,077,675	1,077,675	24,153	15,871	75,363	-	(96,534)	(96,534)	1,080,657	997,011
Plant & Vehicle Replacement	7,371,172	7,371,172	115,183	129,409	3,453,284	3,217,597	(2,066,916)	(760,644)	8,872,723	9,957,535
Port Coogee Marina Assets Replcmt	-	-	-	(3)	-	-	(15,000)	(1,980)	(15,000)	(1,983)
Port Coogee SAR Special Maintenance Reserve	1,246,841	1,246,841	28,417	22,470	274,000	350,531	-	-	1,549,258	1,619,842
Port Coogee SAR Waterways Reserve	112,477	112,477	8,852	2,321	56,000	56,000	(79,742)	-	97,587	170,798
Port Coogee WEMP	2,296,993	2,296,993	43,009	35,354	45,000	-	(398,192)	(118,838)	1,986,810	2,213,510
Roads & Drainage Infrastructure	13,987,382	13,987,382	81,300	222,971	1,500,000	1,125,000	(4,168,665)	(143,746)	11,400,017	15,191,607
Staff Payments & Entitlements	1,947,631	1,947,631	47,023	26,233	125,000	93,750	(403,067)	(398,625)	1,716,587	1,668,990
Waste & Recycling	13,165,896	13,165,896	363,713	198,447	1,326,365	-	(1,200,798)	(897,900)	13,655,176	12,466,443
Waste Collection Levy	2,437,627	2,437,627	66,093	35,431	595,869	-	(565,843)	(469,485)	2,533,746	2,003,572
POS Cash in Lieu (Restricted Funds)	-	-	108,937	0	-	-	-	-	108,937	0
	<b>82,590,191</b>	<b>82,590,191</b>	<b>1,596,749</b>	<b>1,268,870</b>	<b>23,032,446</b>	<b>14,713,000</b>	<b>(23,138,236)</b>	<b>(9,129,431)</b>	<b>84,081,151</b>	<b>89,442,629</b>
<b>Grant Funded</b>										
Aged & Disabled Vehicle Expenses	223,193	223,193	8,628	3,454	-	-	(27,000)	-	204,821	226,646
CIHF Building Maintenance Resrv	4,621,068	4,621,068	5,641	77,509	1,450,000	904,595	(20,000)	(19,422)	6,056,709	5,583,750
Family Day Care Accumulation Fund	8,482	8,482	-	131	-	-	-	-	8,482	8,613
Naval Base Shack Removal Reserve	526,838	526,838	10,822	8,152	-	-	-	-	537,660	534,990
Restricted Grants & Contributions Resrv	3,585,466	3,585,466	-	-	168,881	168,881	(3,257,292)	(3,499,063)	497,056	255,284
UNDERGROUND POWER	0	0	-	-	-	-	-	-	0	0
Welfare Projects Employee Entitlements	459,203	459,203	9,223	7,323	16,020	16,020	(14,012)	(14,012)	470,433	468,533
	<b>9,424,250</b>	<b>9,424,250</b>	<b>34,314</b>	<b>96,568</b>	<b>1,634,901</b>	<b>1,089,496</b>	<b>(3,318,304)</b>	<b>(3,532,497)</b>	<b>7,775,161</b>	<b>7,077,817</b>
<b>Development Cont. Plans</b>										
Cockburn Coast DCP14	(109,448)	(109,448)	-	(1,694)	-	-	(40,177)	(481)	(149,625)	(111,623)
Community Infrastructure DCP 13	5,964,447	5,964,447	220,238	121,759	5,000,000	4,585,551	(8,463,452)	-	2,721,232	10,671,757
Hammond Park DCP	1,398,439	1,398,439	9,354	28,015	626,114	1,290,377	(6,559)	(481)	2,027,349	2,716,351
Munster Development	1,140,711	1,140,711	18,147	18,268	80,000	68,352	(8,045)	(481)	1,230,812	1,226,850
Muriel Court Development Contribution	(110,762)	(110,762)	-	1,014	366,392	366,392	(11,328)	(481)	244,302	256,164

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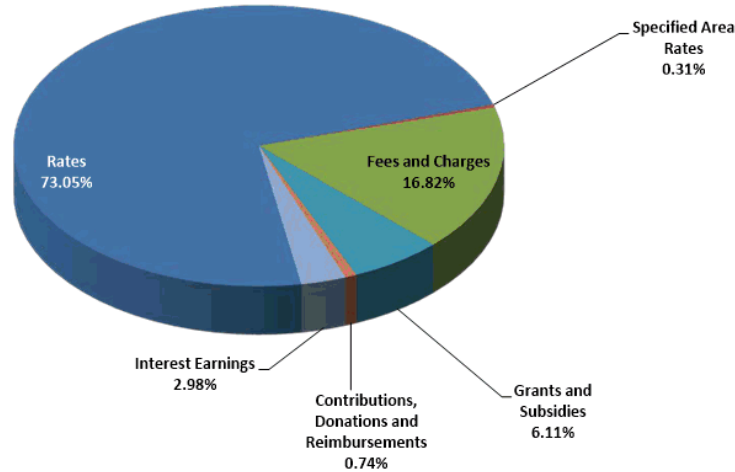
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### City of Cockburn - Reserve Funds

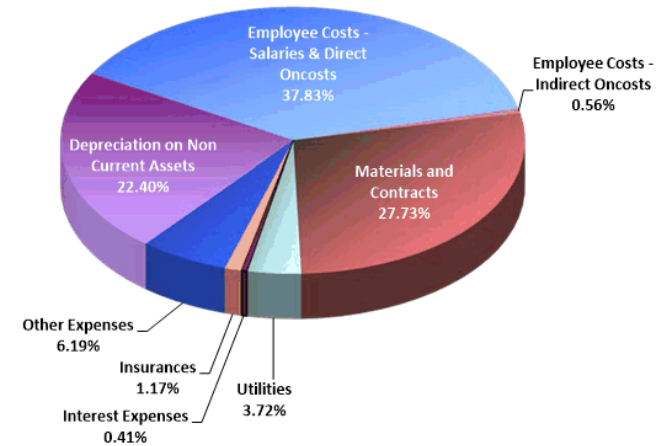
#### Financial Statement for Period Ending 31 March 2018

<i>Account Details</i>	<i>Opening Balance</i>		<i>Interest Received</i>		<i>t/f's from Municipal</i>		<i>t/f's to Municipal</i>		<i>Closing Balance</i>	
	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>	<i>Budget</i>	<i>Actual</i>
Packham North - DCP 12	34,792	34,792	1,000	779	150,000	39,156	(9,019)	(59,789)	176,773	14,937
Solomon Road DCP	626,939	626,939	16,500	9,700	-	-	(5,235)	(481)	638,204	636,159
Success Nth Development Cont. Plans	2,684,263	2,684,263	15,311	44,800	535,802	535,802	(3,518)	(481)	3,231,859	3,264,385
Thomas St Development Cont. Plans	12,986	12,986	294	201	-	-	-	-	13,280	13,187
Wattleup DCP 10	91,140	91,140	2,000	3,692	256,370	256,370	(6,559)	(334,158)	342,952	17,045
Yangebup East Development Cont. Plans	1,347,473	1,347,473	6,026	20,857	5,000	46,760	(3,398)	(481)	1,355,101	1,414,609
Yangebup West Development Cont. Plans	427,648	427,648	9,195	8,564	133,806	340,000	(3,118)	-	567,531	776,212
	<b>13,508,629</b>	<b>13,508,629</b>	<b>298,065</b>	<b>255,955</b>	<b>7,153,484</b>	<b>7,528,760</b>	<b>(8,560,407)</b>	<b>(397,314)</b>	<b>12,399,771</b>	<b>20,896,031</b>
<i>Total Reserves</i>	<b>105,523,070</b>	<b>105,523,070</b>	<b>1,929,128</b>	<b>1,621,394</b>	<b>31,820,831</b>	<b>23,331,256</b>	<b>(35,016,947)</b>	<b>(13,059,242)</b>	<b>104,256,082</b>	<b>117,416,477</b>

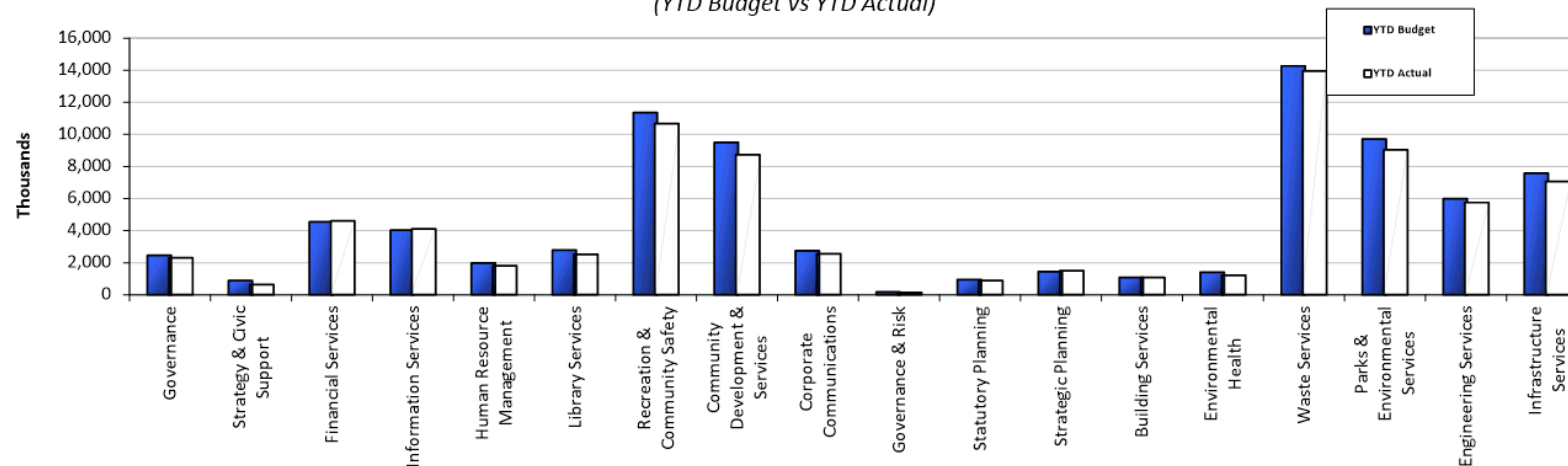
**Operating Income by Nature and Type**  
(YTD Actual)

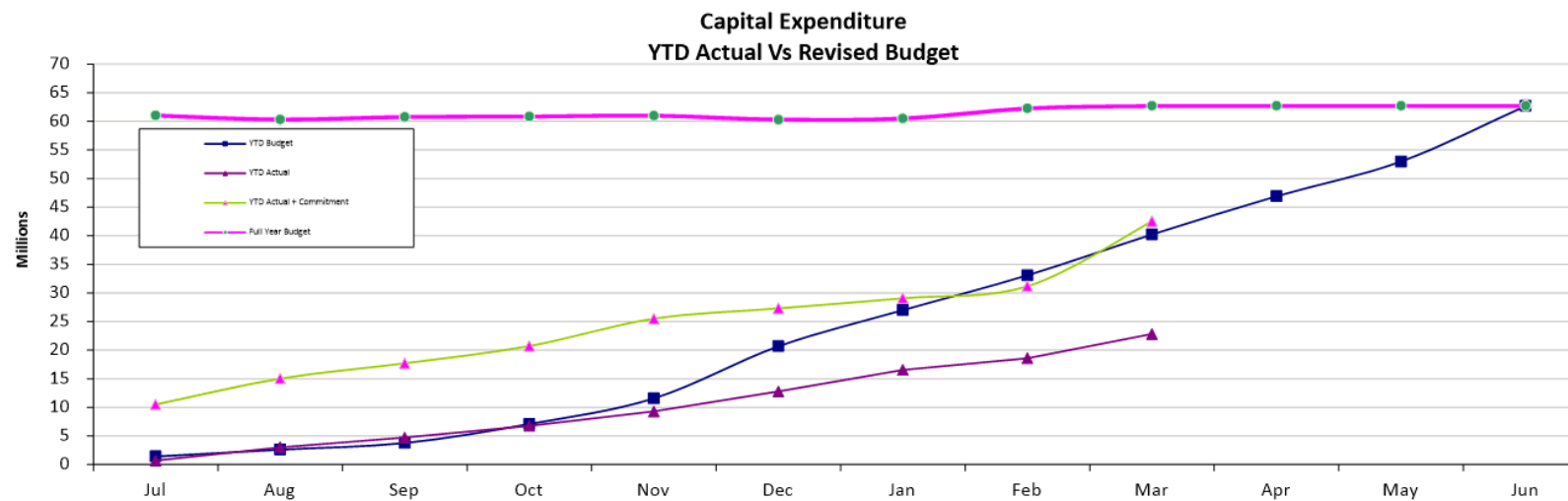
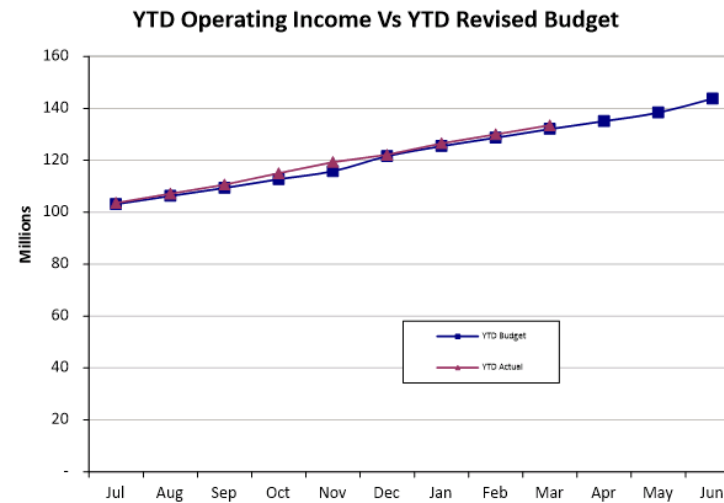
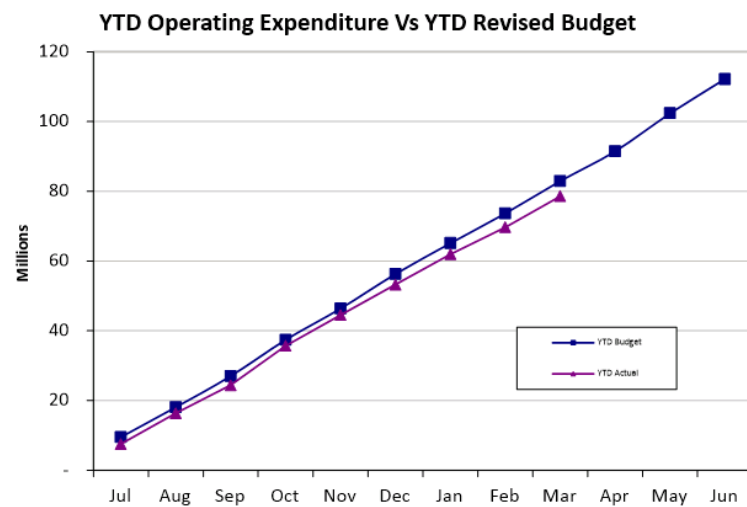


**Operating Expenditure by Nature and Type**  
(YTD Actual)

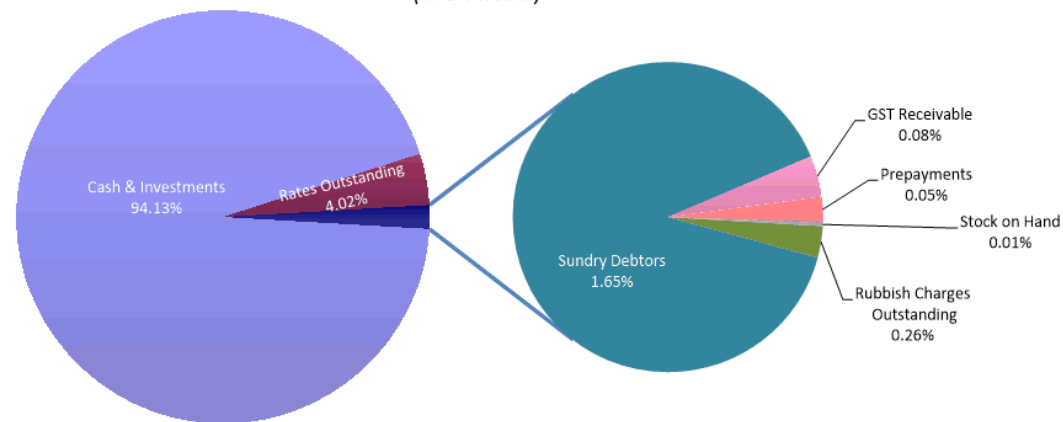
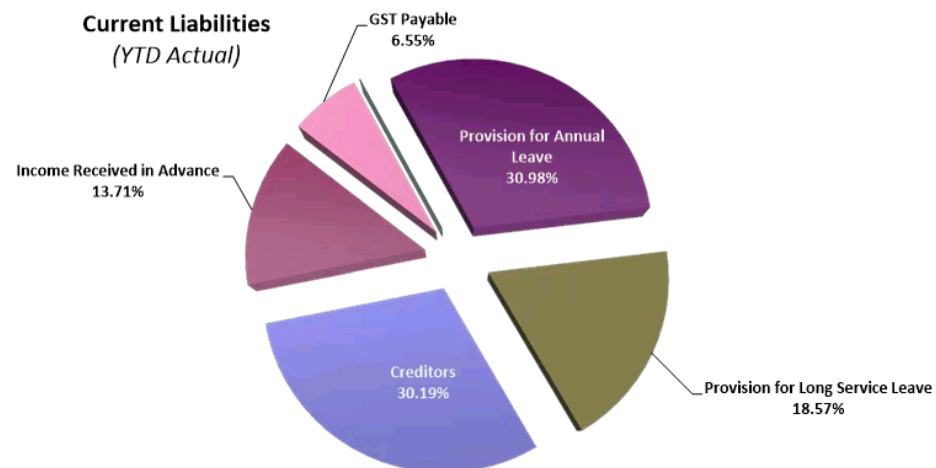


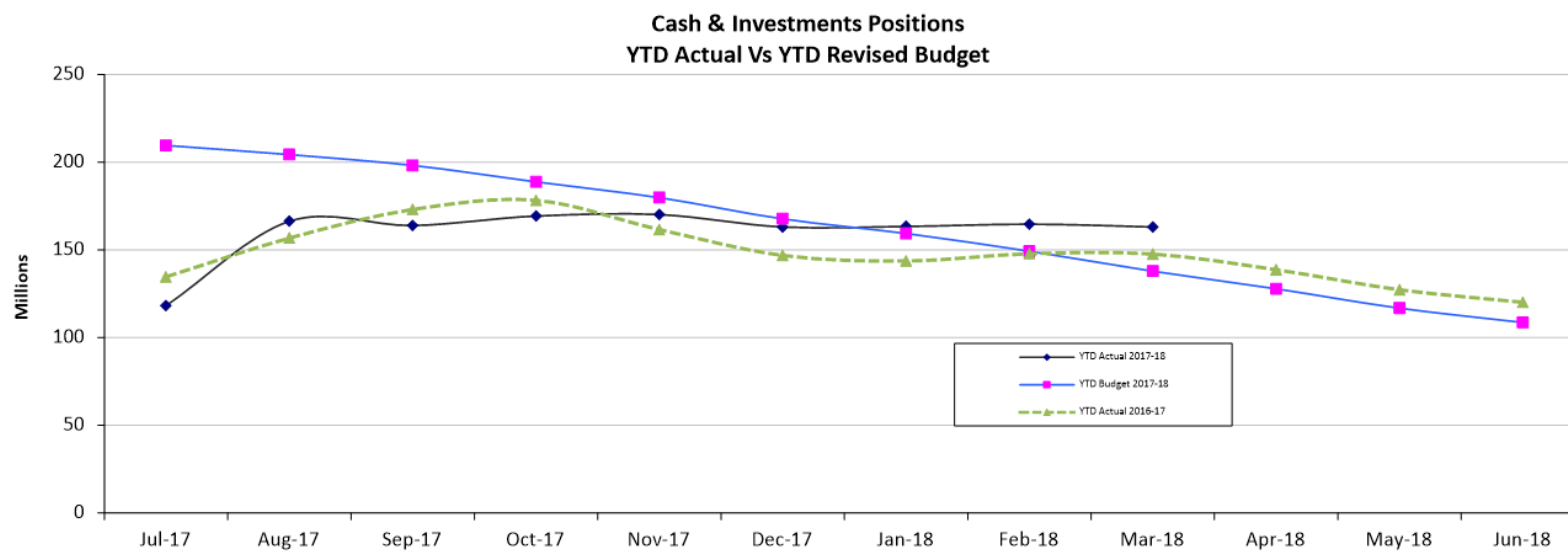
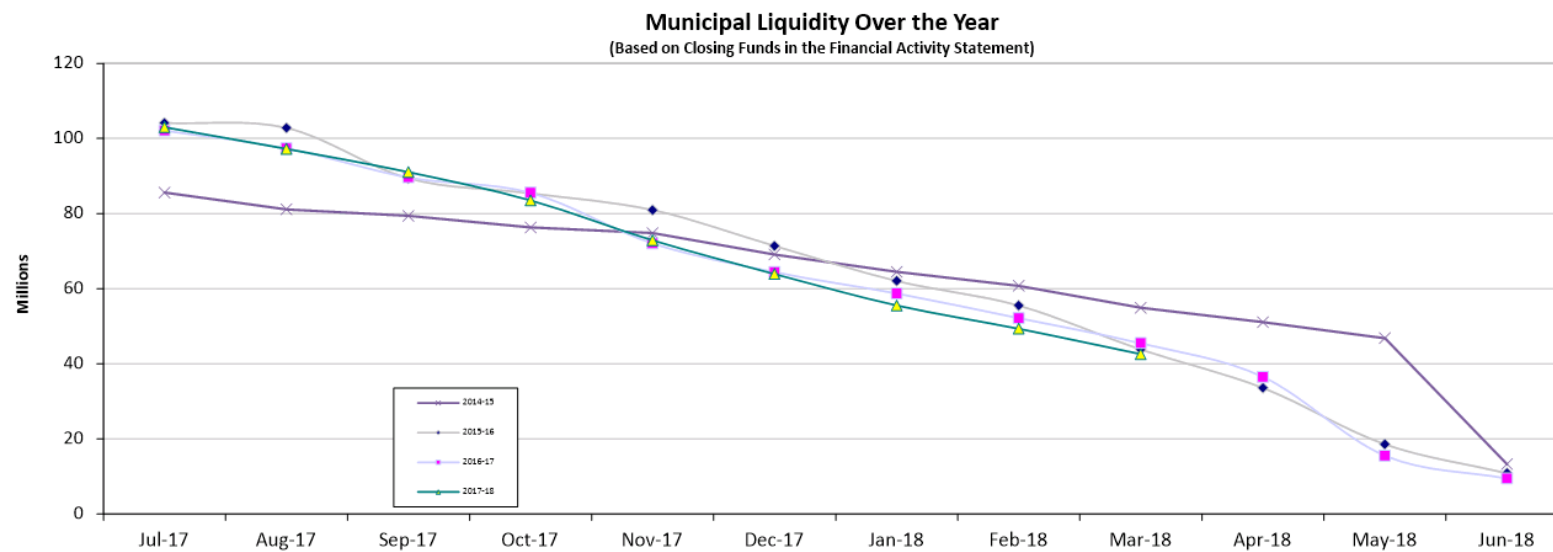
**Operating Expenditure by Business Unit**  
(YTD Budget vs YTD Actual)







**Current Assets**  
(YTD Actual)**Current Liabilities**  
(YTD Actual)



DETAILED BUDGET AMENDMENTS REPORT  
for the period ended 31 March 2018

PROJECT/ACTIVITY LIST		DESCRIPTION	ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
						RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 960	Transfer from and to Reserves	Transfer from WEMP Reserve to Port Coogee Marina Asset Replacement Reserve			300,000	(300,000)			
GL 400	Cockburn Youth Outreach	Variation to Grant Funding	ADD	1,811			(1,811)		
GL 620	Success Library	Lease of plants	ADD	2,000				(2,000)	
CW4650	Spearwood Library Refurbishment	Funding lease of plants at Success Library	LESS	(2,000)				2,000	
OP8906	Roe 8 - Rehabilitation	New grant received	ADD	45,455			(45,455)		
				47,266	300,000	(300,000)	(47,266)	0	0

## 16. ENGINEERING & WORKS DIVISION ISSUES

### 16.1 LYON ROAD AUBIN GROVE TRAFFIC MANAGEMENT

<b>Author(s)</b>	J Kiurski
<b>Attachments</b>	<ol style="list-style-type: none"><li>1. Lyon Road, Atwell traffic sign and pavement marking drawing <a href="#">↓</a></li><li>2. Lyon Road traffic management drawing with site distance requirements <a href="#">↓</a></li><li>3. Consultation Analysis - Harvest Lakes Traffic Management 2018 <a href="#">↓</a></li></ol>

#### RECOMMENDATION

That Council:

- (1) adopt the installation of the proposed zebra crossing, installation of bus stops and removal of a number of parking bays to improve site distance, congestion and safety on Lyon Road, north of Gibbs Road as shown on the attached drawings; and
- (2) advise the Community of Aubin Grove, the Harvest Lakes Residents Association, the businesses along Lyon Road and other submitters of the outcome.

#### Background

The Harvest Lakes Residents Association raised with the City the issue of safety for pedestrians along the shopping strip.

By notice received on 8 June 2017, Deputy Mayor Lee-Ann Smith requested the following matter be noted for investigation:

*“A report be prepared for an investigation into traffic movements and congestion on Lyon Road from the intersection with Gibbs Road to the intersection with Alliance Entrance.”*

#### Submissions

The City has been liaising with stakeholders for some time on this issue and called for submissions in 2017 and 2018. The City conducted an online survey and doorknocked shopping centre tenants. The shopping centre management company submitted a traffic impact assessment report and a petition from its tenants.

#### Report

The City is responding to community concerns about traffic management issues on Lyon Road north of Gibbs Road in Harvest Lakes, where buses, pedestrians, cyclists and motorists interact with



local residents, shoppers, business owners and employees in the shopping centre precinct.

Since the roundabout at the intersection of Lyon Road and Gibbs Road was reconstructed as a signalised intersection, concerns were raised by local residents regarding pedestrian safety and traffic congestion. In particular, within the section of Lyon Road adjacent to the shopping precinct on the north side of Gibbs Road during peak traffic times. One of the primary causes of the traffic congestion was observed to be reverse parking into the parallel bays on either side of Lyon Road between Gibbs Road and Alliance Entrance.

To find the key issues and how they can be resolved, the City officers used a number of approaches:

- In June 2017, the City's engineers and Community Engagement Officer attended meetings of the Community of Aubin Grove and the Harvest Lakes Residents Association to discuss the issue
- In July and August 2017, the City conducted a video survey in two locations on Lyon Road to monitor the traffic situation and pedestrian movements. The results of the video survey were used to apply for a formal zebra crossing based on Main Roads Western Australia warrants
- In July 2017, an online survey was published on Comment on Cockburn and emailed to resident groups. A total of 882 people visited the website. Overall, 74 people completed the survey by the closing date of 4 August, 2017
- The City hosted a residents meeting on August 30, 2017 at the Harvest Lakes Community Centre to discuss the outcome of the consultation
- The City's engineers met with the PTA and Main Roads WA to discuss possible traffic solutions
- In January 2018, a City Engineer and Community Engagement Officer doorknocked businesses along Lyon Road to discuss a proposed traffic solution
- In February 2018, City Engineers and the Community Engagement Officer met with Harvest Lakes Residents Association to discuss the proposed traffic solution

The proposed solution, based on community feedback and discussions with Main Roads WA and the Public Transport Authority, includes:

- A zebra crossing (crosswalk)

- Two Bus stops
- Removal of some parking bays outside the shops
- Installation of low level planting in the parking bays removed to improve the streetscape appearance

The PTA wants to provide two bus stops in Lyon Road between Alliance Entrance and Gibbs Road. The Harvest Lakes Residents Association and City officers requested relocation of the bus stops from Lyon Road to either Alliance Entrance or Flourish Loop, but this is not supported by the PTA due to their operational requirements. A plan showing the signage and line marking is included as Attachment 1 for reference.

Video surveys have confirmed that the site satisfies the pedestrian and vehicle volume criteria needed for a zebra crossing, under the Main Roads WA warrants. The pedestrian criteria is a minimum of 60 pedestrians per hour for two separate hours on a weekday and the video survey confirmed that number was exceeded every hour between 9am and 3pm and more than double that from 3-7pm.

The installation of zebra crossing has been approved by Main Roads WA with a condition of the removal of some of the embayed parking on this section of Lyon Road in order to meet the sightline requirements for the crossing. A plan showing the sight line requirements is included as Attachment 2 for reference.

Feedback on the proposed solution:

- On 23 January 2018, the City's Community Engagement officer and Senior Traffic Engineer contacted business owners/tenants whose premises front Lyon Road plus the shopping centre management to show them a map of the proposed traffic arrangements and ask their feedback. An email or phone call was made to unavailable tenants, Woolworths and the shopping centre owner. A reminder email was sent to tenants, seeking any written comments by 2 February 2018. The feedback summary to the Council from businesses presented in the table below.

Total number of businesses	Support for zebra crossing	Opposed to bus stops	Opposed to removing car bays	No response
14	14	2	4	4

- One of the major tenants at the shopping centre, Woolworths, has advised that it supports the zebra crossing but not the introduction of bus stops nor the removal of any on-street car bays.
- The shopping centre owner has advised that it strongly objects to removing any car bays, objects to the proposed bus stop locations and generally supports the proposed zebra crossing. On 20 February 2018, the shopping centre owner supplied a petition from a majority of tenants asking for the parking bays to be retained.

One of the key requests from businesses and residents group was to provide two parking spaces for people accessing the medical practices. One on street bay on the west side of Lyon Road can be designated as a drop off bay as the side clearance areas to provide a disabled ACROD bay are not possible due to site constraints of the existing supports of the shop awnings. A copy of the report on the consultation analysis is included as Attachment 3 for reference.

### **Strategic Plans/Policy Implications**

#### City Growth

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

Choose an item.

#### Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Improve parking facilities, especially close to public transport links and the city centre.

#### Leading & Listening

Listen to and engage with our residents, business community and ratepayers with greater use of social media.

### **Budget/Financial Implications**

A preliminary cost estimate has been carried out which indicates \$60,000 for the proposed scope of works. Funds are currently available in the 2017/18 financial year due to underspend on a number of drainage projects and a budget reallocation is proposed to create a budget item for this project.

**Legal Implications**

N/A

**Community Consultation**

As noted earlier in the report, extensive community consultation has been completed for the proposed modifications, with the majority of community responses received being in favour of the proposal.

**Risk Management Implications**

The installation of the proposed zebra crossing, installation of bus stops, and removal of a number of parking bays, will improve safety and congestion on Lyon Road north of Gibbs Road. Should Council not adopt the recommendation, the existing level of risk from congestion and pedestrian safety which has been assessed as High will remain.

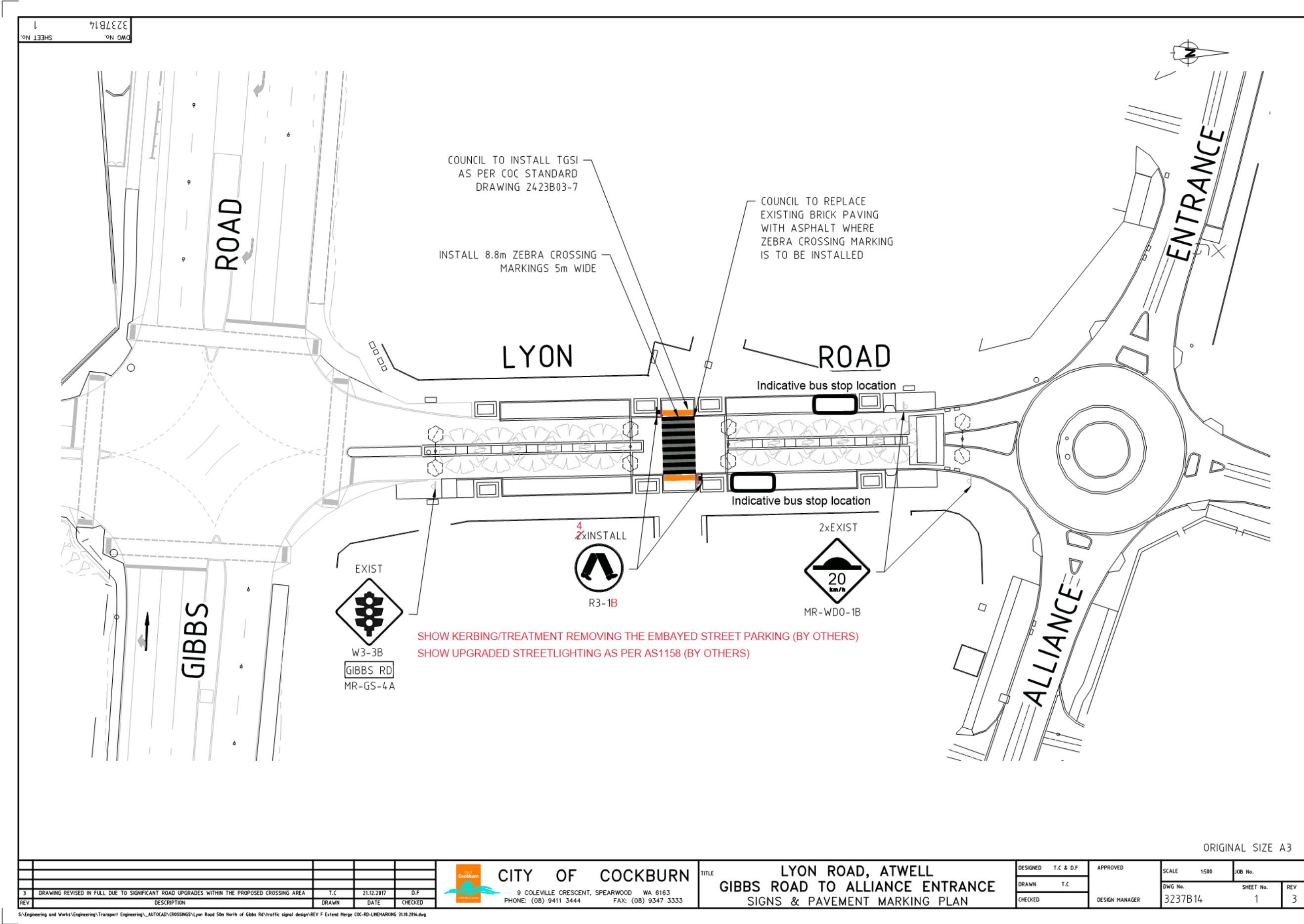
**Advice to Proponent(s)/Submitters**

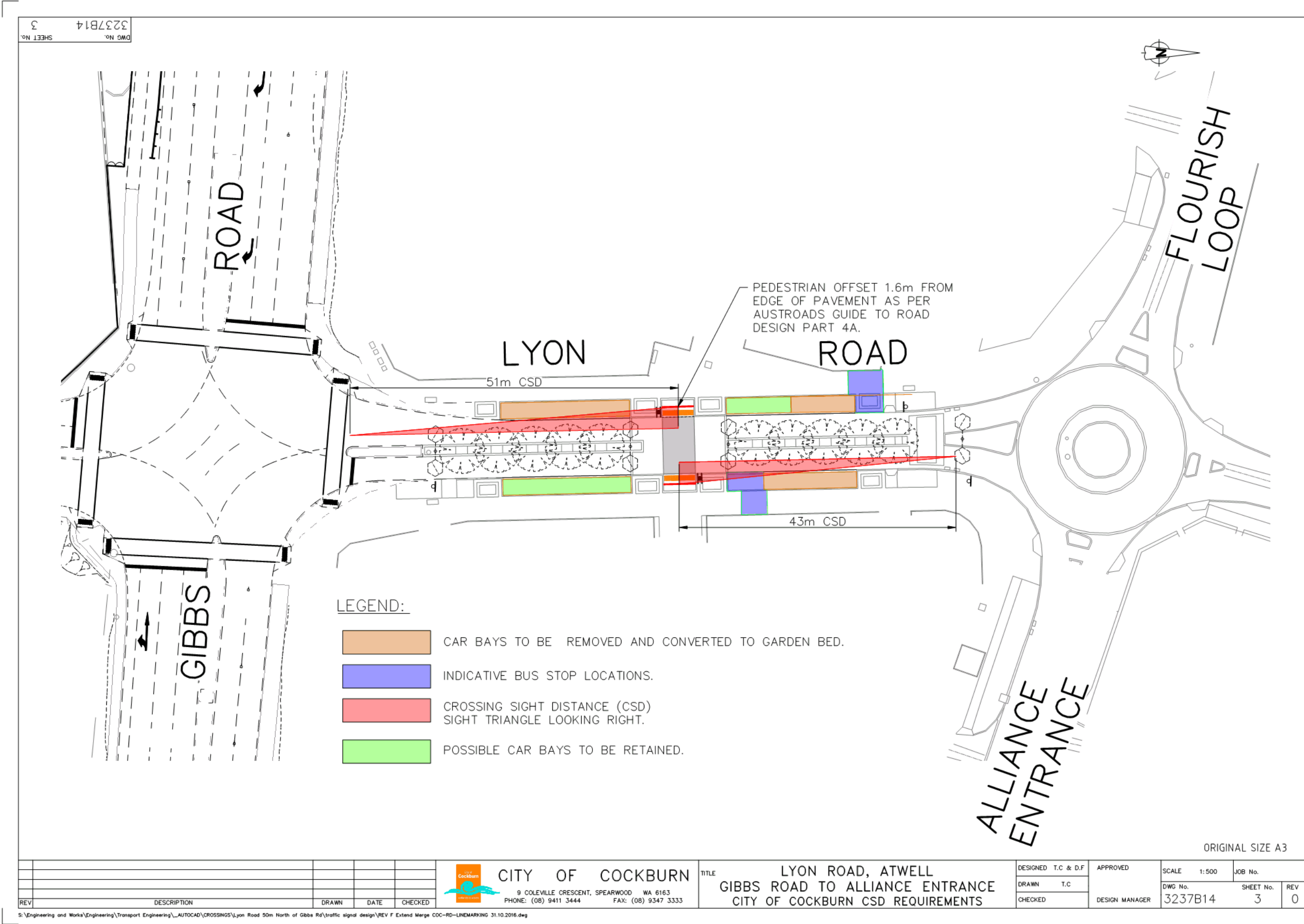
All who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 May 2018 Ordinary Council Meeting. The petitioners and the Harvest Lake Resident Association have also been so informed.

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

Nil.







# Harvest Lakes Traffic Management February 2018

Consultation Analysis

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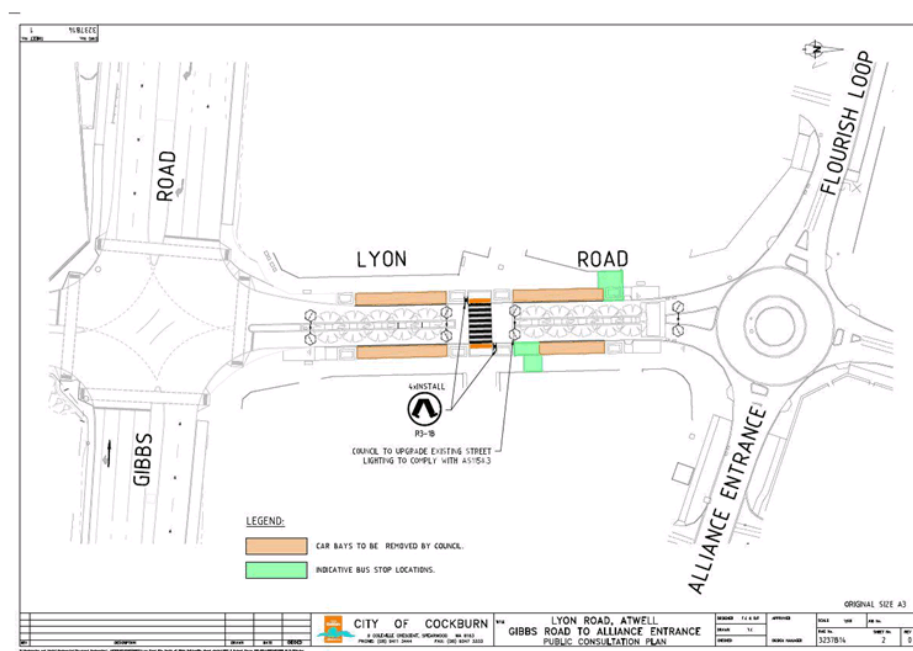
3.2 Appendix - Prior Consultation 2017 .....19



## Executive Summary

As part of a long-running consultation about traffic management on Lyon Road, near the Gibbs Street intersection, the City has released a proposed traffic solution to businesses fronting Lyon Road. The solution is based on talks with Main Roads WA and the Public Transport Authority. This includes:

- A zebra crossing (crosswalk)
- Bus stops
- Removal of all parking bays outside the shops



## 1 Methodology

On 23 January 2018, the City's Community Engagement officer and Senior Traffic Engineer contacted business owners/tenants **whose premises front Lyon Road** plus the shopping centre management to show them a map of the proposed traffic arrangements and ask their feedback. An email or phone call was made to unavailable tenants, Woolworths and the shopping centre owner. A reminder email was sent to tenants, seeking any written comments by 2 February 2018.

## 2 Outcome

### 2.1 Street survey results

The feedback to Council from businesses is:

Total number of businesses	Support for zebra crossing	Opposed to bus stops	Opposed to removing car bays	No response
14	14	2	4	4

One of the major tenants at the shopping centre, Woolworths, has advised that it supports the zebra crossing but not the introduction of bus stops nor the removal of on-street car bays.

The shopping centre owner has advised that it strongly objects to removing any car bays, objects to the proposed bus stop locations and generally supports the proposed zebra crossing on Lyon Road, however requires further information.

Furthermore, the shopping centre has supplied a petition from a majority of tenants asking for the parking bays to be retained.

## 2.2 Diagram of stakeholders involved in the City's consultation

<i>parking</i>	Sorano Restaurant	<i>Lyon Road</i>	Harcourts real estate	<i>parking</i>
	Brumbys		Dancing Wok	
	walkway		Fish n Chips	
	Woolworths		Pizza Hut	
	Atwell Optometrists		Gelare	
	Aubin Grove Physio		Kumon tutoring	
			Happy Nails	
			Chemmart pharmacy	

Blue: Consulted in person

Green: No response

Black: Response supplied by email

## 2.2

Engagement summary	
<p><b>We asked</b></p> <p><b>Do you support the proposed traffic arrangements for Lyon Road near the shops?</b></p>	<p>You said</p> <p>“Taking away the bays will destroy us.”</p> <p>“Zebra crossing is a must – we witness confusion every day. With the kids going to the tutoring shop over the road, there are lots of kids around here.”</p> <p>“These safety changes are common sense, so I support them.”</p>
<p><b>Key points in favour</b></p> <ul style="list-style-type: none"> <li>• Improved safety for children crossing the road</li> <li>• Less queuing</li> <li>• Ample other parking behind the shops</li> </ul>	
<p><b>Key points against</b></p> <ul style="list-style-type: none"> <li>• Prevent my customers from parking outside my shop</li> <li>• Addition of ACROD bays please</li> <li>• Challenge the line of sight</li> </ul>	<p>You participated</p> <p>City officers personally visited the shops on Lyon Road to speak with tenants.</p> <p>Unavailable tenants were emailed or phoned for responses.</p>
Next steps	
<p><b>We are now reviewing all community input</b></p>	



### 3 Appendices

#### 3.1 Appendix 1 – Business consultation January 2018

	Business name	Accepting of change	Comments
1		Yes	Not great to have less parking but won't be the end of the world. Concern for young staff who finish late and have to walk safely to their cars. They park behind the real estate office. Ok with crosswalk and bus stops. Ok to take car bays away outside physio and optometrist (to improve visibility). Busiest time for us is evenings and there is plenty of parking around here at that time.
2		No	<p>Thanks for your time and for visiting us last week. As we mentioned to you whilst you were at the shop, we agree that both the bus bays and the zebra crossing are a good idea and needed, however the removal of the parking bays would be detrimental, to the point that we would have to close our business.</p> <p>During early mornings in particular, those bays are popular with patrons who like to be able to park and quickly walk to our shop. Having consulted with a number of customers over the past few days in particular, the overwhelming response was that if the bays weren't there, they simply wouldn't shop with us, as the convenience of having those bays is the reason that they stop. The traffic congestion is only an issue between 4:30-5:30 weekdays, so maybe it might be better to look at a clearway during those times or something similar.</p> <p>Our biggest selling point is convenience, and to lose those bays would see us lose our competitive advantage, and had we known the council were even considering these changes, we wouldn't have bought our store</p>

3		Opposed to bus stops	<p>This is to advise that we continue to act on behalf of the Woolworths Group, which operates a supermarket at the Harvest Lakes 'main street' shopping precinct.</p> <p>It is understood that a new crosswalk central to Lyon Road is proposed, together with new bus stops on both sides of Lyon Road. It is understood that some bays are required to be removed to accommodate the crosswalk and the proposed bus stops.</p> <p>Woolworths welcomes the introduction of a centralised crosswalk on Lyon Road, which will assist in ensuring the on-going success of the pedestrian-scale <b>main street</b> shopping centre by encouraging the safe and prioritised movement of pedestrian traffic in and around the main street.</p> <p>The introduction of <b>bus stops</b> on both sides of Lyon Road is however <b>not supported</b>.</p> <p>The impact of buses stopping along this section of the main street would severely interrupt traffic flow and add an unacceptable level of traffic congestion in this location. Alternative locations for the bus stops around the periphery of the main street (such as Gibbs Avenue and Alliance Entrance) is a far more suitable solution and will ensure the outcome of this process results in <b>improved</b> traffic management in and around Harvest Lakes.</p> <p>The proposed removal of all of the <b>on-street car bays</b> on Lyon Road is considered unnecessary and not in the best interests of the future success of the main street. In this regard, therefore, we <b>object to the removal of the on-street car bays on Lyon Road</b>.</p> <p>In support of the retention of the on-street car bays, we remind the City of our earlier submission which referenced the <i>Liveable Neighbourhoods (WAPC, draft 2015)</i> definition of a 'main street' as being characterised by <b>high volumes of slow moving traffic, on-street parking and high pedestrian amenity</b>. In this regard, it is specifically stated at 'Element 3 – Activity Centres (Design Principle 4)' of <i>Liveable Neighbourhoods</i> that:</p> <p><i>'Pedestrian-scale retail main streets work best on streets that have traffic volumes in the range of 10,000 to 18,000 vpd, with only two (2) lanes of slow moving traffic (generally at or below 30 km/h) and on-street parking.'</i></p> <p>In order to ensure the ongoing success of the main street at Harvest Lakes in accordance with the fundamental objectives of <i>Liveable Neighbourhoods</i>, it is essential that Lyon Road remains accessible to vehicle traffic; <b>retains the well utilised 12 on-street parking bays along the main street</b>; and incorporates additional measures to enhance pedestrian amenity for the safety of the local residents who frequent the main street.</p> <p>Further, our comments contained in our earlier submission remain relevant being that the</p>
		Retain car bays	

			<p>provision of on-street parking bays promote a sense of urban scale and intensity along a main street. It is these particular characteristics together with the convenience of parking bays being provided directly in front of shops that provide an essential role in contributing to the ongoing economic success of a main street.</p> <p>The importance of this particular aspect of main street design is proven at Harvest Lakes with the 12 onstreet parking bays being regularly utilised and usually filled to capacity during peak hours. The retention of these bays is therefore considered an essential element of the overall main street function and its ongoing success.</p> <p>In summary, our response to the proposed traffic management modifications for Lyon Road as illustrated on the City's Public Consultation Plan are:</p> <ol style="list-style-type: none"> <li>1. The proposed crosswalk in the location as shown is supported.</li> <li>2. The introduction of bus stops on both sides of Lyon Road is <b>not</b> supported.</li> <li>3. The removal of all of the on-street car bays on Lyon Road is <b>not</b> supported.</li> </ol> <p>We trust that the comments contained in this further submission is sufficient for staff's consideration of the proposal.</p>
4		Yes	Zebra crossing is a must – we witness confusion every day. With the kids going to the tutoring shop over the road, there are lots of kids around here. The traffic flow will be better. (I did see merit in a mall)
5		Add two ACROD bays	I would like 1 or 2 parking bays on the western side of the road to be retained rather than all being removed. We often treat disabled clientele and having a couple of ACROD bays added as well as the bus stops would be ideal. All other general parking bays could be removed.
6		Yes	Should be fine to remove parking. Merging on Gibbs Road remains a problem, going east.
7		Yes	Lots of young students here so like to see it safer. We tell parents to park behind the shop and walk their kids into the shop, but not all do it. Its not a drive through. These safety changes are common sense, so I support them.

8		Yes	Staff park out the back of the shop. Customers comment on the traffic banking up outside here. Very close to traffic lights. They see cars running the red light.
9		Yes	<p>Owner 1: I would like to show support the proposed changes to Lyon Road in Harvest Lakes. A zebra crossing would definitely improve pedestrian safety and encourage traffic to slow down. Increased public safety also encourages the local community to be able to walk or ride their bikes with confidence, especially in a busy area. Community safety is of utmost importance, which I'm sure the City of Cockburn is committed to achieving.</p> <p>Owner 2: I would like to 100% support the proposed changes to Lyon Road in Harvest Lakes. A zebra crossing would significantly improve pedestrian safety with little to no impact on current traffic flow. A number of times myself, my staff and my patients have had 'close calls' whilst crossing this road. The removal of the parking bays is also a wise decision in terms of both visibility and traffic flow.</p>
10	Shopping Centre Owner	See overleaf	<p>Strongly objects to removing any car bays.</p> <p>Objects to the proposed bus stop locations.</p> <p>Generally supports the proposed zebra crossing on Lyon Road, however requires further information.</p>



### 3.1 Appendix: Submission from Harvest Lakes Shopping Centre

#### Re: HARVEST LAKES SHOPPING CENTRE – COMMENTS ON LYON ROAD DEVELOPMENTS

RG Property Nine Pty Ltd (RG Property) as owner of the Harvest Lakes Shopping Centre has prepared the following submission in response to your email dated 22 January 2018 to Fred Porter, requesting commentary from business owners on the proposed changes to parking configuration, pedestrian crosswalk and bus stop locations along Lyon Road. The following is informed by professional advice from TPG+Place Match and Transcore.

*Refer to Appendix A – Lyon Road, Atwell, Gibbs Road to Alliance Entrance – Public Consultation Plan*

In summary, RG Property:

1. Strongly objects to the removal of any car bays on Lyons Rd.
2. Objects to the proposed bus stop locations on Lyon Rd between Gibbs Rd and Alliance Entrance.
3. Generally supports the proposed zebra crossing on Lyon Road, however requires further information.

#### Removal of Car Parking on Lyon Road

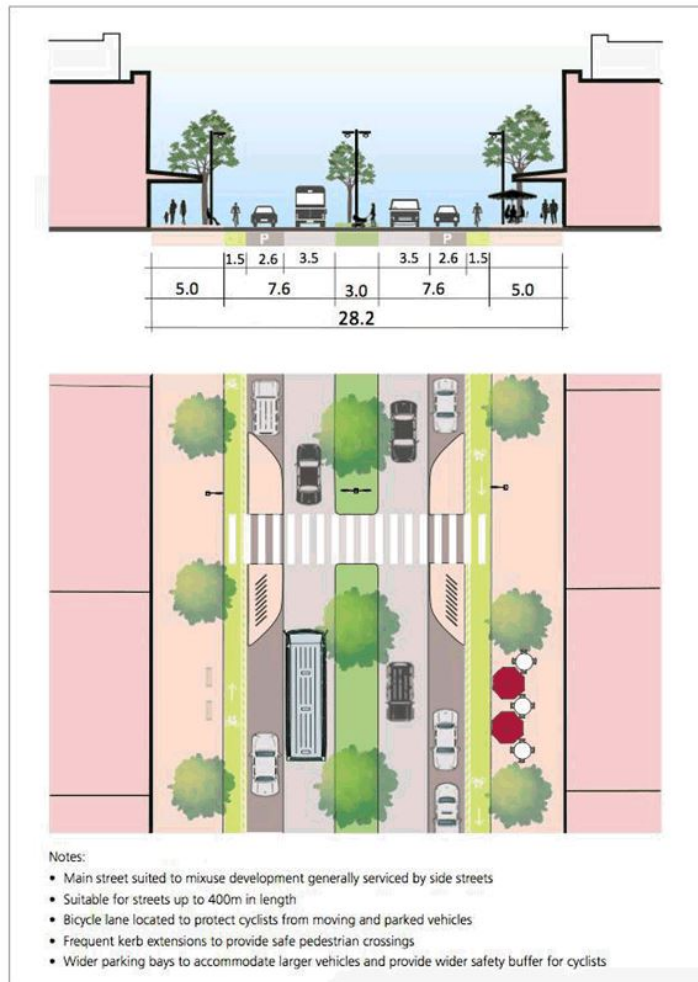
We understand that the City of Cockburn (the City) has over the past 12 months been working with the community and businesses to address concerns about traffic delays in Lyon Road. These traffic concerns have then been discussed with Mains Roads WA and the Public Transport Authority (PTA). The primary query posed by the City to RG Property is "how many parking bays should be retained outside the shops?". In direct response to this query, we recommend that all parking bays be retained outside the shops on Lyon Road.

The car bays are integral to the financial success of the surrounding specialty shops through street activation and the creation of a main road, as required by the planning guidelines referred to below. The car parking bays allow convenient access of visitors to the shopping centre. The proposed removal of the car bays will not support traffic calming techniques, pedestrian safety or the activation of Lyon Road.

Lyon Road has been created and designed as an Integrator B 'main street' in accordance with the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan for Lots 2176, 2178-2181 Harvest Lakes, Atwell. Liveable Neighbourhoods (WAPC, Draft 2015) is the state-wide guiding document for the design and assessment of strjucture plans, and states that:

*Integrator B arterials are more appropriate to service main street activity centres. The street pavement is significantly narrower to create a more pedestrian friendly environment particularly when flowing through centres. Figure 14 demonstrates the built form and street environment typical for integrator B arterial, including on-street parking.*

Figure 14: Integrator B arterial - activity centre main street



As seen in the Integrator B description and Figure 14 above, on-street car parking is essential for the use, enjoyment and functionality of such a main street. The Traffic Impact Statement prepared by Transcore in July 2017, and made public by the City, found that at peak periods the 12 car parking bays on Lyon Road were at 100% utilisation, indicating their significance to the function of the centre and main street. For Lyon Road to uphold Liveable Neighbourhoods design principles and objectives for pedestrian safety, efficient movement, and integrated, effective road movement, the existing car parking bays must be retained.

Further, the City had due regard to the operation of the road network, public access and the amenity of the local residents (amongst other planning considerations) during:

- its assessment and endorsement of the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan; and
- its assessment and approval of the development application for the Harvest Lakes Shopping Centre.

There is no reason to now change the existing planning framework and the manner in which the development functions.]

#### **Proposed bus stop location on Lyon Road.**

We object to the bus stop locations between Gibbs Road and Alliance Entrance as this will negatively impact on the flow of traffic by creating additional delays. However, we support the provision of a bus service in close proximity to Harvest Lakes Shopping Centre.

The primary objectives of this ongoing consultation have been to improve traffic flow and pedestrian safety on Lyon Road and in the Harvest Lakes Shopping Centre locality. The proposed works indicate that the bus stops will not have an embayment, resulting in further traffic delays in both directions on Lyon Road every time the bus stops in the street. Any attempts to improve traffic delays will be pointless if the bus stops are installed on Lyon Road.

We understand that the City has discussed these matters with the PTA, however encourage the City to reiterate the objections from the perspective of both local residents and customers of the shopping centre.



**Installation of a Pedestrian Crossing on Lyon Road**

We support the proposed zebra crossing on Lyon Road between Gibbs Road and Alliance Entrance, subject to the provision of more information including proposed signage. The proposed crossing will contribute to traffic calming and enhancing footpath and road legibility, thereby improving the pedestrian and driver experience at Harvest Lakes Shopping Centre.

The City should also consider and further investigate installing traffic signals at the pedestrian crossing to ensure synchronisation with the lights at the intersection of Lyon Road and Gibbs Road.

From our understanding, the car parking bays are proposed to be removed for pedestrian sightline purposes in relation to the proposed zebra crossing. However, Transcore has prepared a sightline assessment for the area indicating that all parking bays can remain with no effect to pedestrian safety when using the zebra crossing. The sightline assessment states:

*"According to the analysis undertaken the sight lines are satisfactory and the existing parking bays would not block the pedestrian vehicles and/or sight lines and are not required to be removed".*

*Refer to Attachment 1 – Transcore Sightline Assessment*

**Conclusion**

As indicated above, the high-level state-wide design and planning document Liveable Neighbourhoods places great value on having on-street car parking as a method of traffic calming for pedestrian safety and amenity. Seconded by Transcore's sightline assessment, and justified from public and private viewpoints, it is irresponsible from design, safety, movement, function and economic sustainability perspectives to remove the car bays on Lyon Road.

**For the above reasons, we respectfully request that the City reconsider and ensure that the parking bays on Lyon Road remain.**

Regards



**Charles Rundle**  
Asset Manager  
RG Property



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**Technical Note:** No 2a

**Date:** 16/02/2018

**Project No:** t17.175

**Project:** Harvest Lakes Shopping Centre – Gibbs Rd & Lyon Rd, Atwell

**Subject:** Review of the Public Consultation Plan

### Introduction

Based on the information provided to Transcore, it is our understanding that a Public Consultation Plan has been prepared by City of Cockburn to improve

the traffic flow and safety on Lyon Road between Gibbs Road and Flourish Loop/ Alliance Entrance. A copy of the proposed Public Consultation Plan is provided in **Appendix A**.

The proposed Public Consultation Plan proposes a zebra crossing at the existing raised crosswalk central to Lyon Road to provide priority for pedestrian movements at this location. The Public Consultation Plan also proposes two new bus stops on both sides of Lyon Road and the removal of all on-street bays on Lyon Road.

### Review and Assessment

Provision of the zebra crossing at the existing raised pedestrian crossing on Lyon Road will provide priority and further visual clues for both pedestrian and vehicles at the existing crossing and should improve safety of pedestrians. This proposal is in line with the requirements for zebra crossings outlined in

“Planning and Designing for Pedestrian Guidelines” document by Department of Transport, Public Transport Authority, Department of Planning Land and Heritage as Lyon road include:

- no more than 1 lane of traffic in each direction;
- Adequate sight distance; and,
- A maximum posted speed of 50km/h.

Sight line assessment was undertaken by Transcore on Lyon Road for the pedestrian crossing facility to check if motorists can see a pedestrian move

from the footpath onto the crossing in sufficient time to stop and also pedestrians have adequate sight line to oncoming vehicles on Lyon Road.

**Appendix B** shows the result of the sight line assessment. It should be noted that Speed humps are in place on Lyon Road with advisory speed limit of 20km/h, however for the purpose of the sight line assessment, conservatively operation speed of 40 km/h was assumed. Accordingly Approach Sight Distance (ASD) of 30m and Crossing Sight Distance (CSD) of about 35-40m were used for the assessment. Also it is assumed that pedestrian would stay about 0.5m behind the edge of the road while crossing the road.

According to the analysis undertaken the sight lines are satisfactory and the existing parking bays would not block the pedestrian vehicles and/or sight lines and are not required to be removed.

The Public Consultation Plan shows two new bus stops on both sides of Lyon Road. The proposed bus stops on Lyon Road would disrupt the traffic flow on Lyon Road, impact on the movements of vehicles in and out of the on-street parking bays and may result in pedestrians crossing Lyon Road to get to the bus stops not at the designated crossing point. Therefore, the proposed bus stop will impact on traffic operation and will undermine safety, particularly for pedestrians. It is suggested that alternative locations for the bus stops on surrounding roads (i.e. Alliance Entrance) will be more appropriate and should be investigated.

## Harvest Lakes

### Tenant's petition objecting the removal of car bays on Lyon Road

As tenants or tenant's representatives of Harvest Lakes Shopping Centre, we strongly oppose any removal of car parking bays along Lyon Road. We believe any change to the number of car parks will negatively impact on the trading performance of the specialty shops at Harvest Lakes SC.

Petition submitted by shopping centre owners February 2018

ends



### 3.2 Appendix - Prior Consultation 2017

The City is responding to community concerns about traffic management issues around Lyon and Gibbs Roads in Harvest Lakes, where buses, pedestrians, cyclists and motorists interact as local residents, shoppers, business owners and employees.

**Feedback:**

*“The heart of the problem is that there is now a very wide, heavily trafficked intersection, with traffic lights, adjacent to a small shopping precinct. There needs to be consideration for the pedestrians, drivers, shop keepers and nearby residents (particularly those along Alliance Entrance) who all have a vested interest in the outcome. However, we believe that the safety of pedestrians using the shopping precinct needs to be a priority, especially as pedestrian numbers will increase due to unit construction, and we are discussing human lives as opposed to inconvenience.” Harvest Lakes Residents Association*

*“Woolworths objects on the strongest possible grounds to any such proposal to close Lyon Road to vehicle traffic. We recommend traffic calming measures (to improve) pedestrian access around the main street:*

- Enforcing a low speed limit through additional signage.*
- Introducing strict time limits for the on-street parking bays.*
- Installing a pedestrian (zebra) crossing midway along the main street at the raised section of pavement, providing pedestrians and cyclists with a priority crossing location on Lyon Road during any time of the day, particularly during the peak hours.*

*“RG Property is strongly opposed to any proposal by the City to close Lyon Road to vehicular traffic.” Shopping centre owner*

*“The parking bays in front of the shops are a massive issue. The traffic banks back very quickly due to people either waiting for a parking spot, or trying to reverse park into the bays.” Survey respondent*

**Methodology:**

The City's Engineers and Community Engagement Officer attended meetings of the Community of Aubin Grove and the Harvest Lakes Residents Association in June 2017 to discuss the issue.

An online survey was published on Comment on Cockburn in July 2017 and emailed to residents groups. A total of 882 people visited the website. Overall, 74 people completed the survey by 4 August, 2017.

The City also received submissions from the Harvest Lakes Residents Group, Woolworths and the shopping centre owners. The shopping centre owners also submitted a traffic impact assessment report.

The City hosted a residents meeting on August 30 at the Harvest Lakes Community Centre to discuss the outcome of the consultation. See the notes in Appendix 6.

#### **Previous consultation**

- Earlier this year, the City was approached by the Public Transport Authority to provide two bus stops in Lyon Road, Atwell, between Alliance Entrance and Gibbs Road. In April 2017, the City liaised with the shopping centre management Colliers International and asked them to circulate letters to tenants seeking training. The PTA also wrote to nearby residents to seek their views. As a result, the City decided to provide two bus stops in Lyon Road. This is now on hold, pending the outcome of the current consultation.
- The City installed cameras in two locations in Lyon Road in July 2017 to monitor the traffic situation.

#### **Key points raised:**

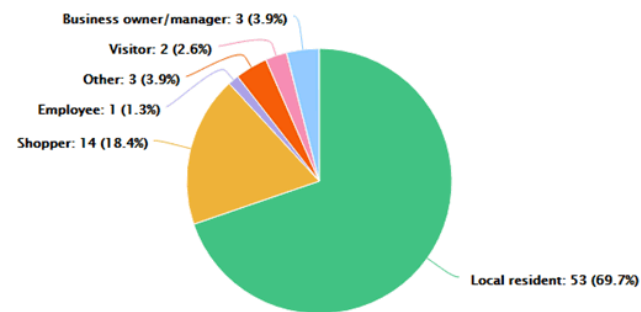
- The need to protect pedestrian safety
- The need to keep Lyon Road open and not create a mall
- Request to change the merging situation on Gibbs Road
- Motorists face several rotations of traffic lights to get through the intersection
- Suggestions to reduce or modify the parking bays in Lyon Road

### Survey outcome July 2017

Q1



1. I usually drive through this area as a:



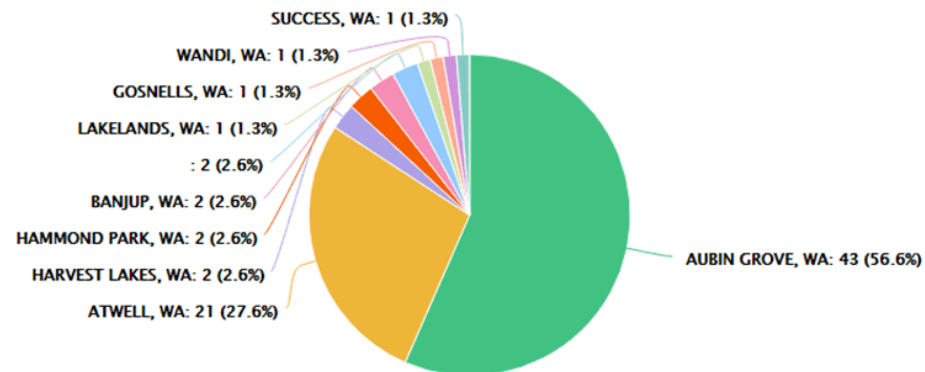
2. Other:

- I work for the City of Cockburn and visit the area for work purposes.
- As a shopper, to visit Kumon twice per week and visit Gelare as well as the doctors and pathology
- Harvest Lakes Restaurant

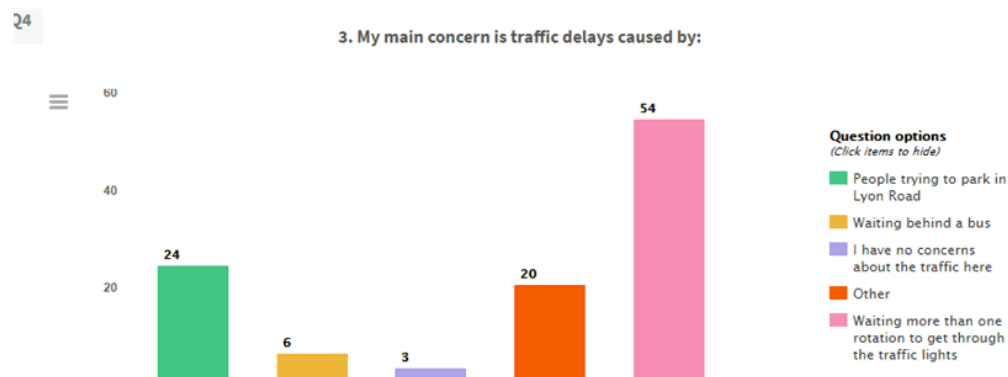
23



## 2. I live in the suburb of:

*Optional question*





#### 5. Other:

- Reducing the speed to 30km would enable people to enjoy outdoor cafe seating plus ride on Lyon Road. A car would be a guest in the area and need to drive slowly behind bike riders or buses and stop at the pedestrian crossing.
- Dangerous merging situation coming from the Freeway down Gibbs Road, once past the lights there is the merge of two lanes into one. It can be hard to tell if vehicles in the left lane are indicating to merge or to turn into Alliance Entrance.
- Bus 527 route
- As a pedestrian turning vehicles are not waiting for pedestrians to cross.
- Cars waiting for pedestrians who ignore the signs that way that cars have priority
- Pedestrians crossing Lyon Rd over the brick paving- some cars stop thinking it is a crosswalk others continue. Very confusing for everyone.
- Teens using area outside Woolworths as a skate park
- Finding it hard to understand why they ever put lights there

- Area has become too congested at times. Difficult to get out of the suburb and even dangerous for pedestrians due to volume of traffic.
- People trying to park near the corner outside physio
- Banking up of cars to beyond the roundabout
- I rarely drive down this street in peak time but will walk across it. To me it seems the traffic lights don't accommodate traffic coming from south/north and then drivers will use Alliance Ent to get to Gibbs Road.
- Pedestrians using the intersection. I have concerns because of the primary school catchment area extending south of Gibbs Rd, and the potential for children to cross this intersection.
- Safety of people trying to cross the road between the shops.
- Pedestrian safety when visiting the shops. Although all of the above also concern me.
- Cars are ignoring the red arrow for pedestrian's to cross on the west side of the intersection. It is so dangerous.
- Find it hazardous trying to cross the road as a pedestrian. Would like to walk across without fear of being knocked over.
- People parking there all day; train commuters
- Waiting at the traffic lights when there are no cars around. The roundabout was much better for traffic flow. A give way even for those turning right off Lyon road onto Gibbs Road would be better.
- Heading north on Lyon Road is always an issue at Gibbs Rd intersection. If people are crossing the road then traffic builds up as the left turn is shorter. Heading out from Harvest Lake shops has a far too short TCL change.
- People crossing road

Question 4: Please provide any general comments here

PARKING BAYS	
1	I would like to remove car parking from Lyon Road and encourage parklets similar to areas like Victoria Park, Leederville and Fremantle. Better use of the existing car parking places would be to replace with bike parking, café seating, 5 min drop off and pick up only and a bus stop. I would also like to see a crosswalk on Lyon Road so cars slow down and stop for people walking or riding through the area. A bus stop in this area would also encourage people to visit the shops on their way home or to the train station and use the bus instead of driving to the shops or train station. This would enable more independent travel by families with one car or less per household, aging population and people with disability, to the local shopping area.
2	Parking in Lyon Road should not be allowed.
3	There is no need for street parking on Lyon rd there is ample parking at Woolworths or outside the doctors. Parking on Lyon rd is dangerous and causes congestion. Also signs clearly state that pedestrians need to give way to traffic but this never seems to be the case. As with the parking problem this is also dangerous. There is also a group of teens who treat the area like a skate park. The workers in brumbies have regularly call cosafe and nothing has been done about it
4	Waiting for cars to reverse park into the parking bays on Lyon road out the front of the shops and for people and drivers not obeying the 'pedestrian give way to traffic'. Vehicles stop to let pedestrians cross causing traffic to come to a halt or people walk across expecting traffic to give way to them. It's a hazard with the potential for a major incident.
5	The parking bays in front of the shops are a massive issue. The traffic banks back very quickly due to people either waiting for a parking spot, or trying to reverse park into the bays.
6	People trying to park on Lyon Rd by Shops cause bank up of traffic back to Gibbs Rd & sometimes across Gibbs Rd causing potential traffic hazard and confusion for all traffic, something must be done before some serious injury occurs
7	Parking on Lyon rd outside shops is creating a dangerous situation and the pedestrian crossing. Please make it a zebra crossing before an accident happens.
8	The traffic lights definitely need sorting out. Also, another solution would be to remove the 2-3 parks in front of the optometrist so people can get through the lights at least if turning left heading North onto Lyon Rd from the lights. They are just a bit too

	close to the traffic lights. The other parks along the road are ok.
9	I would like to see restricted parking on Lyon Road near the shops - ACROD only.
10	Close parking both sides of Lyon rd through shopping precinct allow 1 Acrod set down space outside physiotherapy unit. Make extra lane going into slip lane on eastern side of Lyon rd turning left onto Gibbs road. Allow for slip lane into woolies and station off Lyon Rd at roundabout. Make clear signage at crossing for pedestrians crossing Lyon Rd from Woolies to Gelare to give way to cars or cars to give way to pedestrians but must be clearly marked with proper signs for motorists and pedestrians so there is no confusion (current signage totally confusing for everyone and will result in a serious accident which need not occur if correct signage is used.
11	Put in timed parking, say 30 minutes. I would recommend the 4 lots of 3 car bays fronting the shops be modified as follows; two lots made bus bays and the other two large bays made for two cars only to negate reverse parking. Driving straight in and out will help traffic flow. Also place a speed bump on the south side to stop cars approach from m speeding. Unfortunately cars heading north are coming in at speed. Also need to bollard the paved path and verge area better so trucks don't oark on it. Main issue is the north side fronting Flourish Loop. We should not close it down as this will affect businesses fronting Lyon Rd that get much traffic from vehicles. Limited time parking will encourage longer time parking to the more appropriate large car parks at the back of each set of shops.
MAKE LYON ROAD INTO A MALL	
12	Would be good to turn Lyon Rd into pedestrian only area
13	I have seen several near miss accidents when vehicles are merging and/or turning into Alliance Entrance near the GP surgery. I also think that Lyon Road should be closed to traffic between the roundabout at Alliance Entrance and Gibbs Road. There are many pedestrians in this area and blockages of traffic at key times in the day coming to and from the shopping area. This would make it a much safer area for pedestrians and cyclists. However, upgrades would then be needed to the Alliance Entrance/Gibbs Road intersection to allow for the additional traffic.
14	I have seen several near miss accidents when vehicles are merging and/or turning into Alliance Entrance near the GP surgery. I also think that Lyon Road should be closed to traffic between the roundabout at Alliance Entrance and Gibbs Road. There are many pedestrians in this area and blockages of traffic at key times in the day coming to and from the shopping area. This would make it a much safer area for pedestrians and cyclists. However, upgrades would then be needed to the Alliance



	Entrance/Gibbs Road intersection to allow for the additional traffic.
15	Lyon road from Gibbs rd to flourish should be a mall- safer pedestrian use and less congestion at flourish loop roundabout
16	I believe it would be good for the community to close that section of road and create a mall, extra seating for cafes, maybe even mini markets occasionally. But at the very least limit public parking along that strip to ACROD people, maybe put a 527 bus stop there.
17	Having shops either side of Lyon Rd has caused an increase in foot traffic and is an accident waiting to happen for a pedestrian. I believe cars should have right of way (no pedestrian crossing); however so many cars stop for foot traffic or pedestrians simply cross in front of a car, that it then causes a backlog turning into Lyon Road from Gibbs. This backlog also occurs due to the parallel parking option. I believe this section of Lyon Road should be closed to traffic and be an alfresco area for diners and shoppers.
18	The traffic should be reconfigured so that the shopping precinct is a pedestrian only zone. An added benefit of this would be that the area could be opened up for small market stalls and street dining.
KEEP LYON ROAD OPEN	
19	I've seen discussions about closing the part of Lyon Rd in front of the shops to pedestrian access only. I do not believe this is necessary, especially now that traffic lights have been installed.
20	As a business owner in the Harvest lakes shopping centre I do not believe closing the road will be a solution to the traffic problem. It will only move the problem to the next intersection. I am pro buses coming through lyon rd. Even stopping on their way through. I am worried closing the road will defer customers coming in the centre from the Aubin Grove side, possibly damaging surrounding businesses. If however evidence can show the contrary, I am open to that also.
21	Closing the road would have a devastating effect on the businesses in the area and in turn the local community
CLOSE LYON ROAD TO LEFT TURNING TRAFFIC	
22	Left hand traffic onto Lyon Road off Gibbs should be closed at the traffic lights and redirected to Alliance Entrance. Too much foot traffic interrupting traffic flow Left hand traffic into car park at Woolworths should be closed and redirected upto the round-a-bout at the train station.

TRAFFIC LIGHT TIMING	
23	The traffic light timing needs serious investigation.
24	The traffic flow through this precinct in my opinion has improved since the initial switching on of the traffic lights. Original wait times exiting Lyon Road Atwell onto Russell Road were extremely long, however they seem to be better timed now and generally flow better. Still room for improvement though at different times from different directions.
25	The main concern is the traffic leaving the shopping area. There is only 1 lane and at busy times u can wait for three cycles to happen before u get though.
26	If when leaving the woolworths car park area, I approach the roundabout and see the traffic built up from the Lyon Rd/Gibbs Rd lights back to the roundabout, I continue on straight through the roundabout and come out (right) onto Gibbs Road near the medical centre, and then turn left at Lyon Rd to head home. It's much quicker than waiting in that strip between the shops. BUT, if more traffic was to be diverted this way, I think it won't be a safe option, due to the curve in the road, and lack of visibility (around the Buggles area). I'm not sure how to fix the traffic issues, other than allowing more cars through the lights heading into Aubin Grove.
27	The timing for lights out of Harvest Lakes into Aubin seriously need to be looked at
28	Up until recently, the light sequence has not recognised whether or not there are 2 cars or 12 cars waiting on Lyon Rd waiting to cross Gibbs Rd, heading south. Sometimes, I'd experienced a traffic standstill which flowed through the roundabout, heading north along Lyon Rd (therefore blocking the roundabout completely). I understand that MRWA is now monitoring the light sequences following multiple complaints raised on the residents Facebook page. I suggested to these residents that they should get onto the MRWA internet site and advise them of the problem - which I understand many have. Right now, it looks like it's improving. However, with the increasing traffic flow, which is inevitable in the future, MRWA needs to monitor this regularly. Thank you for allowing residents to voice their concerns on this survey.
29	I pass through these traffic lights daily and often have to wait for more than 1 rotation.
30	The timing on the lights to turn right or to drive straight over is too short more than 2 cars need to make it through.
31	Yes the lights could be green longer, but mostly I think people just need to be more patient. Put a red light camera in there, I

	have seen so many impatient people running red lights, see how many people become more patient if they are threatened with a fine/red light camera.
32	The issue is heading south on Lyon road, in front of the shops. Difficult to get out of the shopping centre and back to aubin Grove. Often 2-3 light changes, including buses.
33	I go through these lights at least 4 times per day. I am usually heading south down Lyon road and turning right into Gibbs Road. It is very frustrating as only 2 cars at a time can usually get through the lights. I do find it worse now than when we had the roundabout
34	Coming out of the shopping centre, the traffic light rotation is far too short.
35	The lights existing Lyon Rd onto Russell Rd from Woollies never stays on long enough. Lucky to get 2 cars through.
36	Timing of the lights should be changed to allow more time for cars to depart from the shopping centre. Also if the side parking was taking away and 2 lane access was made it more have a better flow.
37	You can be sitting at the lights coming away from the shops at the intersection of Lyon and Gibbs Roads for a good 5 mins during busy periods. You are lucky to get a few cars through the green light before it changes. Really needs to be addressed.
38	Only 3 cars can get through one rotation coming out of Lyon Road (The pharmacy side) it's frustrating during peak hour with traffic banking up Flourish Loop and sometimes into Woolworths car park!
39	Traffic lights need longer when turning from Lyon rd heading south, otherwise there is little issue.
40	I see far too many people running amber and red lights because the cycle time does not allow enough time for more than 3 cars to pass through heading south. I am also concerned by people heading north on Lyon rd turning left on a red arrow towards the freeway putting pedestrians at risk
41	The traffic lights controlling traffic exiting from the harvest lakes shops need improvement. There isn't enough time to get enough cars through the lights to avoid congestion at the roundabout. That said, it's really only a big problem in the afternoons when people are shopping

42	My main concern is other people's impatience waiting at the light change and taking unnecessary risk.
43	Heading north on Lyon Road is always an issue at Gibbs Rd intersection. If people are crossing the road then traffic builds up as the left turn is shorter and vehicles build up blocking the right turn also. Heading out from Harvest Lake shops has a far too short TCL change and only allows a handful of cars through at any time.
<b>BUSES</b>	
44	This service needs its route realigned and times improved. At the moment it's not worth getting it to Aubin Grove Stn.
45	I think it's dangerous how the bus route has changed so buses go through Lyon Road shops it's a small space as it is.
<b>PEDESTRIAN SAFETY</b>	
46	Stopped at intersection of Lyon/Gibbs facing north, waiting to turn left onto Gibbs Rd. If someone has pressed the pedestrian crossing button during peak times, the queue waiting to turn left is waiting, waiting, waiting and by the time it's clear to turn left, only a few cars have had the opportunity to get across. The queue then continues grow down Lyon Road, eventually blocking anyone else from wanting to turn right at the top of the intersection
47	Also the pedestrian crossing timer is much too quick- the green man turns red when you are only half way across and cars often have to wait for pedestrians crossing even though the lights have turned green. I am a fast walker, and I cannot make it across in time. I would hate to see an elderly person having to cross the road in time on a green person light!
48	Pedestrian crossing needs altering in some way to prevent pedestrian hold up of traffic also, leading to same problem. After school traffic causes similar problem at Lyon rd /Flourish loop roundabout combined with train station traffic.
49	I think we need an official zebra crossing for pedestrians in between the lights and the roundabout (heading north on Lyon).
50	Can the crossing which isn't an official pedestrian crossing please be made into a permanent crosswalk. Most drivers are already stopping at the crossing if they see someone waiting to cross. There is some danger to this if a pedestrian goes to cross the road and if a driver from the other direction does not stop.
51	The only issue with pedestrians crossing is that it is not compulsory for cars to stop and give right of way to pedestrians



52	This area is very unsafe for pedestrians. A serious accident will happen soon.
53	Footpaths, roads and drainage I am writing as a concerned resident regarding pedestrian traffic in the Harvest Lakes shopping precinct. The ambiguous nature of area used by pedestrians to cross Lyon road adjacent to the Pizza Hut can only be described as hazardous. Motorists and pedestrians consistently demonstrate confused behaviour that can result in the occurrence a 'near-miss' scenario. The main issue appears to be that the area looks for all intent like a pedestrian crossing, but is in fact not. The ambiguity results in pedestrians proceeding across as if they have right of way (despite the signage). To make it clear to all users, may I suggest the crossing be simply converted to a pedestrian crossing so then all parties know what their responsibilities are? I appreciate in order to make it standards compliant, some modification may be needed to the adjacent parking bays however I believe this would be a far better result than waiting for what I see as an inevitable incident.
54	'Bumps' in road need to be removed to prevent people thinking these are crossing points.
55	The main pedestrian walkway across Lyon Road is hazardous as pedestrian visibility is poor when vehicles are waiting for the traffic lights. If travelling north it is not always easy to see people crossing from east to west
<b>GIBBS ROAD</b>	
56	Lyon Rd is not the only problem, although it is a big one. Gibbs Rd, where two lanes merge into one, immediately before an intersection is incredibly dangerous. I have nearly had two cars run into the rear of mine as I indicated to merge left then slowed to turn left at Alliance Entrance. The merge is not clearly signposted which makes it even more dangerous.
57	I think that the merge point on Gibbs Rd, immediately before Alliance Entrance, east-bound, needs to be relocated further to be after Alliance Entrance. Vehicles are slowing to an almost-stop to cater for other vehicles that turn into Alliance Entrance - a commonly used road. Also potentially have a dedicated left-hand lane entry into Alliance Entrance, before the merge point. The island in the middle of Gibbs Rd could potentially be modified to accommodate this change.
58	The three sets of lights to go along Gibbs Road over the freeway do not align for timing. Sometimes you get stuck at all three intersections which is very frustrating. Furthermore, the timing for the lights to go green is long, especially waiting to go north onto the freeway. Due to the current traffic congestion on the freeway, we have noticed that many cars are using Gibbs Road to short cut onto Armadale. This is causing a lot of traffic on Gibbs and they are not doing the 50/60 Km/Hr speed limit. We reside in a pocket of housing off Gibbs Road at the back of Atwell and my young children are finding it very difficult to cross the road to Harmony Primary School at peak hour times. We require a slow point on Gibbs Road before Sanctity Link. The

	police have been using a handheld radar in this spot and have pulled over a lot of people. It is not safe and the median strip in the middle of the road is not protecting the children crossing.
OTHER	
59	One annoyance is when turning left from Lyon Road onto Gibbs road, and there are pedestrians crossing gibbs road at the lights... They use the push to walk button which is correct and improves safety I know.... however this creates a red arrow for banked up traffic in the mornings... usually for the sake of a single pedestrian... and in most cases a pedestrian who doesn't even wait for the green man... again I have no problem with this, except.. due to the time waiting for the pedestrians, when traffic is able to flow again (with a green arrow) it only allows enough time for a few cars to go through... and in the morning peak hour, when loads of people are turning left out of Lyon road onto gibbs , it's very frustrating...
60	the roundabout was far better and cheaper than these traffic lights
61	The new train station has increased the traffic and causing congestion.
62	Lyon road has become dangerous for all users, cars and pedestrians. Also Alliance turnoff into Harvest Lakes Boulevard is now dangerous for cars and pedestrians. I now always walk to the roundabout for safely crossing this part of Alliance road.
63	Traffic is generally good
64	Surely by removing the trees in the centre of the road and redesigning the car parks along Lyon rd in front of the businesses to angled parking and reducing the width of the footpaths we could get more vehicles parked. The parking behind the shops and retailers is so limited and often takes multiple trips around and waiting for leaving cars before a park is found. There needs to be an arrow to turn left from Russel Rd at the lights to enter Lyon rd heading north. The buses cause delays and its turned into a nightmare since the lights have gone in. the roundabout was a better solution that the current situation.
65	Thanks to your stupid council decision on fencing for houses on Gibbs road. As traffic and trucks increase it's getting noisier and the must have picket fence doesn't stop the noise
66	Cars are ignoring the red arrow while they are waiting to turn left from Lyon onto Gibbs when pedestrians have the green man to cross on the west side of the intersection. It is so dangerous. I don't know about other parts of the intersection. Also, it is really dangerous for cars heading south along Lyon turning into Twilight Mews after the lights - cars come flying around the corners from Gibbs and don't see cars indicating. Maybe Twilight Mews is too close to the intersection and should be closed, with traffic being diverted up to the next street on the right (Yale Way?) to access Twilight Mews that way?.

## Comment on Cockburn discussion

## Traffic management

about 1 month ago

CLOSED: This discussion has concluded.

How can we improve traffic management around Lyon Road and the traffic lights? Tell us your experience driving, cycling or walking here, and your ideas about how it can be improved.

 Like [Jillian Woolmer likes this.](#)

38 comments

[Recently active](#) | [Posted first](#)

Adrian, 28 days ago

I find that the turning lane (going into Lyon from Gibbs from the freeway) isn't long enough. Cars then block the lane going straight into Atwell. The right green arrow also isn't long enough, needs to be green for much longer. The green light for the traffic coming from Woolworths is far too short as well, sometimes you have to wait for 3 to 4 light cycles before you get your chance to use the intersection. I like the idea of removing the parallel parking spaces and making two lanes from it. The crossing there should be turned into an official pedestrian crossing because cars simply floor it from the roundabout to the traffic lights when they see a green light. I also like the idea that cars should be able to turn left from Lyon onto Gibbs quicker by having the pedestrian light (red man) turn off faster. It's true that pedestrians or cyclists presses the button only for them to jaywalk and therefore cars get a red arrow when there is no one there anymore. It should be like the city perhaps a flashing yellow light for cars turning. Also that turning lane is quite short during morning peak hour as well.

iamluke, 27 days ago

Yep, I think we need to remove pedestrians from the road, if possible. Possibly a sunken walkway/pedestrian/cycle crossing. It seems extreme, but the traffic there is not going to ease, and it is a major pivot-point for high-end traffic.

Sweetad19, 3 days ago

Flashing orange would be good. Then it's our responsibility to check for pedestrians before turning.

---

Popprinxess, 10 days ago

Make the pedestrian crossing across Lyon near the Woolworths an official crosswalk. So many times one car will pause to let someone across, whilst the car going the other way does not. This makes the pedestrian nervous and hesitant, and the process of crossing the road takes twice as long as it should, frustrating all.

[Hide reply \(1\)](#) ▼

Sweetad19, 3 days ago

There is a sign at either end of the walkway saying Pedestrians give way to vehicles so if all cars continued through and didn't wait for people to cross, there would be less congestion. I am a pedestrian there sometimes and I am more than happy to wait for the cars to pass. It makes more sense to me.



Popprinxess, 10 days ago

Make the pedestrain crossing across Lyon near the Woolworths an official crosswalk. So many times one car will pause to let someone across, whilst the car going the other way does not. This makes the pedestrian nervous and hesitant, and the process of crossing the road takes twice as long as it should, frustrating all.

[Hide reply \(1\)](#) ▼

Sweetad19, 3 days ago

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AmandaJH, 4 days ago

I think a red light camera needs to be installed to stop people turning on the red light. I've seen soo many people from Lyon road turning left to the freeway go through the red light.Maybe a big give way to pedestrian sign?

Bella101, about 1 month ago

Remove the street parking bays on either side of the road on the cafe strip. Make it double lane instead, especially when exiting Woolworths with a dedicated lane to turn right onto Gibbs rd, heading towards train station.

[Hide Replies \(3\)](#) ▼

iamluke, 27 days ago

Priority/emergency/ACROD parking only, for these bays? As an alternative to removing them?

MrsD, 11 days ago

Or even make the street one way only.

Jess1807, 4 days ago

A bit of congestion slows the traffic in the area, having two lanes in both directions will make it harder to cross/more dangerous for pedestrians and reduce the neighbourhood shop feel to the area. There is alternate options to access the area by car which do not take much longer.

---

MrsD, 11 days ago

Drivers are ignoring the red arrow while they are waiting to turn left from Lyon onto Gibbs (to travel towards the freeway) when pedestrians have the green man to cross on the west side of the intersection. It is so dangerous. I don't know about other parts of the intersection. Also, it is really dangerous for cars heading south along Lyon turning into Twilight Mews after the lights - cars come flying around the corners from Gibbs and don't see cars indicating. Maybe Twilight Mews is too close to the intersection and should be closed, with traffic being diverted up to the next street on the right (Yale Way?) to access Twilight Mews that way?.....

---

ChezShave, 30 days ago

Having a very wide intersection right next to the shops makes it dangerous for pedestrians trying to cross Lyon Rd. Cars are stopped for so long waiting for the lights to change that they speed up to get through on the orange. I thought I was safe to cross at the Woolies crossing and was nearly hit by a car that must have been doing 70kph. This area was meant to be pedestrian-friendly. It makes me anxious to cross the road now. Also, as a driver, I find it more difficult to come down through the shops to the lights - having to look out for the lights, cars stopped in front of it, pedestrians from the left, pedestrians that cars might have stopped for on the other side of the road.

[Hide Replies \(6\)](#) ▼

Bronwyn, 29 days ago

I agree with this. I find the area very dangerous as a pedestrian and Lyon Road in particular is difficult to cross. I'm often walking with a pram and with the cars banked up at the lights it's impossible to cross at the two spots outside Woolworths that have ramps. I often have to wait for several light changes just to cross the road. I suggest installing a crosswalk so that there is somewhere safe for pedestrians to cross.

Rose Peters, 29 days ago

Yes I agree. Pedestrians must be protected.

[Hide Replies \(3\) ▼](#)

iamluke, 27 days ago

Agreed. Possibly a sunken walkway/pedestrian/cycle crossing. Something to remove pedestrians from this intersection. The local primary school's catchment area goes south of Gibbs Rd, so there can be (and probably are) primary school-aged children crossing this road. And given the way the intersection is now, this highlights pedestrian safety concerns.

[Hide Replies \(2\) ▼](#)

iamluke, 27 days ago

Or, the parents of kids at the primary school may be choosing to drive their cars to side-step any safety concern on crossing that intersection. Which just adds to the traffic.

Jo1982, 15 days ago

We are in the pocket of housing off Gibbs Road surrounded by the bush and although we are considered Aubin Grove, we fall into the Harmony PS catchment area in Atwell. Trying to cross Gibbs Road with the large amount of traffic that is definitely not doing the speed limit is very difficult. We end up stuck in the median strip with two young children with cars zooming past. Once people get through the three frustrating sets of traffic lights, they speed up and use the road as a race way to avoid the freeway and short cut through to Armadale. Very dangerous for Pedestrians.



MrsD, 11 days ago

I agree. Drivers are ignoring the red arrow while they are waiting to turn left from Lyon onto Gibbs (to travel towards the freeway) when pedestrians have the green man to cross on the west side of the intersection. It is so dangerous. I don't know about other parts of the intersection.

Betty, 12 days ago

It's dangerous when you drive pass the traffic light 2 lane merge to 1. Especially when people try to turn left to alliance entrance. I think it's better have 2 lanes on the road. And for the lyon road outside the woolies, it's better demolish the side parking change to 2 lanes. Otherwise it's always stuck from traffic light to the round about.

Nathan Calleja, 26 days ago

This is poor traffic management by the City of Cockburn. They have known for years about the intersection upgrade, but they did not plan for the traffic increase. Street parking along Lyon Rd should have a time limit. There also needs to be turn in lanes and the traffic light turn arrow needs to stay green for longer.

iamluke, 27 days ago

I think that the merge point on Gibbs Rd, immediately before Alliance Entrance, east-bound, needs to be relocated further to be after Alliance Entrance. Vehicles are slowing to an almost-stop to cater for other vehicles that turn into Alliance Entrance - a commonly used road. Also potentially have a dedicated left-hand lane entry into Alliance Entrance, before the merge point. The island in the middle of Gibbs Rd could potentially be modified to accommodate this change.

Cargle, about 1 month ago

The parking bays on Lyon road between gibbs and alliance loop ( at the shops), also need to be given some thought... the amount of cars waiting and parallel parking, just increases the congestion at peak times.. maybe they could be limited for parking out of peak hours only?There needs to be another viable exit/entry into Woolworths...

[Hide reply \(1\) ▼](#)

iamluke, 27 days ago

I like the idea of limited/parking-within-time-periods. Possibly also emergency/priority/ACROD only bays? If they could swing another exit/entry somehow, possibly winding onto Gibbs closer to the freeway bridge, that would be fantastic. But, \$\$\$.

JenQ, about 1 month ago

The merge point and left turn into Buggles / Drs heading east down Gibbs Rd is dangerous. A merge point at a very busy intersection where hundred of children are being dropped off is ludicrous. Also the traffic lights have congested this are. It worked better with a roundabout

[Hide reply \(1\) ▼](#)

iamluke, 27 days ago

I agree, the merge point needs to be re-located to be east of Alliance Entrance, possibly with a dedicated left-hand-lane entry into Alliance Entrance. Cars are floating into this merge point, with vehicles using late indication into Alliance Entrance, increasing the risk of using this part of the road.

Marchelle, 28 days ago

I would like to remind everybody that back in 1990 this whole area was a baron horse paddock with nothing on it except the one farm house on the hill. From Armadale Rd heading south there was nothing, not even the freeway. How did our planners make a mess of a blank canvas, we now have congestion everywhere as Aubin Grovers travel through Atwell to reach Armadale Rd and everybody drives their car to the shop. Its a bit late to ask how to improve it when we have this situation from a blank canvas. My only suggestion would be to block Lyon road between the shops and make this pedestrian, people are not going to stop driving to the shop so we cannot improve the situation with the footprint that has been developed. Crazy ideas would be a 2/3/4 storey carpark, if not then a bridge for Lyon Rd so we can clear traffic quicker rather than sitting at the lights, make it 15 minute parking, add a bus station so people can use this instead of cars, charge single car occupants but car poolers park free, remove the park land and make more car parks who needs parkland, just sayin.

[Hide reply \(1\) ▾](#)

iamluke, 27 days ago

Possibly restrict to one-way (north-bound) traffic, instead of blocking the Lyon Road shopping-area traffic? Nice ideas, though.

Rom, 28 days ago

Need to at least remove the parallel parking on the street. As they hold up traffic while people are trying to park. And increase time for turning right off Lyon to the overpass. Sometimes only 3 cars get to go through the green arrow. It was better when the roundabout was there. !!!!!

[Hide reply \(1\) ▾](#)

iamluke, 27 days ago

Potentially making them priority/ACROD parking? Emergency parking may be needed at some point? Perhaps with bigger bays - 3 becomes 2? Potentially making them slightly deeper (curb edge to be further from roadside)?

Jeffery, 28 days ago

The green traffic signals favour Gibbs Road too much, even when no vehicles are approaching the intersection. This extended green time is causing vehicles to bank up on Lyon Road on both the shops and south approaches. Their relatively short green period is not long enough to clear the waiting queue.

Rom, 28 days ago

There is a sign either side of the road, one by the bakery and one by the icecream shop that informs pedestrians to give way to vehicles. That message is confusing because when you learn to drive is to give way to pedestrians ????. At times people don't know what to do, walk across or give way to vehicles. Better to place a proper cross walk so cars give way to pedestrians

Steve Summerell, 30 days ago

Build Roe 8 to get the traffic congestion off the freeway!

Pemberc, about 1 month ago

Make the turning left from Lyon Rd into Gibbs rd a dedicated lane without lights and no merging (there is 3 lanes already for this to happen) and a crosswalk for pedestrians which would mean making the left lane heading from gibbs rd towards the freeway a dedicated turning left lane so that it can't go forward towards freeway in this lane but only go into Lyon rd this lane will be as per light signals.



Caz156, about 1 month ago

The lights leaving the shopping centre need to be green longer, especially during peak hours. Most issues are during peak hours Monday thru Friday . Also its frustrating during peak hours that traffic is at a stand still because pedestrians push the button and then cross but not on a light change or green man, but because there is a break in the traffic, then when the lights change traffic is stopped because they previously pushed the button. Happens all the time, not sure if a foot bridge is possible or not, but would stop this happening.

[Hide Replies \(2\) ▾](#)

Cargle, about 1 month ago

I agree its very frustrating when turning left from Lyon Road onto Gibbs road, and there are pedestrians crossing gibbs road at the lights... They use the push to walk button which is correct and improves safety I know.... however this creates a red arrow for banked up traffic in the mornings... usually for the sake of a single pedestrian... and in most cases a pedestrian who doesn't even wait for the green man... .. due to the time waiting for the pedestrians, when traffic is able to flow again (with a green arrow) it only allows enough time for a few cars to go through... and in the morning peak hour, when loads of people are turning left out of Lyon road onto gibbs , its very frustrating...

cainy82, about 1 month ago

Yes, yes, yes!! Just make it like most lights in very busy areas such as the city, Green man for a few seconds, then green light to cars (cars giving way to pedestrians). This works fine in the city, and south perth.

Christopher, about 1 month ago

Drivers should be more aware of turn left rules also look at lights from Lyon Rd into Gibbs , I have seen numerous vehicles turn against the red light. Also right turn from Lyon [Woolworths] onto Gibbs Rd ,needs altering to prevent drivers trying to beat the traffic lights, there have already been several incidents at these areas , wont be long before a serious accident occurs .

Kira2190, about 1 month ago

Since the traffic lights have been installed, almost every red light causes the traffic to back up past the shops down Lyons Road and interferes with the flow of traffic through the roundabout. Green lights should be more frequent, at least in peak traffic.

## APPENDIX 3

Peter d webb and associates  
Consultants in town planning and urban design  
04 August 2017 Our Ref: C2249-01  
Chief Executive Officer  
City of Cockburn  
PO Box 1215  
BIBRA LAKE DC 6965

Dear Sir/Madam

**Re: Harvest Lakes - Traffic Management Submission on behalf of Woolworths Group**

This is to advise that we act on behalf of the Woolworths Group (Woolworths), which operates a supermarket at the Harvest Lakes 'main street' shopping precinct.

On behalf of Woolworths, we lodge this submission in response to the City's recent consultation process wherein the local community was invited to submit any concerns it may have in relation to traffic management in and around the main street at Harvest Lakes.

It is understood that the City has undertaken this consultation process in response to a meeting held in June 2017 between the City's Engineers and the local resident groups of the Community of Aubin Grove and Harvest Lakes Residents Association, wherein particular issues were raised regarding traffic management around this main street at Harvest Lakes.

The City would be aware that the Woolworths supermarket forms an integral part of this carefully planned pedestrian-scale main street. In this regard, the supermarket is strategically positioned to act as the main 'anchor' store for the main street, with the primary pedestrian access to the supermarket being central to Lyon Road, midway between the intersections of Gibbs Road and

Alliance Entrance/Flourish Loop. An anchor store provides the support for the smaller speciality stores by encouraging pedestrian flow in and around the shopping area.

As the main 'anchor' store for Harvest Lakes, Woolworths holds a strong interest in ensuring that the local residents frequenting this shopping precinct are provided with a high amenity pedestrian environment within which to shop and recreate, as well as ensuring the established vehicle access network to the main street is equally maintained for user convenience.

From reviewing the comments submitted on the *comment on Cockburn* website in regard to this consultation process, it is apparent that the primary concern of residents shopping at Harvest Lakes surrounds difficulties with being able to safely cross the main street in order to access shops on the opposite side of the street.

The feedback on the City's website suggests that this is particularly a problem during peak traffic hours (Monday through to Friday) due to increased traffic volumes and excessive vehicle speeds on Lyon Road. There has also been a suggestion that traffic issues along the main street have intensified following the introduction of two (2) bus stops.

In addition to these community concerns, Woolworths has been advised that the City may have received a suggestion that Lyon Road should be closed to traffic between the intersections of Gibbs Road and Alliance Entrance/Flourish Loop as a means of addressing traffic concerns.

We take this opportunity to formally advise the City that Woolworths (and this office) **object on the strongest possible grounds to any such proposal to close Lyon Road to vehicle traffic, which would result in little more than reduced accessibility and permeability in and around the main street.**

Our planning justification in support of this position together with some more appropriate recommendations for possible improvements to ensure safer pedestrian movement around the main street are provided below.

In the first instance, the City would be aware that any proposal to close Lyon Road to address traffic management issues would be in direct contradiction to the fundamental Planning principles behind the creation of a successful main street format activity centre, as defined in *Liveable Neighbourhoods* (WAPC, Draft 2015) and *State Planning Policy 4.2 (SPP 4.2) – Activity Centres for Perth and Peel* (WAPC, 2010).

Lyon Road between the intersections of Gibbs Road and Alliance Entrance/Flourish Loop has been carefully designed through a comprehensive multifaceted Planning approval process, as a pedestrianscale **main street** shopping centre. A 'main street' is



defined in *Liveable Neighbourhoods* (WAPC, draft 2015) as being characterised by **high volumes of slow moving traffic, on-street parking and high pedestrian amenity**. In this regard, it is specifically stated at 'Element 3 – Activity Centres (Design Principle 4)' of *Liveable Neighbourhoods* that:

*'Pedestrian-scale retail main streets work best on streets that have traffic volumes in the range of 10,000 to 18,000 vpd, with only two (2) lanes of slow moving traffic (generally at or below 30 km/h) and on-street parking.'*

In order to ensure the ongoing success of the main street at Harvest Lakes in accordance with the fundamental objectives of Liveable Neighbourhoods, it is essential that Lyon Road remains accessible to vehicle traffic; retains the well utilised 12 on-street parking bays along the main street; and incorporates additional measures to enhance pedestrian amenity for the safety of the local residents who frequent the main street.

### 1. VEHICLE TRAFFIC

It is understood that the majority of **vehicle traffic** travelling along this section of Lyon Road is directly accessing the shopping facilities of the main street. The closure of Lyon Road would have a direct and adverse impact on traffic attempting to enter and exit the shopping area, thereby reducing the existing high level of accessibility and permeability offered via the established road network. It is therefore considered that the closure of Lyon Road would have a significant and undesirable impact on the ongoing successful operation of this main street.

The closure of Lyon Road would also undoubtedly have significant impacts on the ability for the surrounding road network to continue to function as intended, with additional traffic loading on the surrounding streets (such as Alliance Entrance) reducing the currently acceptable level of service of these streets, particularly during the peak traffic hours.

The closure of the main street to vehicle traffic would also require the current bus service to transfer its service to the surrounding street network which would reduce accessibility to the shopping area, which is unacceptable from a planning point of view. At present, vehicle traffic along the main street is currently managed with traffic calming devices, including raised pavement crossings and speed humps which effectively reduces the speed limit of vehicles to 20km/h. In noting the concerns raised by the community on the City's website, it is apparent that (rather than closing Lyon Street to traffic) additional measures should be introduced to ensure slow moving traffic is maintained in order to encourage and improve pedestrian movement in and around the main street of Lyon Road.

### 2. ON-STREET PARKING BAYS

**On-street parking bays** promote a sense of urban scale and intensity along a main street whilst providing minimum distribution to the continuity of the urban form. It is these particular characteristics together with the convenience of parking bays being provided directly in front of shops that provide an essential role in contributing to the ongoing economic success of a main street. The importance of this particular aspect of main street design is proven at Harvest Lakes with the 12 on-street parking bays being regularly utilised and usually filled to capacity during peak hours. The retention of these bays is therefore considered an essential element of the overall main street function and its ongoing success.

### 3. PEDESTRIAN AMENITY

Greater priority to pedestrians (including cyclists and public transport) over vehicles is necessary to ensure a high pedestrian amenity is achieved at Harvest Lakes. Improving pedestrian amenity will encourage further activation of the main street by encouraging pedestrian flow past the speciality shops.

It is typical for the anchor store (i.e. Woolworths) to act as the main store which encourages this movement past the speciality shops. It is therefore considered that the best location to provide a safe crossing for pedestrians on Lyon Road is the raised pavement at the centre of the main street, with the main entrance to Woolworths being directly accessible at this point.

On behalf of Woolworths, we firstly reiterate our strong objection to any proposal to close Lyon Road to address traffic management concerns in and around the main street at Harvest Lakes.

In order to address the traffic concerns of users of this main street, we recommend that the City further consider the following traffic calming measures which will assist in improving pedestrian access around the main street:

1. Enforcing a low speed limit through additional signage.
2. Introducing strict time limits for the on-street parking bays.
3. Installing a pedestrian (zebra) crossing midway along the main street at the raised section of pavement, providing pedestrians and cyclists with a priority crossing location on Lyon Road during any time of the day, particularly during the peak hours.

We take this opportunity to thank the City for taking a proactive approach in seeking comments from the community prior to undertaking any detailed work on a formal proposal to address traffic management concerns in this location.

We trust that the information contained in this submission is sufficient for staff's further consideration of this matter. However, should staff have any further queries, the writer is available at their convenience.

Yours faithfully

**CLARE McLEAN**

Senior Planning Consultant

*cc: Senior Property Manager (WA), Woolworths Group*



## APPENDIX 4

August 2017

By email: dcarbon@cockburn.wa.gov.au

Deanie Carbon

Community Engagement Officer Family and Community Development Services

City of Cockburn

Po Box 1215, Bibra Lake DC Western Australia, 6965

Dear Ms Carbon

**Submission on traffic management: Lyon Road, Atwell**

RG Property Nine Pty Ltd (**RG Property**) are the owners of the Harvest Lakes Shopping Centre.

A portion of Lyon Road abuts the Harvest Lakes Shopping Centre between Gibbs Road and Alliance Entrance.

We understand that the community has raised concerns with officers at the City of Cockburn (**City**) about pedestrian safety and traffic congestion along Lyon Road. To gain a better understanding of these concerns, the City has sought comments from the public on their experience driving, cycling or walking in the area and how traffic management around Lyon Road may be improved.

Separately, the City has advised RG Property that the City is considering a proposal to close Lyon Road between Gibbs Road and Alliance Entrance.

As the owners of the Harvest Lakes Shopping Centre, we are strongly opposed to any proposal to close Lyon Road to vehicular traffic. To support our submission, RG Property instructed TPG Planners and Place Match (**TPG**) to engage Transcore to assess the impacts that closure of Lyon Road would have on local traffic. Please see attached a copy of the traffic report prepared by

Transcore dated 1 August 2017 (**Traffic Report**). The Traffic Report concludes that closure of Lyon Road is not possible, as it would have a detrimental impact on the operation of traffic in the locality.

RG Property is opposed to the closure of Lyon Road to vehicular traffic for three main reasons that are outlined in this letter, being:

- the detrimental impact on the road network;
- the detrimental impact on the safety and amenity of the local community; and
- the detrimental impact on the accessibility and financial viability of the Harvest Lakes Shopping Centre.

#### **Detrimental impact on the road network**

The Traffic Report concludes that the closure of Lyon Road would have a detrimental impact on the operation of traffic in the locality for the following reasons:

- the intersection of Gibbs Road and Alliance Entrance would fail during the weekday PM peak hour, and would entail long delays and queues during the Saturday midday peak hour; and
- an additional 500 vehicles would use Alliance Entrance during peak periods, and the existing standard of Alliance Entrance would not be able to accommodate the increase in traffic.

It is evident from the Traffic Report that the road network cannot support the closure of Lyon Road to vehicular traffic and that an important intersection would fail during peak periods. Consequently, the closure of Lyon Road is not possible from a traffic analysis perspective without having a negative effect on traffic flow in the locality.

#### **Detrimental impact on the safety and amenity of the local community**

The Traffic Report states that the closure of Lyon Road to vehicular traffic would divert traffic movements onto Alliance Entrance, which would not be able to accommodate the additional volume of traffic and would result in significant traffic congestion.

This would create an unsafe and hazardous environment for pedestrians using Alliance Entrance, particularly parents and children accessing the Buggles Childcare Centre and Kumon Education, and patients accessing the Harvest Lakes Medical Centre.

The increase in traffic on the surrounding road network would also have an adverse impact on the amenity of the residents in the locality.

**Detrimental impact on public use of thoroughfare and accessibility to the shopping centre**

The Traffic Report indicates that more than 70% of vehicles use Lyon Road to access the Harvest Lakes Shopping Centre. Members of the public currently benefit from:

- 12 convenient on-street parking bays immediately in front of the retail and commercial businesses between Gibbs Road and Alliance Entrance, which the Traffic Report states are very popular with 100% utilisation during peak periods; and
- direct vehicle access through Lyon Road from Gibbs Road to the car park of the Harvest Lakes Shopping Centre.

If Lyon Road is closed, customers would be denied on-street parking and forced to take a more circuitous and longer route to reach the car park of the Harvest Lakes Shopping Centre. Businesses along Lyon Road would suffer, as they would no longer be visible to passing vehicular traffic which would lead to a reduction of customer turnover and profits.

The closure of Lyon Road would have a detrimental impact on the accessibility and financial viability of the Harvest Lakes Shopping Centre.

It is critical for the economic sustainability of the Harvest Lakes Shopping Centre that Lyon Road remains open to vehicular traffic.

**Lyon Road designed in accordance with planning framework to provide a pedestrian-friendly environment**

Lyon Road has been created and designed in accordance with the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan for Lots 2176, 2178-2181 Harvest Lakes, Atwell. These are statutory instruments that have been adopted by the City and form part of the existing planning framework for the locality.

The City had due regard to the operation of the road network, public access and the amenity of the local residents (amongst other planning considerations) during:

- its assessment and endorsement of the Harvest Lakes Village Centre Structure Plan and the Detailed Area Plan; and
- its assessment and approval of the development application for the Harvest Lakes Shopping Centre.

There is no reason to now change the existing planning framework and the manner in which the development functions.

A key component of the Harvest Lakes Village Centre was the requirement for Lyon Road to function as a main street. This is an urban design outcome that has become entrenched in shopping centre developments with the aim of delivering an active and vibrant pedestrian-friendly area. The main street design of Lyon Road incorporates active street frontages with the entrance to all of the businesses being accessed from the street, rather than the car parking areas.

Significantly, the main street was designed as a low-speed vehicle environment through the use of elements such as a wider median strip, a 'kink' in Lyon Road, on-street parking, wider footpaths and parking areas sleeved behind buildings. Through these elements, Lyon Road provides a comfortable, convenient and safe place for pedestrians to enjoy.

The Traffic Report concludes that appropriate traffic calming measures are in place along Lyon Road to create a pedestrian-friendly environment, including speed humps with warning signs specifying a recommended speed limit of 20 km/h.

### **Conclusion**

For the reasons we have given in this letter, **RG Property is strongly opposed to any proposal by the City to close Lyon Road to vehicular traffic.**

The closure of Lyon Road would have an adverse impact on the surrounding road network, the safety and amenity of the local community, and the accessibility and economic sustainability of the Harvest Lakes Shopping Centre. Given these adverse consequences, in our view, closure of Lyon Road is not a viable option available to the City.



To assist with evaluating recent community concerns, the City may wish to undertake a traffic study to identify and assess any issues surrounding the use of Lyon Road by members of the public and develop an effective solution to address those issues.

Yours faithfully

**Rhett Williams**

Chief Executive Officer  
RG Property Nine Pty Ltd



## Appendix 5

28 July 2017

Charles Sullivan  
Director of Engineering & Works  
City of Cockburn

Dear Charles

**Re: Harvest Lakes Traffic Issues**

Thank you for attending the HLRA meeting of 28 June 2017. Since then, the HLRA has encouraged our members to contribute their ideas to the Comment on Cockburn page and to either email us or attend another meeting on 26 July to air their thoughts and suggestions.

This letter includes various ideas and suggestions to make our local shopping precinct and the adjacent areas function better and to improve the safety of local residents, whether driving or walking.

At the outset, HLRA members acknowledge that it is a difficult issue and that there is no solution that does not have negative aspects as well as positive ones. However, there is also widespread feeling that the situation cannot continue as at present. Several people have already been nearly run over by cars and we wish to prevent a tragedy occurring.

The heart of the problem is that there is now a very wide, heavily trafficked intersection, with traffic lights, adjacent to a small shopping precinct which has a large number of pedestrians. There needs to be consideration for the pedestrians, drivers, shop keepers and nearby residents (particularly those along Alliance Entrance) who all have a vested interest in the outcome. However, we believe that the safety of pedestrians using the shopping precinct needs to be a priority, especially as pedestrian numbers will increase due to unit construction, and we are discussing human lives as opposed to inconvenience.

### **Pedestrians**

The main issues for pedestrians are the speed of the traffic through the shopping area and the confusion regarding the current primary crossing area, near Woolworths.

The speed hump has been removed near the Lyon/Gibbs Rd traffic lights. This means that cars no longer need to slow down when approaching the shops. Several residents have spoken of being nearly hit by a car while crossing or seeing someone in danger of being hit. This crossing has become dangerous for mobile people, let alone those with mobility issues such as difficulty in walking, pushing a pram, or being accompanied by a child or dog.

**The preferred solution**, voiced by many of our members, is to close the shopping precinct to traffic thereby making it safe for pedestrians to move from one side of the road to the other, and providing the opportunity for al fresco dining in the precinct etc. This is in keeping with the original outline of the estate plan proposed by LandCorp.

The difficulties this might create include:

- access to shops eg the Physiotherapist for people with disabilities
- increased road usage along Alliance Entrance.

Solutions:

- It might be possible to provide slow-vehicle access to the pedestrian precinct, with an ACROD parking area near the Physio/Optometrlist.
- A new roundabout at the junction of Gibbs Rd/Alliance Entrance would ease the traffic out onto that street and hopefully reduce traffic build up. Much of the traffic turns South onto Lyon Rd and so would not enter this roundabout.

If this is not possible, other suggestions include:

- Making Alliance Entrance and the Lyon Rd shopping precinct one way. While this will make it easier for pedestrians to cross the street, there is still the issue of excessive speed.
- Reduce the speed on Lyon Rd south of the traffic lights (presently 70km/hr), so cars are slower when approaching the shopping area (50 km/hr), and have a lower speed limit within the shopping precinct (20km/hr).
- Introduce a formal pedestrian crossing to help enable pedestrians to cross safely – either a zebra crossing with large yellow signage or lights that flash orange so that cars are not held up unnecessarily.

Two further issues that were raised are the confusion regarding the public walkway between the station and the shopping complex. Several members spoke of a lack of an easy footpath to use and the lack of signage when people exit from the station, so that they can tell where the shopping centre is.

Residents have pointed out how difficult it is to walk across Alliance Entrance between the Child Care Centre and Harvest Lakes Blvd. There is a blind corner and cars tend to speed around it. One resident has to walk up to the roundabout and back down the other side of the road in order to feel safe. With the Council encouraging its residents to be more active, it is ironic that this situation is encouraging parents to drive their children to the centre because it is safer.

### **Drivers**

Drivers are finding the Lyon/Gibbs Rd traffic lights incredibly frustrating. Even though the phasing has been adjusted to allow more cars through, there are still considerable delays during peak hour. The frustration is exacerbated by the lack of phasing with the two sets of traffic lights that need to be negotiated to turn right onto the freeway. Often drivers are caught at all three sets, getting a green light just in time to see the next one turn red. One driver advised that only three cars could get through on the right arrow. Two cars came through behind him on the red. It would greatly assist if the lights were sensitive to traffic so cars are not sitting for a significant length of time with no other traffic using the intersection. An alternative suggestion is to give the cars a green light to turn across oncoming traffic after the arrow turns red and after a suitable length of time to allow the oncoming traffic to be clear of the intersection.

At present the traffic travelling south through the Lyon St shops during peak periods often banks back to the roundabout on Alliance Entrance, creating chaos, especially with traffic entering and exiting the Woolworths carpark. It would be useful to discover what impact the train station traffic has on the situation.

Suggestions to help improve traffic flow – if the Lyon St shopping precinct does not become pedestrian only – include:



- Reducing the number of parking bays from three to two, so that drivers can enter forwards rather than reversing and holding up the traffic.
- Taking away the parking bays on the Eastern side of Lyon Rd and turning it into a designated Left Turn only lane.
- Restricting parking to out of peak times.
- Only allowing ACROD parking in the street, which would likely be used outside of peak times.

In further support of the suggestion to close the shopping precinct to traffic, is that it is very distracting driving through the shopping centre towards the lights. It is very difficult to keep an eye on cars in front and whether they have stopped; whether a car has stopped to allow a pedestrian cross from the other side, whether a pedestrian has stepped out from the left and what the lights are doing. It is also difficult to refrain from increasing speed to catch those green lights.

**Further issues include:**

Heading East on Gibbs Rd, the two lanes merge into one immediately before an intersection that is becoming increasingly busy. There is little notice to following traffic that indicating to merge left is distinct for the indication to turn left into Alliance Entrance.

Clearer notice of the lane merge might help, along with keeping two distinct lanes until after the intersection. However, there is a laneway shortly on the left, so drivers entering this are also anxious about getting shunted from behind. Possibly a roundabout on the intersection would help, but this would impact on the residents living nearby.

Alliance Entrance is attracting more traffic as drivers avoid Lyon Rd. There is a blind bend in the road, where Harvest Lakes Blvde runs off it. Cars swing out when coming from Gibbs Rd and cut the corner when travelling from Lyon Rd. An easy and cheap solution would be to extend the line marking on Alliance Entrance from Gibbs Rd definitely around the corner and possibly until it meets the Lyon Rd roundabout. Making it a solid line would create greater impetus for drivers to keep to their side of the road and help prevent potential accidents. Further to this would be the implementation of a 'No Standing' zone to prevent commercial vehicles from parking near the bend and blocking the road.

Driving West on Gibbs Rd, one member sitting at a red light saw a driver sail straight through it. He caught up with the driver at the next set of lights and asked if they realised they had driven through a red light, to which they replied they had seen the green light further up the hill and had taken that as their directive. It is hard to suggest how to overcome this but that driver was very lucky not to have collected someone on their way through the Lyon Rd lights.

**The Shopkeepers**

HLRA has not yet had to opportunity to revisit the shopkeepers to find out their current thoughts. We are planning to undertake this before the public meeting. When they were initially approached, they indicated that they were interested in having the shopping centre become a pedestrian precinct. However, their thoughts may have altered in the meantime.

Some issues are that the shops, especially on the eastern side of Lyon Rd are being subject to car fumes, especially in the peak traffic periods. There might well be health issues due to excessive carbon monoxide and diesel fumes etc.

There is also the negative impact for the eateries along the road, which have tables outside for patrons to use. It is not pleasant to sit and eat with a car running its engine a matter of metres away. We will be asking the owners if this is impacting their businesses.

However, businesses such as the Physiotherapist will require people who are disabled to have access to their premises and other businesses may wish patrons to have short and quick access to theirs (eg selling takeaway coffee).

**The Residents on Alliance Entrance**

Whether the shopping precinct is closed to traffic or whether Lyon Rd & Alliance Entrance are made one way, those residents on Alliance Entrance and nearby will be affected by increased traffic flow. We will encourage them to come along and contribute to the Public Meeting.

In summary, HLRA is looking to a solution that will improve the safety of Harvest Lakes residents and visitors while also improving the traffic flow and reducing the ongoing frustration of the drivers. We look forward to further consultation at the Public Meeting.

Yours sincerely

Bob Kellar  
President  
Harvest Lakes Residents Association Inc.

**Appendix 6**

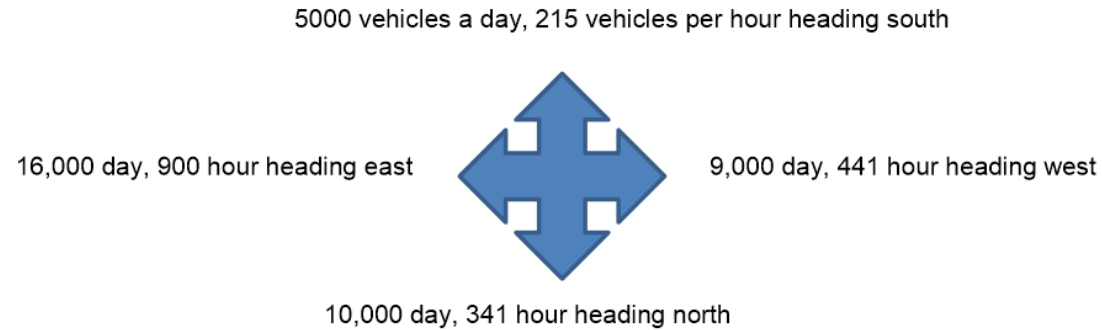
Meeting notes

Meeting hosted by the City with business representatives, Elected Members, residents and residents association members at the Harvest Lakes Community Centre at 7pm, August 30, 2017.

Meeting opened by Bob Kellar, president of Harvest Lakes Residents Association

Speakers: Charles Sullivan, Director of Works and Engineering  
Deanie Carbon, Community Engagement Officer  
David Fu, Senior Technical Officer, Roads and Traffic Planning

**Traffic count for April 2017**



**Recommendations from meeting:**

- Improve Lyon Road as a pedestrian friendly area, with the addition of a zebra crossing. The City and residents groups to write to Main Roads seeking a zebra crossing.
- Keep Lyon Road open (should not become a mall) with a lower speed limit
- Community of Aubin Grove recommends that road remain open, parking be closed and more space allocated to "people activity"

Topic	Details
-------	---------

1	Pedestrian safety	A traffic survey on Friday 25 August and Saturday 26 August counted 200 pedestrians crossing Lyon Road on Friday between 4pm and 5pm, and 180 from 5pm to 6pm. This exceeds two of the three Main Roads Department criteria for a zebra crossing. The other criteria is 600 cars per hour (currently 550 cars) Friday is usually the busiest traffic day in the City of Cockburn The current mock crossings do not give pedestrians certainty A permanent zebra crossing would give priority to pedestrians and remove uncertainty in the minds of drivers Sign needed near traffic lights to alert vehicles to give way to pedestrians Speed limit is too high and should be lowered
2	Lyon Road remain open	Strong support in public consultation for road to remain open. Some residents want it closed to improve safety. Closure would put pressure on Alliance
3	Parking bays in Lyon Road	Modify the parking bays/Remove them/Allow al fresco dining 1 Acrod bay for set down already Close parking bays in peak hours, with a chain across? How would we enforce this? Make it a clearway Have a slipway off Gibbs Road to the Woolworths carpark? This would clash with the loading dock. People get held up on Lyon Road so they use Alliance Rd as an alternative
4	Gibbs Road merging	Cars heading east from the traffic lights near Lyon Road drive too fast – like the start of the Formula One car race. Traffic queues were worse before the traffic lights were installed 71% of people using the traffic lights are travelling east to west
5	Buses	As a condition of installing the train station, the PTA must do a traffic study within six months of opening the station. Can we include Flourish Loop in this study? Engineer advises that PTA is open to discussion about changing bus routes and bus stops Many drivers drop off people at the train station
6	Other	Residents group to lobby Main Roads for better line marking on Alliance Loop near the child care centre. Main Roads has responsibility for line marking and signage.

**Next steps**

- City to write up notes from meeting and post on Comment on Cockburn
- City to conduct consultation with traders, State Government agencies and residents groups about possible locations for zebra crossing and bus stops/routes
- Prepare report to Council



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**16.2 SMRC ESTABLISHMENT AGREEMENT WITHDRAWAL****Author(s)** C Sullivan

- Attachments**
1. Establishment Agreement of the Southern Metropolitan Regional Council 1998 [↓](#)
  2. Minute No. 5821 (OCM 9/6/2016) Waste Management Green Waste Third Bin (167/012) [↓](#)
  3. Project Participation Agreement (the Office Project) SMRC 2005 [↓](#)

**RECOMMENDATION**

That Council

- (1) issues a Notice of Withdrawal from the Establishment Agreement (EA) of the Southern Metropolitan Regional Council (SMRC) prior to 30 June 2018, under clause 11 of that Agreement in order to give effect to that decision on 30 June 2019 ; and
- (2) issues a Notice of Withdrawal from the Project Participants Agreement (the Office Project) of the Southern Metropolitan Regional Council (SMRC) prior to 30 June 2018, under clause 2.6 of that Agreement in order to give effect to that decision on 30 June 2019.

**Background**

At the Ordinary Council Meeting of 9 June 2016, Council resolved as follows:

*That Council*

- (1) *endorses the Implementation Plan for the Third Bin (Green Waste);*
- (2) *issues a Notice of Withdrawal from the Project Participant's Agreement Regional Resource Recovery Centre Project of the Southern Metropolitan Regional Council (SMRC) prior to 30 June 2016, under clause 2.8 of that Agreement, in order to give effect to its decision to introduce this garden organic service;*
- (3) *remains a Member of the Project Establishment Agreement and assists the SMRC to undertake a restructure of its operations to enable transition to alternate waste disposal solutions; and*
- (4) *commence negotiations on a contract of service with the SMRC for the processing of MSW prior to the withdrawal of the Project Participant's Agreement taking effect.*

Following Council's decision, the Notice of Withdrawal was issued to the SMRC and became effective on 30 June 2017. The Amended Business Plan for the Project has recently been submitted to the SMRC for approval. The valuation of the cost of the withdrawal remains as a point of disagreement between the City and the SMRC. This matter will be further notified to Council when resolved and if not resolved then the matter will enter Dispute Resolution.

A Waste Supply Agreement has been entered into between the SMRC and the City for the disposal of municipal solid waste for the period 1 July 2017 to 30 June 2020. This is the only waste stream from the City currently being processed by the SMRC after which the City will be implementing Council's decision to dispose of municipal solid waste by a waste to energy facility in 2021.

### **Submission**

N/A

### **Report**

Over the past three years, via a number of reports and forums, Council has progressively restructured the waste management operation of the City for the disposal of the various waste streams. Following Council's decision at the March 2018 Ordinary Council Meeting (2018/ Minute No. 0043 RFT 30/2017 Energy from Waste) to award a tender for the disposal of the City municipal waste to a waste to energy facility (due to commence in 2021) there will be no waste processed from the City by the SMRC from that time.

Currently, the City remains as a Project Participant in the Office Agreement of the SMRC and the Establishment Agreement as noted above. Due to the requirement to give notice of withdrawal from either agreement being twelve months from the end of the financial year in which the notice to withdraw is issued, it is an appropriate time for Council to issue the notice to withdraw from both remaining agreements since there will be no waste required to be processed by the SMRC as of 1 July 2020 and hence no reason to remain as a Participant in any remaining agreement with the SMRC. The budget and legal implications and the procedure are discussed in more detail in the sections following.

A copy of the Establishment Agreement is included for reference as Attachment 1. A copy of Minute No. 5821 (OCM 9/6/2016) Waste Management Green Waste Third Bin (167/012) is included for reference as Attachment 2. A copy of the Project Participant Agreement (the Office project) is included for reference as Attachment 3.

## **Strategic Plans/Policy Implications**

### City Growth

Maintain service levels across all programs and areas.

### Leading & Listening

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

Provide for community and civic infrastructure in a planned and sustainable manner, including administration, operations and waste management.

## **Budget/Financial Implications**

Currently, the annual cost to the City of remaining a Participant in the EA is approximately \$230,000 (excluding loan repayments) which is composed of Governance, R&D and public education. Until withdrawal from the EA becomes effective, this cost will remain in the City budget. Any loan repayments for the Office Project would be capped at withdrawal and payable similar to the loan repayments for the Resource Recovery Centre Project withdrawal.

Under Clause 11.3 of the EA, the Regional Local Government must calculate as soon as is practicable after the withdrawal of the Participant takes effect the liability or surplus due to or from the participant based on a Notional Wind Up of the Regional Council. Should Council resolve to proceed with the withdrawal from the EA this matter would be the subject of a future report to Council when the surplus or liability value is known.

## **Legal Implications**

Withdrawal from the EA for the SMRC would be based on the requirements of clause 11 of the Agreement, which requires the Participant to give notice of the intention to withdraw under clause 11.1 of the Establishment Agreement and also clause 8.10 of the Establishment Agreement for withdrawal from a Project (the Office Project).

In withdrawing from the Establishment Agreement, withdrawal from any remaining Projects must also be enacted as withdrawal from the EA means withdrawal from the Regional Council altogether.

With reference to the Office Project, Clause 8.11 of the EA states:

*The withdrawal of a Project Participant shall take effect:*



- (a) *From the end of the financial year in which notice under clause 8.10 has been given by the Project Participant to the Regional Local Government: or*
- (b) *On any earlier date agreed by the Project Participants*

Under part (a) of the above clause, if Council chooses not to issue to notice until after 30 June 2018, then the compulsory 12 month notice period would not begin until 30 June 2019

With reference to the Establishment Agreement, clause 11.1 states:

*A Participant may, at any time, give notice of its intention to withdraw from the Regional Local Government.*

Clause 11.2 states:

*The withdrawal of a Project Participant shall take effect from the end of the financial year in which notice of the withdrawal has been given by the Participant to the Regional Local Government.*

Similar to the Project Participants Agreement for the Office Project, if Council chooses not to issue to notice until after 30 June 2018, then the compulsory 12 month notice period would not begin until 30 June 2019.

### **Community Consultation**

If Council resolves to implement the withdrawal procedure from the SMRC, this will be notified to residents as part of the regular news updates by the City.

### **Risk Management Implications**

Should Council resolve not to implement the proposed withdrawal from the SMRC, the City will remain part of the Establishment Agreement with the associated annual costs to the City. After 30 June 2020, the agreement between the City and the SMRC for the disposal of municipal solid waste expires after which date there will be no waste streams required to be processed by the SMRC and hence no reason to remain a Participant in the Regional Council.

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

The City has advised the SMRC members CEO's and the SMRC CEO that this item would come to the 10 May 2018 Ordinary Council Meeting.

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

Nil.

JGA/002



# Watts & Woodhouse

Solicitors & Legal Consultants

CITY OF CANNING  
and  
CITY OF COCKBURN  
and  
TOWN OF EAST FREMANTLE  
and  
CITY OF FREMANTLE  
and  
TOWN OF KWINANA  
and  
CITY OF MELVILLE  
and  
CITY OF ROCKINGHAM

ESTABLISHMENT AGREEMENT OF THE  
SOUTHERN METROPOLITAN REGIONAL COUNCIL

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1998

**CITY OF CANNING  
and  
CITY OF COCKBURN  
and  
TOWN OF EAST FREMANTLE  
and  
CITY OF FREMANTLE  
and  
TOWN OF KWINANA  
and  
CITY OF MELVILLE  
and  
CITY OF ROCKINGHAM**

**ESTABLISHMENT AGREEMENT OF THE  
SOUTHERN METROPOLITAN REGIONAL COUNCIL**

**WATTS & WOODHOUSE**  
Solicitors and Legal Consultants  
236 Rokeby Road  
Subiaco WA 6008

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**AGREEMENT**

THIS ESTABLISHMENT AGREEMENT dated 1998

BETWEEN **CITY OF CANNING** of 1317 Albany Highway, Cannington, Western Australia

AND **CITY OF COCKBURN** of 9 Coleville Crescent, Spearwood, Western Australia

AND **TOWN OF EAST FREMANTLE** of 135 Canning Highway, East Fremantle, Western Australia

AND **CITY OF FREMANTLE** of William Street, Fremantle, Western Australia

AND **TOWN OF KWINANA** of Gilmore Avenue, Kwinana, Western Australia

AND **CITY OF MELVILLE** of Almondbury Road, Ardross, Western Australia

AND **CITY OF ROCKINGHAM** of Civic Boulevard, Rockingham, Western Australia

('the Participants')

**RECITALS**

- A. The districts of the Participants were constituted as a regional district by virtue of an Order of the Governor made under the Former Act and published in the Government Gazette on 13 December 1991.
- B. Pursuant to the Former Act and by virtue of the Order of the Governor, a regional council was then constituted.
- C. Under the Former Constitution Agreement dated 30 October 1991 made between the Participants the regional council so constituted was named the South West Metropolitan Regional Waste Management Council.
- D. By virtue of transitional provisions of the Act, the regional council continues as a regional local government as if it had been constituted as a regional local government under the Act.
- E. The Participants have agreed to amend the Former Constitution Agreement by revoking it and substituting it with this Establishment Agreement.
- F. Under the Establishment Agreement the Regional Local Government is to be renamed the Southern Metropolitan Regional Council.
- G. The Participants have resolved on the dates referred to in Schedule 1 to enter into this Establishment Agreement and to submit it to the Minister for approval.

**OPERATIVE PART****1. FORMER CONSTITUTION AGREEMENT**

The Former Constitution Agreement is revoked and substituted with this Establishment Agreement commencing on the Operative Date.

**2. NAME**

The name of the regional local government is the Southern Metropolitan Regional Council.

**Footnote:**

1. Section 3.62(1) of the Act provides that a regional local government is a body corporate with perpetual succession and a common seal.
2. A regional local government has the same general function of a local government including its legislative and executive functions. See Part 3 and section 3.66 of the Act.
3. Except as stated in section 3.66, the Local Government Act 1995 applies to a regional local government as if:
  - (a) the participants' districts together made up a single district; and
  - (b) the regional local government were the local government established for that district.

**3. REGION**

The Regional Local Government is established for the Region.

**4. REGIONAL PURPOSES**

The regional purposes for which the Regional Local Government is established are:

- (a) to plan, coordinate and implement the removal, processing, treatment and disposal of waste for the benefit of the communities of the Participants;
- (b) to influence local, State and Federal Governments in the development of regional waste management policies and legislation.

**5. OBJECTIVES**

The objectives of the Regional Local Government shall be:

- (a) without loss being incurred by the Regional Local Government, to carry out the Regional Purposes so that services and facilities are provided to the consumer at a reasonable cost and with due regard for community needs;
- (b) to reduce the quantity of waste disposed of at landfill sites in accordance with targets set by the Regional Local Government.

**6. DEFINITIONS**

In this Establishment Agreement unless the context requires otherwise:

'Act' means the Local Government Act 1995;

'Council' means the Council of the Regional Local Government;

**'Existing Undertaking'** means an undertaking of the Regional Local Government which is being carried out immediately before the Operative Date including, without limitation;

- (a) research and education with respect to the removal, processing, treatment and disposal of waste; and
- (b) the administrative functions of the Regional Local Government related to any purpose other than a Project;

**'Former Act'** means the Local Government Act 1960;

**'Former Constitution Agreement'** means the Former Constitution Agreement made between the Participants under the Local Government Act 1960 and dated 30 October 1991;

**'Minister'** means the Minister of the Crown to whom the administration of the Act is for the time being committed by the Governor and includes a Minister of the Crown for the time being acting for or on behalf of the Minister;

**'Operative Date'** means the date upon which the Minister approves this Establishment Agreement;

**'Population'** means at any relevant time in relation to a Participant, the estimated resident population of that Participant as set out in Table 1 (Estimated Resident Population In Statistical Local Areas) of the statistics last published by the Australian Bureau of Statistics titled 'Estimated Resident Population by Age and Sex in Statistical Local Areas' or any substitute therefor accepted by the Government of the Commonwealth of Australia from time to time as a measure of resident population provided that if at any time the statistics are discontinued or suspended or if in the opinion of the Regional Local Government the method of computation thereof is substantially altered there shall be substituted therefor such alternative method of establishing resident populations of the Participant as the Regional Local Government may resolve;

**'Project'** means a project or undertaking defined in a business plan referred to in clause 8.3;

**'Project Participant'** in relation to a Project, means a Participant which is participating in that Project under clause 8;

**'Proposal'** means a proposal to undertake a Regional Purpose;

**'Region'** means the districts of the Participants;

**'Regional Local Government'** means the body corporate originally established by the Former Constitution Agreement which continues now as a regional local government by virtue of the Act;

**'Regional Purpose'** means any regional purpose referred to in clause 4.



## 7. THE COUNCIL

### 7.1 Appointment of Members

A Participant is to appoint one member of the council of the Participant to be a member of the Council of the Regional Local Government.

Footnote: Section 3.62(b) of the Act provides that a regional local government is to have, as its governing body, a council established under the Establishment Agreement and consisting of members of the councils of the participants.

### 7.2 Tenure of Members of the Council

A member of the Council shall hold office until the member ceases to be a member of the Council of the Participant or until the member is removed by the Participant.

### 7.3 Election of Chairman and Deputy Chairman

The members of the Council shall elect a chairman and a deputy chairman at the first meeting of the Council following the first Saturday in May after the Operative Date and in May every 2 years thereafter.

### 7.4 Role of Chairman

The chairman:

- (a) presides at meetings of the Council;
- (b) carries out civic and ceremonial duties on behalf of the Regional Local Government;
- (c) speaks on behalf of the Regional Local Government;
- (d) performs such other functions as are given to the chairman by the Act, any other written law or this Agreement; and
- (e) liaises with the CEO on the Regional Local Government's affairs and the performance of its functions.

Footnotes:

- 1. The role of the Council is set out in section 2.7 of the Act.
- 2. The functions of the CEO are set out in section 5.41 of the Act.

### 7.5 Role of Deputy Chairman

- (1) The deputy chairman performs the functions of the chairman when authorised to do so under this clause.
- (2) If:
  - (a) the office of chairman is vacant; or

- (b) the chairman is not available or is unable or unwilling to perform the functions of chairman,

then the deputy chairman may perform the functions of chairman.

#### **7.6 Role of Members of Council**

A member of the Council:

- (a) represents the interests of the ratepayers and residents of the Region;
- (b) facilitates communication between the community of the Region and the Council;
- (c) participates in the Regional Local Government's decision-making processes at meetings of the Council and its committees; and
- (d) performs such other functions as are given to the member by the Act or any other written law.

### **8. PROPOSALS AND PROJECTS**

#### **8.1 Requirements**

The Regional Local Government shall only adopt a Proposal and undertake a Project in accordance with the requirements of this clause.

#### **8.2 Absolute Majority to Adopt Proposal**

The Regional Local Government shall only adopt a Proposal when authorised to do so by an absolute majority of the Council.

#### **8.3 Business Plan for each Project**

- (1) Where the Regional Local Government has adopted a Proposal it shall:
  - (a) prepare and adopt a business plan; and
  - (b) provide a copy of the business plan to each of the Participants.
- (2) The contents of the business plan shall meet the requirements of the Act and the business plan shall clearly define the Project.

#### **8.4 Decision to Participate in Project**

Each Participant shall, within a reasonable period determined by the Council after the adoption of the business plan, decide whether to participate in the Project by giving notice of its decision to the Regional Local Government.

**8.5 Meeting of Project Participants**

As soon as practicable after the period referred to in clause 8.4, the Regional Local Government is to convene a meeting of all the Project Participants.

**8.6 Unanimous Agreement to Terms of Project**

Before the Regional Local Government undertakes the Project, the Project Participants shall, by unanimous resolution of the members of the Council who are appointed by those Project Participants, agree upon:

- (a) the proportion (and the basis of its calculation) in which the Project Participants will make contributions towards:
  - (i) the acquisition of any asset of a capital nature required for the Project;
  - (ii) the operating expenditure, including administrative expenses, relating to the Project;
- (b) the manner of payment of the contributions referred to in paragraph (a);
- (c) the proportional entitlement or liability, as the case may be (and the basis of its calculation), of a Project Participant when the withdrawal of that Project Participant from the Project takes effect; and
- (d) the manner of payment of the entitlement or liability referred to in paragraph (c).

**8.7 Basis on which contributions are Calculated**

- (1) Where the contributions referred to in clause 8.6(a) are calculated on the basis of a unit of measurement (for example:
  - 1. number of tonnes of waste processed;
  - 2. number of bins of waste collected;
  - 3. numbers of hours of advice given),then that basis shall be applied equally to all Project Participants.
- (2) This clause shall not apply where, by unanimous resolution, the Project Participants decide otherwise with respect to a particular Project.

**8.8 Manner of Payment of Operating Expenditure Contributions**

Unless otherwise agreed, the contributions referred to in clause 8.6 towards operating expenditure shall be paid by each Project Participant to the Regional Local Government by equal and successive quarterly instalments:

- (a) the first of which shall be made within 42 days (or such greater period as may be determined by the Regional Local Government) of service of a copy of the annual budget of the Regional Local Government on that Project Participant; and
- (b) the subsequent instalments shall be made in advance at the commencement of each quarter of the financial year.

#### **8.9 Late Payment**

Unless otherwise agreed, if a Project Participant fails to pay to the Regional Local Government a sum of money owing under this clause 8 on or before the due date for payment, that Project Participant must, in addition to the sum of money due and payable, pay to the Regional Local Government interest at the overdraft rate charged by the Regional Local Government's bank on amounts of the same size as the unpaid sum, calculated from and including the due date of payment to but excluding the actual date for payment.

#### **8.10 Withdrawal from Project**

A Project Participant may at any time give notice of its intention to withdraw from a Project.

#### **8.11 When Withdrawal to Take Effect**

The withdrawal of a Project Participant shall take effect:

- (a) from the end of the financial year after the financial year in which notice under clause 8.10 has been given by the Project Participant to the Regional Local Government; or
- (b) on any earlier date agreed by the Project Participants.

#### **8.12 Participant Wishing to Join Existing Project**

A Participant which is not a Project Participant may at any time after a Project is undertaken, give notice of its wish to participate in the Project.

#### **8.13 Preparation of Amended Business Plan**

- (1) As soon as practicable after receipt of a notice under clause 8.12, the Regional Local Government shall:
  - (a) prepare an amended business plan for the Project in respect of the current financial year having regard to the effect of the participation of the Participant giving the notice; and
  - (b) provide a copy of the amended business plan to the Participant and the Project Participants.



- (2) The amended business plan shall include details of any additional capital expenditure necessitated by the participation of the Participant giving the notice under clause 8.12 and an estimate of that additional capital expenditure.
- (3) The Participant giving the notice under clause 8.12 shall meet the cost of preparation of the amended business plan.

#### **8.14 Determination of Participation Date**

- (1) As soon as practicable after preparation and adoption of the amended business plan under clause 8.13:
  - (a) the Participating Local Governments acting reasonably, shall determine the date upon which any decision by the Participant to participate in the Project is to become effective;
  - (b) the Regional Local Government shall advise the Participant of that date.
- (2) The date determined under sub-clause (1) shall not be earlier than:
  - (a) the commencement of the financial year after the financial year in which the notice was given by the Participating Local Government to the Regional Local Government;
  - (b) unless otherwise agreed by the Project Participants and the Participant.

#### **8.15 Participant to Decide**

Within 35 days after receipt of the advice referred to in clause 8.14, the Participant may give to the Regional Local Government notice of its decision to participate in the Project.

#### **8.16 When Decision to Take Effect**

A Participant which gives notice under clause 8.15 is to become a Project Participant in that Project with effect on the date referred to in clause 8.14.

#### **8.17 Calculation of New Member's Contributions**

- (1) As soon as practicable after a Participant becomes a Project Participant in a Project under clause 8.16 ("the New Member"), the Regional Local Government shall:
  - (a) calculate the amount of the contribution of that New Member towards:
    - (i) the value of any existing assets of a capital nature acquired for the Project; and
    - (ii) the operating expenditure for the current financial year in respect of the Project; and

- (b) ascertain the amount of the additional capital expenditure referred to in the amended business plan prepared under clause 8.13; and
  - (c) give notice to the Project Participant and the New Member of the calculation referred to in paragraph (a) and the amount referred to in paragraph (b).
- (2) In calculating the amounts of the contributions under clause 8.17(1)(a), the Regional Local Government shall use the proportions referred to in clause 8.6(a) which have been agreed for the Project.
- (3) Unless the Project Participants agree upon another method of payment, the New Member shall pay the amounts:
  - (a) in the case of the contribution towards capital assets - immediately after receipt of the notice of the calculation referred to in clause 8.17(1)(c);
  - (b) in the case of the contribution towards operating expenses - in the same manner as has been agreed in respect of the Project pursuant to clause 8.6(a) or as specified in clause 8.8 (whichever is applicable); and
  - (c) in the case of the amount for additional capital expenditure - immediately after receipt of the notice of the amount referred to in clause 8.17(1)(c).

#### **8.18 Adjustment of Equities**

As soon as practicable after payment of the contribution referred to in clause 8.17(1)(a), the Regional Local Government will pay to the Project Participants other than the New Member any amount due in respect of their equities in the capital assets which results from the participation of the New Member in the Project.

#### **8.19 Project Participants Not to Provide Same Services by Agreement**

- (1) Where the Regional Local Government undertakes a Project in accordance with this clause 8, the Project Participants may agree that, for an agreed term, none of them should provide any service or facility of the same kind as those the subject of the Project.
- (2) No Project Participants shall provide any service or facility contrary to an agreement of the Project Participants made under clause 8.19(1).

Footnote:

The Participants envisage that, in no circumstances, will any agreement reached pursuant to this clause 8.19 have an anti-competitive effect or otherwise contravene the Trade Practices Act 1974.

#### **8.20 Winding up of Project by Resolution**

The members of the Council appointed by the Project Participants of a Project may resolve, by absolute majority, to wind up the Project.

**8.21 Division of Assets**

If a Project is to be wound up and there remains, after satisfaction of all its debts and liabilities, any property and assets of the Project then the property and assets shall be realised and the proceeds along with any surplus funds shall be divided among the Project Participants in the agreed proportions referred to in clause 8.6(a).

**8.22 Division of Liabilities**

If a Project is to be wound up and there remains any liability or debt in excess of the realised property and assets of the Project then the liability or debt is to met by the Project Participants in the agreed proportions referred to in clause 8.6(a).

**8.23 Indemnification by Project Participants of the Regional Local Government**

If a Project is wound up pursuant to clause 8.20 the Project Participants shall indemnify the Regional Local Government (in the agreed proportions referred to in clause 8.6(a)) with respect to that liability or debt.

**9. EXISTING UNDERTAKINGS****9.1 Application of Clause**

This clause shall only apply to an Existing Undertaking.

**9.2 Preparation of Financial Statements**

As soon as practicable after the Operative Date, the Regional Local Government shall prepare and give to each Participant financial statements for each Existing Undertaking including details of all assets and liabilities and the respective equities of the Participants in those assets.

**9.3 Contribution to Operating Expenditure**

The annual contribution of each Participant towards the operating expenditure, including administrative expenses, relating to an Existing Undertaking as disclosed in the municipal fund budget of the Regional Local Government for that financial year shall be an amount which bears the same proportion to that operating expenditure as the Population of that Participant bears to the total of the Populations of all Participants.

**9.4 Contributions to Capital Assets**

The contribution of each Participant towards the acquisition of any asset of a capital nature required for an Existing Undertaking shall be an amount which bears the same proportion to the cost of the acquisition disclosed in the municipal fund budget of the Regional Local Government for that financial year as the Population of that Participant bears to the total of the Populations of all Participants.

#### 9.5 Limit on Contributions

- (1) This clause applies with respect to the 4 financial years commencing 1 July 1997.
- (2) In this clause '1997 Plan' means the plan with respect to principal activities prepared under section 5.56 of the Act and accepted by the Regional Local Government for the 4 financial years commencing 1 July 1997.
- (3) Notwithstanding clauses 9.3 and 9.4, but subject to subclause (4), the total of the annual contributions of all of the Participants (whether towards operating expenditure or towards acquisition of capital assets) for each financial year relating to Existing Undertakings shall not exceed the amount of those contributions as shown in the 1997 Plan.
- (4) With the agreement of all of the Participants, the Regional Local Government may impose contributions which exceed the amount shown in the 1997 Plan.

#### 9.6 Manner of Payment of Contributions

Unless otherwise agreed, contributions referred to in clauses 9.3 and 9.4 shall be paid by each Participant to the Regional Local Government by equal and successive quarterly instalments:

- (a) the first of which shall be made within 42 days (or such greater period as may be determined by the Regional Local Government) of service of a copy of the annual budget of the Regional Local Government on that Participant; and
- (b) the subsequent instalments shall be made in advance at the commencement of each quarter of the financial year.

#### 9.7 Late Payment

If a Participant fails to pay to the Regional Local Government a sum of money owing under this clause on or before the due date for payment, that Participant must, in addition to the sum of money due and payable, pay to the Regional Local Government interest at the overdraft rate charged by the Regional Local Government's bank on amounts of the same size as the unpaid sum, calculated from and including the due date for payment to but excluding the actual date for payment.

#### 9.8 Winding up of Existing Undertakings

The Council may resolve, by absolute majority, to wind up an Existing Undertaking.

#### 9.9 Division of Assets

If an Existing Undertaking is to be wound up and there remains, after satisfaction of all its debts and liabilities, any property and assets of the Existing Undertaking then the property and assets shall be realised and the proceeds along with any surplus funds, shall be divided among each of the Participants in the same proportion as the



contributions of a particular Participant to the assets of that Existing Undertaking bear to the total of the contributions of all Participants.

#### **9.10 Division of Liabilities**

If an Existing Undertaking is to be wound up and there remains any liability or debt in excess of the realised property and assets of the Existing Undertaking then the liability or debt is to be met by each of the Participants in the same proportion as the contributions of a particular Participant to the assets of that Existing Undertaking bear to the total of the contributions of all Participants.

### **10. WINDING UP**

#### **10.1 Winding Up by Council Resolution**

The Council may resolve, by absolute majority, to wind up the Regional Local Government.

#### **10.2 Procedure on Winding up**

If the Council resolves to wind up the Regional Local Government then:

- (a) each Project is to be wound up separately;
- (b) each Existing Undertaking is to be wound up separately;
- (c) the provisions of clauses 8.21, 8.22 and 8.23 shall apply to the winding up of each Project; and
- (d) the provisions of clauses 9.9 and 9.10 shall apply to the winding up of each Existing Undertaking.

### **11. WITHDRAWAL OF A PARTICIPANT**

#### **11.1 Withdrawal**

A Participant may, at any time, give notice of its intention to withdraw from the Regional Local Government.

#### **11.2 When Withdrawal to Take Effect**

The withdrawal of a Participant shall take effect from the end of the financial year after the financial year in which notice of the withdrawal has been given by the Participant to the Regional Local Government.

#### **11.3 Entitlement or Liability of Withdrawing Participant**

As soon as practicable after the withdrawal of a Participant takes effect, the Regional Local Government shall:

- (a) distribute to the Participant an amount equal to the proceeds and any surplus funds which would have been payable if the Regional Local Government was wound up; or
- (b) be entitled to recover from the Participant an amount equal to the liability or debt which would be payable by the Participant if the Regional Local Government was wound up,

as the case may be.

## 12. **BORROWINGS**

Part 6, Division 5, Subdivision 3 of the Act is to apply.

Footnote:

1. Section 3.66(4) of the Act provides that Part 6, Division 5, subdivision 3 does not apply in relation to a regional local government unless the Establishment Agreement provides that it does.
2. Part 6, Division 5, subdivision 3 of the Act deals with borrowings and includes the power to borrow and restrictions on borrowings.

## 13. **DISPUTE RESOLUTION**

### 13.1 **Dispute**

In the event of any dispute or difference ('dispute') arising between the Participants and the Regional Local Government or any of them at any time as to the interpretation of this Establishment Agreement or as to any other matter or thing of whatsoever nature arising under or in connection with this Establishment Agreement, a Participant or the Regional Local Government or the Participants (as the case may be) may give to the other Participants and the Regional Local Government (as the case may be) notice in writing ('dispute notice') adequately identifying the matters the subject of the dispute and the giving of the dispute notice shall be a condition precedent to the commencement by any Participant or the Regional Local Government of proceedings (whether by way of litigation or arbitration) which regard to the dispute as identified in the dispute notice.

### 13.2 **Arbitration**

At the expiration of 35 days from the date of receipt of the dispute notice by the persons to whom it was sent, the person giving the dispute notice may notify the others in writing ('arbitration notice') that it requires the dispute to be referred to arbitration and the dispute (unless meanwhile settled) shall upon receipt of the arbitration notice by the recipients then be and is hereby referred to arbitration under and in accordance with the provisions of the Commercial Arbitration Act 1985.

### 13.3 **Legal Representations**

For the purposes of the Commercial Arbitration Act 1985, the Participants consent to each other and to the Regional Local Government being legally represented at any such arbitration.

## 14. INTERPRETATION

### 14.1 Interpretation

In this Establishment Agreement unless the context requires otherwise:

- (a) words importing the singular include the plural and vice versa;
- (b) words importing any gender include the other genders;
- (c) references to persons include corporations and bodies politic;
- (d) references to a person include the legal personal representatives, successors and assigns of that person;
- (e) a reference to a statute, ordinance, code or other law includes regulations and other statutory instruments under it and consolidations, amendments, reenactments or replacements of any of them (whether of the same or any other legislative authority having jurisdiction);
- (f) references to this or any other document include the document as varied or replaced, and notwithstanding any change in the identity of the parties;
- (g) references to writing include any mode of representing or reproducing words in tangible and permanently visible form, and includes telex and facsimile transmission;
- (h) an obligation of two or more parties shall bind them jointly and severally;
- (i) if a word or phrase is defined cognate words and phrases have corresponding definitions;
- (j) references to a person which has ceased to exist or has been reconstituted, amalgamated, reconstructed or merged, or the functions of which have become exercisable by any other person or body in its place, shall be taken to refer to the person or body established or constituted in its place or by which its functions have become exercisable;
- (k) an obligation incurred in favour of two or more parties shall be enforceable by them jointly and severally;
- (l) reference to any thing (including, without limitation, any amount) is a reference to the whole or any part of it and a reference to a group of things or persons is a reference to any one or more of them;
- (m) reference to a month and cognate terms means a period commencing on any day of a calendar month and ending on the corresponding day in the next succeeding calendar month but if a corresponding day does not occur in the next succeeding calendar month the period shall end on the last day of the next succeeding calendar month;

(n) references to this Establishment Agreement include its schedules.

#### 14.2 Headings and Footnotes

Headings and footnotes shall be ignored in construing this Establishment Agreement.

#### 14.3 Time

- (a) References to time are to local time in Perth, Western Australia;
- (b) where time is to be reckoned from a day or event, such day or the day of such event shall be excluded.

**Footnotes:**

**Amendment of Establishment Agreement**

1. The Participants may amend this Establishment Agreement by agreement made with the Minister's approval - see section 3.65(1) of the Act.

**Admission of Other Local Governments**

2. This Establishment Agreement can be amended to include another local government as a party to the amending agreement - see section 3.65(2) of the Act.

### SCHEDULE 1

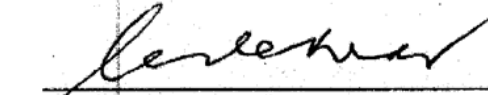
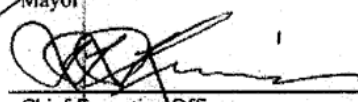
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City of Cockburn	19.8.97
Town of East Fremantle	19.8.97
City of Fremantle	1.10.97
Town of Kwinana	26.11.97
City of Melville	15.7.97
City of Rockingham	18.12.97

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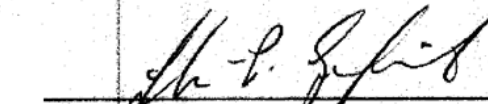
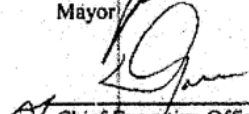


EXECUTED by the Parties

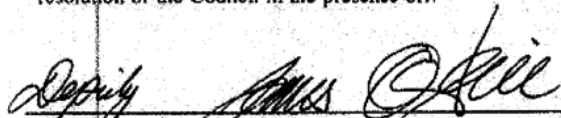
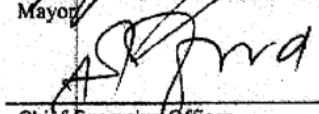
THE COMMON SEAL of CITY OF CANNING )  
 was hereunto affixed by authority of a resolution of the )  
 Council in the presence of: )

  
 Mayor  
  
 Chief Executive Officer

THE COMMON SEAL of CITY OF COCKBURN )  
 was hereunto affixed by authority of a resolution of the )  
 Council in the presence of: )

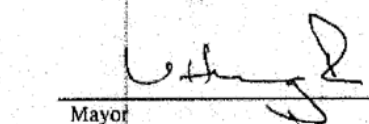

  
 Mayor  
  
 Chief Executive Officer

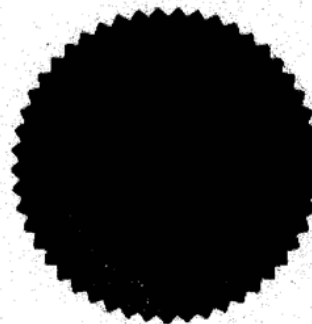
THE COMMON SEAL of TOWN OF EAST )  
 FREMANTLE was hereunto affixed by authority of a )  
 resolution of the Council in the presence of: )

  
 Mayor  
  
 Chief Executive Officer



THE COMMON SEAL of CITY OF FREMANTLE )  
 was hereunto affixed by authority of a resolution of the )  
 Council in the presence of: )

  
 Mayor  
  
 Chief Executive Officer



THE COMMON SEAL of TOWN OF KWINANA )  
was hereunto affixed by authority of a resolution of the )  
Council in the presence of:: )

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer



THE COMMON SEAL of CITY OF MELVILLE )  
was hereunto affixed by authority of a resolution of the )  
Council in the presence of:: )

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer



THE COMMON SEAL of CITY OF ROCKINGHAM )  
was hereunto affixed by authority of a resolution of the )  
Council in the presence of:: )

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer

*Cockburn*

**CITY OF CANNING  
and  
CITY OF COCKBURN  
and  
TOWN OF EAST FREMANTLE  
and  
CITY OF FREMANTLE  
and  
TOWN OF KWINANA  
and  
CITY OF MELVILLE  
and  
CITY OF ROCKINGHAM**

**DEED OF VARIATION OF THE  
ESTABLISHMENT AGREEMENT OF THE  
SOUTHERN METROPOLITAN REGIONAL COUNCIL**

236 Rokeby Road Subiaco Western Australia 6008  
PO Box 1772 Subiaco Western Australia 6904  
Telephone: (61 8) 9382 3000  
Facsimile: (61 8) 9382 3011  
Email: wattsw@ibm.net

1998

**CITY OF CANNING  
and  
CITY OF COCKBURN  
and  
TOWN OF EAST FREMANTLE  
and  
CITY OF FREMANTLE  
and  
TOWN OF KWINANA  
and  
CITY OF MELVILLE  
and  
CITY OF ROCKINGHAM  
  
DEED OF VARIATION OF THE  
ESTABLISHMENT AGREEMENT OF THE  
SOUTHERN METROPOLITAN REGIONAL COUNCIL**

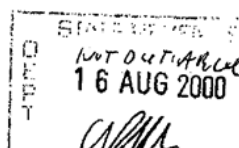
**Watts & Woodhouse**  
Solicitors & Legal Consultants  
236 Rokeby Road  
Subiaco WA 6008  
Telephone (08) 9382 3000



EXEMPT from W.A. Stamp Duty  
ITEM 3(4) OF 3RD SCHEDULE

*[Signature]*  
for Commissioner of State Revenue

**DEED**



THIS DEED OF VARIATION dated the \_\_\_\_\_ day of \_\_\_\_\_ 1998

BETWEEN CITY OF CANNING of 1317 Albany Highway, Cannington, Western Australia

AND CITY OF COCKBURN of 9 Coleville Crescent, Spearwood, Western Australia

AND TOWN OF EAST FREMANTLE of 135 Canning Highway, East Fremantle, Western Australia

AND CITY OF FREMANTLE of William Street, Fremantle, Western Australia

AND TOWN OF KWINANA of Gilmore Avenue, Kwinana, Western Australia

AND CITY OF MELVILLE of Almondbury Road, Ardross, Western Australia

AND CITY OF ROCKINGHAM of Civic Boulevard, Rockingham, Western Australia

(the Participants)

**RECITALS**

- A. The districts of the Participants were constituted as a regional district by virtue of an Order of the Governor made under the Former Act and published in the Government Gazette on 13 December 1991.
- B. Pursuant to the Former Act and by virtue of the Order of the Governor, a regional council was then constituted.
- C. Under the Former Constitution Agreement dated 30 October 1991 made between the Participants the regional council so constituted was named the South West Metropolitan Regional Waste Management Council.
- D. By virtue of transitional provisions of the Act, the regional council continues as a regional local government as if it had been constituted as a regional local government under the Act.
- E. By an Agreement dated 22 January 1998 between the Participants, which Agreement was approved by the Minister on 22 April 1998 ("the Establishment Agreement"), the Participants agreed to amend the Former Constitution Agreement by revoking it and substituting it with the Establishment Agreement.
- F. Under the Establishment Agreement, the Regional Local Government was renamed the Southern Metropolitan Regional Council.

SMRCvariestablish.2

1

- G. The Participants have agreed to amend the Establishment Agreement in the manner appearing in this Deed, to authorise the Regional Local Government to undertake the South West Group Project.

#### OPERATIVE PART

##### 1. INTERPRETATION

In this Deed, unless the context requires otherwise, words and expressions have the same meanings as are given to them in the Establishment Agreement.

##### 2. AMENDMENT

The Participants agree to amend the Establishment Agreement as follows:

- (1) Clause 4 is amended by :

- (a) deleting the full stop at the end of paragraph (b) and substituting a semicolon; and
- (b) adding the following new paragraph (c) as follows:  
“(c) to undertake the South West Group Project.”

- (2) Clause 6 is amended by adding the following new definitions:

- (a) “ ‘South West Group’ means the unincorporated association known as the South West Group, the members of which are the City of Cockburn, Town of East Fremantle, City of Fremantle, Town of Kwinana, City of Melville and City of Rockingham”; and
- (b) “ ‘South West Group Project’ means the provision by the Regional Local Government of administrative services to the South West Group’.”

- (3) A new clause 15 is added as follows:

##### **“15. SOUTH WEST GROUP PROJECT”**

- (1) Clause 8, with the exception of clauses 8.1, 8.2 and 8.3 apply to the South West Group Project.
- (2) The City of Cockburn, Town of East Fremantle, City of Fremantle, Town of Kwinana, City of Melville and City of Rockingham are:

- (a) taken to have decided to participate in the South West Group Project in accordance with clause 8.4; and
  - (b) to be regarded as the Project Participants with respect to the South West Group Project.
- (3) For the purpose of clause 8.5 the Regional Local Government is to convene a meeting of all the Project Participants of the South West Group Project as soon as practicable after the Operative Date.”

## Footnotes:

<sup>1</sup> Clauses 8.4 to 8.23 of the Establishment Agreement set out provisions applicable to Projects.

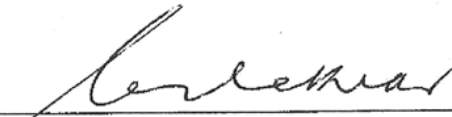
<sup>2</sup> Under clause 8.23 if a Project is wound up the Project Participants are to indemnify the Regional Local Government for any liability or debt in excess of the realised property and assets of the Project.

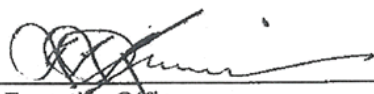
### 3. OPERATIVE DATE

The amendments referred to in clause 2 have effect commencing on 30 October 1998 (“the Operative Date”).

EXECUTED by the Parties.

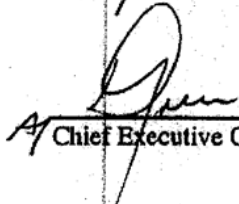
THE COMMON SEAL of CITY OF CANNING )  
 was hereunto affixed by authority of a resolution )  
 of the Council in the presence of: )

  
 \_\_\_\_\_  
 Mayor

  
 \_\_\_\_\_  
 Chief Executive Officer

THE COMMON SEAL of CITY OF COCKBURN)  
was hereunto affixed by authority of a resolution )  
of the Council in the presence of: )

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Chief Executive Officer

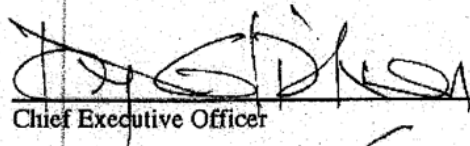
THE COMMON SEAL of TOWN OF EAST )  
FREMANTLE was hereunto affixed by authority )  
of a resolution of the Council in the presence of: )

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Chief Executive Officer

THE COMMON SEAL of CITY OF )  
FREMANTLE was hereunto affixed by authority )  
of a resolution of the Council in the presence of: )

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
Chief Executive Officer

SMRCvariestablish.2

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THE COMMON SEAL of TOWN OF KWINANA)  
was hereunto affixed by authority of a resolution )  
of the Council in the presence of: )

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer



THE COMMON SEAL of CITY OF MELVILLE )  
was hereunto affixed by authority of a resolution )  
of the Council in the presence of: )

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer



THE COMMON SEAL of CITY OF  
ROCKINGHAM was hereunto affixed by )  
authority of a resolution of the Council in the )  
presence of: )

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Chief Executive Officer

**16.4 (MINUTE NO 5821) (OCM 9/6/2016) - WASTE MANAGEMENT - GREEN WASTE THIRD BIN (167/012) (C SULLIVAN) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) endorses the Implementation Plan for the Third Bin (Green Waste);
- (2) issues a Notice of Withdrawal from the Project Participant's Agreement Regional Resource Recovery Centre Project of the Southern Metropolitan Regional Council (SMRC) prior to 30 June 2016, under clause 2.8 of that Agreement, in order to give effect to its decision to introduce this garden organic service;
- (3) remains a Member of the Project Establishment Agreement and assists the SMRC to undertake a restructure of its operations to enable transition to alternate waste disposal solutions; and
- (4) commence negotiations on a contract of service with the SMRC for the processing of MSW prior to the withdrawal of the Project Participant's Agreement taking effect.

**COUNCIL DECISION**

MOVED Cllr K Allen SECONDED Cllr S Portelli that defer this item until the values provided in the report can be verified by an independent external organisation.

**MOTION LOST 1/5**

MOVED Cllr B Houwen SECONDED Cllr S Pratt that the recommendation be adopted.

**CARRIED 5/1**

**Background**

At the Ordinary Council Meeting 12 May 2016, Council resolved as follows (unconfirmed Minutes):

*That Council:*

- (1) *maintain the third (green) waste bin service in the Hamilton Hill trial area post completion of the trial;*
- (2) *make provision in the 2016/17 budget to commence the roll out of the green waste third bin across the City;*

- (3) *prepare a detailed plan for the implementation of the third (green) waste bin across the City for the period 2016/17 to 2018/19;*
- (4) *make application to the Waste Authority of WA for funding under the Better Bin Program Phase 2;*
- (5) *share the preliminary findings of the third (green) waste bin trial with the SMRC Member Councils; and*
- (6) *advise the SMRC Member Councils and the SMRC that the City will not introduce a Food Organic and Garden Organic (FOGO) collection service in future.*

Progress has been made on a number of parts in the resolution above, with a further briefing of Council at the forum of 26 May 2016. Following a meeting with representatives of the WA Waste Authority, the application for funding under the Better Bin Program is being prepared, in accordance with part (4) of the resolution above. Parts (5) and (6) of the Council resolution above have been actioned by correspondence dated 27 May 2016.

### **Submission**

N/A

### **Report**

#### Implementation Plan

This report addresses the implementation of the third bin green waste service across the City in relation to the rest of the waste stream and the City's current arrangements with the SMRC. Further to the three waste forums conducted with Council, a more detailed Implementation Plan has been drafted in accordance with part (3) of Council's resolution from the Ordinary Council Meeting dated 12 May 2016 and has been included as Attachment 1. Upon consideration of the operational and logistic requirements, the plan now spans four years with limited scope in 2016/17 to minimise Council's exposure to compensation costs. This matter is addressed further under Legal Implications.

#### Tonnage to SMRC

Based on a four year plan, City officers have revisited the assessment of total tonnage in the waste streams in terms of delivery to the SMRC.

The summary is presented in the Table below.

Impact of 4 Year Transition to GO Bin on Tonnes to SMRC					
CoC Waste Streams	15-16	16 - 17	17 - 18	18 - 19	19 - 20

<b>3rd Bin GO Tonnes</b>	312	780	2,863	4,946	7,029
<b>Recyclables</b>	13,400	13,802	14,216	14,643	15082
		Contract	Contract	Contract	Contract
<b>Bulk Green Waste</b>	1,870	1,926			
<b>MSW</b>	28,488	28,020	25,937	23,854	21,771
<b>Total SMRC Tonnes</b>	43,758	29,946	25,937	23,854	21,771

The estimate of tonnes collected in the third bin is minimised in the 16/17 year, as noted above, and reaches expected maximum in year four. All green waste collected from bulk verge collections in 16/17 is delivered to the SMRC and from 17/18 will then be processed at the Henderson Waste Recovery Precinct. All recyclables will be delivered to the SMRC as at present, the sale of the Materials Recovery Facility (MRF) is expected to be concluded in early 16/17.

#### Withdrawal from Project Participants Agreement

Following Council's resolution of 29 June 2015 to

*"(6) withdraws the City from the Project Participants Agreement for green waste with effect FY16/17, in order to be able to expand the third bin system across the remainder of the District";*

The City sought agreement from the other Project Participants (i.e. cities of Fremantle, Melville and Town of East Fremantle) to this effect; however, this was not forthcoming. Without a voluntary agreement the only option for the City to pursue Council's resolution at the least cost to ratepayers is to recommend withdrawal from all elements of the Participants Agreement.

The terms of the Participants Agreement require 12 months' notice before this can have full affect

The City by withdrawing from the PPA does not mean to withdraw from the Establishment Agreement and the various commitments contained therein. The City would firstly become a member similar to the City of Kwinana; secondly still deliver all MSW tonnes to the SMRC as noted in the table above on a set contract with the SMRC. The City would continue to meet its loan obligations to the SMRC in addition to other financial obligations. There is no need for the other Members to seek to wind up the SMRC.

#### Reducing the Cost of the SMRC

As the major shareholder of the SMRC, the City seeks to restructure the SMRC so as to reduce costs back to member councils. The restructure would entail lowering the overhead cost structure that drives up the fees and charges back to member Councils. For



example, the Greenwaste service provided by the SMRC involves a fee of \$78 for each tonne of Greenwaste delivered to the SMRC. The members deliver 7,500 tonnes of Greenwaste to the SMRC including the City of Cockburn. The SMRC provides this Greenwaste to a commercial off-take company and earns \$20 per tonne. Overall this costs Member Councils \$735,000. This could be cost saving to Member Councils, which translates to \$8 for every residential property for the Member Councils.

The real issue is the Waste Compost Facility (WCF). Based on the current statistics, of the approximate 30,000 tonnes of MSW the City will deliver to the SMRC, 45% will go to landfill whilst the other 55% will form compost that is provided free to rural properties (inclusive of the freight cost).

As you will note from the table below, the City pays \$232 per tonne for every MSW tonne delivered to the SMRC. After processing, the SMRC will landfill 45% of the tonnes delivered to the City of Rockingham, Millar Road landfill at \$129.09 plus freight costs. The balance of 16,500 tonnes is processed into compost (with some residual glass contamination) and given away at nil cost.

	Tonnes	Process Costs per tonne	Total cost per process
Landfilled	14,580	\$129.09	\$1,882,145
Compost	15,420	\$329.30	\$5,077,855
Total	30,000	\$232.00	\$6,960,000

The amount of landfill is 48.4% which is from the latest statistics issued to Member Councils in May 2016.

The cost to process the compost is \$329 per tonne. This remains an expensive process to extract the contaminated compost product.

The impact of internally process Greenwaste for the City of Cockburn is even more substantial.

	Tonnes	Process Costs per tonne	Total cost per process
Greenwaste	9,000	\$30.00	\$270,000
Landfilled	10,500	\$129.09	\$1,355,455
Food waste	10,500	\$508.05	\$5,334,545
Total	30,000	\$232.00	\$6,960,000

As you will note the cost of processing the food waste is very expensive once you remove the Greenwaste component. The SMRC has recommended members introduce a weekly FOGO third bin. This will only increase the cost to Member Councils and ratepayers as the need to collect the third bin each week as against the fortnightly

collection of the garden organics bin each fortnight. Council formally rejected this alternative as part of its 12 May 2016 decision.

As demonstrated above, the SMRC offers (and always has) a very expensive processing option for waste disposal. In part this is due to the substantial overhead cost structure of running a small Council. With the sale of the MRF and the exit from the bulk Greenwaste processing (as per the SMRC's strategic plan), this would leave the SMRC operating a single business (ie waste composting) at its Canning Vale facility.

Without significant restructuring, the SMRC will be left with a substantial overhead structure running just one of the current facilities; although in revenue terms it will be about two thirds of the current \$28M budget.

The proposed re-structure would see the SMRC slimmed down to a smaller administration, relocated to Canning Vale. It would dispose of the Booragoon office by way of sale or lease. Any profits from a sale could be directed to the renovation of the Canning Vale office and reduction of the debt on the overall entity. All Council meetings/briefings could be held at member council offices similar to the operations of the South West Group.

The cost of governance could also be minimised by adopting the South West Group model with Mayors (or delegated member) and CEO's (or delegated officer) assuming the role of the governance body.

Back office functions such as payroll, accounting (billings/reporting), Human resource and IT support could be provided by member councils similar to the arrangements for the South West Group. All statutory functions such as Department of Environmental Regulation licencing/maintenance could be retained by the new SMRC. Executive functions could be provided by member councils on a rotating basis through the Regional Executive Group.

The proposed savings from these changes would be substantial and could all be passed back to ratepayers in lower waste management charges (for Kwinana) and lower rates for Melville, Fremantle, East Fremantle and Cockburn, where waste is built into the rates.

#### Sale of MRF

Following advice to the SMRC of the City's decision to pursue extension of the Garden Organics service, the City received advice that the SMRC would temporarily suspend the tender for the MRF.

A copy of the SMRC correspondence has been provided as a confidential attachment under separate cover. The tender evaluation panel decided to suspend the evaluation pending further advice from

the City regarding the implementation above resolution, required before 30 June 2016. The SMRC believe, based on their advice, that to vary the existing Project Participants Agreement now would materially affect the sale by tender of the MRF. This matter is discussed further under Legal Implications.

The City's view is that this action is flawed for a number of reasons:

- The City has not proposed withdrawing from the SMRC, which is reiterated in the current recommendation to Council. There is no decision that would cause the SMRC to be wound up or in other ways impedes the sale of the MRF.
- The City has provided a guarantee of 10 years supply of recyclables for the MRF tender. Upon sale, that business would operate independently of the SMRC.
- Upon the sale, the SMRC will have to undertake some restructuring to accommodate reduction in revenue and expenditure. The tender has not impact on this.
- Even if the City were to withdraw from the SMRC and the entity was to be wound up, the asset disposal process would see the SMRC seek to dispose of the MRF. The option that delivers the best price to members is to continue with the current tender process.

### Conclusion

The report outlines a path for the City to pursue expansion of a Green Waste service for the benefit of residents, without causing the current SMRC waste disposal service to collapse.

It also outlines a path to restructure the SMRC and reduce the cost of waste disposal to residents of all SMRC members. This would allow transition to alternate waste disposal options, such as waste to energy, in a way that minimises the costs of step change from one waste disposal system to another at the appropriate time.

Council's authorisation of the CEO to negotiate a new Waste Disposal Agreement with SMRC for MSW processing will ensure seamless transition of this service.

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

#### **Leading & Listening**

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

#### **Environment & Sustainability**

- A community that uses resources in a sustainable manner.

- Community and businesses that are supported to reduce resource consumption recycle and manage waste.

### Budget/Financial Implications

Provision has been made on the draft 2016/17 budget to commence the roll out of the third bin service for green waste, in accordance with part (2) of Council's resolution at the February 2016 OCM. A detailed cost estimate of the roll out of the service is included as Attachment 1, for Council's consideration in the future budgets. A summary of the estimated costs over the four year plan is presented in the Table below.

3 Bin Roll Out Costs Across the City	Year 0 (2016)	2017	2018	2019	2020
		1st Yr Rollout	2nd Yr Rollout	3rd Yr Rollout	4th Yr Rollout
Capital Cost Outlays	\$546,667	\$1,160,956	\$560,956	\$560,956	
Annual Operational Costs including WAFUNDING		\$264,427	\$823,941	\$1,176,254	\$1,538,951
Annual Savings		\$194,637	\$935,005	\$1,355,690	\$1,776,376
<b>Net Annual Cash Flow</b>		-\$1,230,746	-\$449,892	-\$381,520	\$237,424
<b>Discounted Cash Flow</b>		-\$1,172,139	-\$408,065	-\$329,571	\$195,330
<b>Net Present Value (upto end 2020)</b>		-\$1,714,446			
Annual Discount Rate	5.0%				
Inflation Rate for Rent fr 2016 onwards	1.5%				

### Legal Implications

Withdrawal from the PPA for the RRRC would be based on the requirements of Project Participants Agreement Regional Resource Recovery Centre Project clause 2.8, which requires the Member to give notice of the intention to withdraw under clause 8.10 of the Establishment Agreement and also clause 8.11 of the Establishment Agreement, which states:

*The withdrawal of a Project Participant shall take effect:*

- From the end of the financial year in which notice under clause 8.10 has been given by the Project Participant to the Regional Local Government: or*
- On any earlier date agreed by the Project Participants*

Under part (a) of the above clause, if Council chooses not to issue to notice until after 30 June 2016, then the compulsory 12 month notice period would not begin until 30 June 2018. This would result in a higher value of any compensation payable to the SMRC during that time for green waste not provided to the SMRC, which the City believes to be payable at the rate for green waste processing.

With reference to the correspondence from the SMRC dated 23 May 2016 (refer Confidential Attachment), the SMRC asserts that a decision



by Council is need prior to 30 June 2016 due to the expiry date for the tender validity period of the submissions received for the sale of the MRF. The independent advice received by the SMRC on this matter defines this issue as being material information that the Procuring Entities must disclose to the bidders during the evaluation process to maintain the integrity of the evaluation.

As discussed at the waste forums, the intention is not to withdraw from the Establishment Agreement, which allows the City to retain membership of the SMRC. All recyclables collected would be sent to the MRF at the SMRC property based on the MOU signed by all the Members to supply recyclables to the MRF for a period of ten years after the sale of the MRF to a private sector operator.

The City would enter a service agreement to keep sending all MSW collected to the Resource Recovery Centre at the SMRC as currently happens until such time as an energy from waste option becomes viable. Essentially, the City's membership of the SMRC would become the same status as the City of Kwinana.

### Community Consultation

Community consultation and education will be carried out in 2016/17 to raise awareness of the new service across the City, in particular the areas additional to the existing trial area in Hamilton Hill. Further consultation and education will follow in the following years to complete the introduction of the service.

### Risk Management Implications

A risk analysis based on the City's Risk Management Framework has been carried out. The framework requires risks to be assessed under different categories which are strategic, operational, financial, hazard and project. The risks for this project feature all the categories except hazard and are presented and assessed below.

Risk Category	Risk	Description	Response
Strategic	Failure at Strategic Delivery	SCP/CBP outcomes not satisfied External environment changes	Manage project to the requirements of the action plans Manage external parties to all legal and legislative requirements
Operational	Failure of Implementation	Level of service Waste tonnes recovered Customer Service inadequate	Measure service delivery to KPI's Education and auditing Staff training and monitor KPI's
Financial	Cost escalations	Impact on future	Tracking to cost estimates

		budgets – whole of service	within whole of BU
Project	Project Management	Timeframes missed Project cost increase Integration with existing service fails	Tracking implementation plan Milestone and spend tracking to budget Mange database in BU with rates database to ensure accuracy.

**Attachment(s)**

- 1 Implementation Plan - Third Bin (Green Waste)
- 2 SMRC correspondence dated 23 May 2016 (Confidential attachment supplied under separate cover.

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

The City has advised the SMRC members CEO's and the SMRC CEO that this item would come to the June Ordinary Council Meeting.

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

Nil.

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Dated

2005

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CITY OF CANNING  
and  
CITY OF COCKBURN  
and  
TOWN OF EAST FREMANTLE  
and  
CITY OF FREMANTLE  
and  
TOWN OF KWINANA  
and  
CITY OF MELVILLE  
and  
CITY OF ROCKINGHAM

**PROJECT PARTICIPANTS AGREEMENT**

**OFFICE ACCOMMODATION  
PROJECT  
OF THE  
SOUTHERN METROPOLITAN REGIONAL COUNCIL**

**Watts & Woodhouse**  
Solicitors and Legal Consultants  
323 Rokeby Road  
Subiaco WA 6008  
Tel: (08) 9382 3000  
Fax: (08) 9382 3011  
Ref: JMW:20040533

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**AGREEMENT**

THIS AGREEMENT dated

2005

**BETWEEN** CITY OF CANNING of 1317 Albany Highway, Cannington, Western Australia 6107

**AND** CITY OF COCKBURN of 9 Coleville Crescent, Spearwood, Western Australia 6163

**AND** TOWN OF EAST FREMANTLE of 135 Canning Highway, East Fremantle, Western Australia 6158

**AND** CITY OF FREMANTLE of William Street, Fremantle, Western Australia 6160

**AND** TOWN OF KWINANA of Gilmore Avenue, Kwinana, Western Australia 6167

**AND** CITY OF MELVILLE of Almondbury Road, Booragoon, Western Australia 6154

**AND** CITY OF ROCKINGHAM of Civic Boulevard, Rockingham, Western Australia, 6168

("the Project Participants")

**RECITALS**

- A. The districts of the City of Canning, City of Cockburn, Town of East Fremantle, City of Fremantle, Town of Kwinana, City of Melville and City of Rockingham, were constituted as a regional district by virtue of an Order of the Governor made under the Former Act and published in the Government Gazette on 13 December 1991.
- B. Pursuant to the Former Act and by virtue of the Order of the Governor, a regional council was then constituted.
- C. Under the Former Constitution Agreement dated 30 October 1991 made between the Participants, the regional council so constituted was named the South West Metropolitan Regional Waste Management Council.
- D. By virtue of transitional provisions of the Act, the regional council continues as a regional local government as if it had been constituted as a regional local government under the Act.
- E. By an Establishment Agreement made between the Participants and approved by the Minister for Local Government on 22 April 1998 ("the Establishment Agreement"), the Participants agreed to amend the Former Constitution Agreement by revoking it and substituting it with the Establishment Agreement.
- F. Under the Establishment Agreement, the Regional Local Government was renamed

the Southern Metropolitan Regional Council.

- G. Pursuant to clause 8 of the Establishment Agreement, the Regional Local Government has adopted the Project in accordance with the requirements of that clause.
- H. In accordance with clause 8.4 of the Establishment Agreement, the Project Participants have decided to participate in the Project and have given notice of their decision to the Regional Local Government.
- I. Pursuant to clause 8.6 of the Establishment Agreement, the Project Participants have agreed upon the matters referred to in that clause and have agreed to enter into this Agreement to record the terms of their agreement.

## **OPERATIVE PART**

### **1. DEFINITIONS**

#### **1.1 Definitions in the Establishment Agreement**

In this Agreement, unless the context requires otherwise, words and expressions defined in the Establishment Agreement have the same meaning where appearing in this Agreement.

#### **1.2 Other definitions**

In this Agreement, unless the context requires otherwise:

“**borrowing**” means a borrowing of money, obtaining of credit or arrangement of financial accommodation;

“**Project**” means the project referred to in the business plan adopted by the Regional Local Government on 25 November 2004 and being the provision of office accommodation for the administration of the Regional Local Government, including the purchase of land for that purpose;

“**Project Budget**” means the annual budget for the Project prepared and adopted under clause 2.2;

“**Project Participants**” means City of Canning, City of Cockburn, Town of East Fremantle, City of Fremantle, Town of Kwinana, City of Melville and City of Rockingham.

#### **1.3 Rules of interpretation**

The rules of interpretation set out in the Establishment Agreement apply to this Agreement.

## **2. AGREEMENT TO TERMS OF PROJECT**

### **2.1 Terms of Project**

In accordance with clause 8.6 of the Establishment Agreement, the Project Participants agree that the provisions of this clause 2 shall apply to the Project.

### **2.2 Project Budget**

- (1) Not later than 30 April in each year, the Project Participants shall request the Regional Local Government to prepare a budget for the Project for the next financial year.
- (2) In the first year of the Project, the Council of the Regional Local Government may vary the date referred to in sub-clause (1).
- (3) The form of the budget shall include the requirements prescribed under the Act for the budget for the municipal fund.
- (4) Nothing in this clause derogates from the Regional Local Government's obligation to prepare and adopt an annual budget for the Regional Local Government under the Act.

### **2.3 Annual contributions**

- (1) The Project Participants shall pay to the Regional Local Government:
  - (a) an annual contribution towards the cost of the acquisition of any asset of a capital nature for the Project; and
  - (b) an annual contribution towards all other expenditure relating to the Project including:
    - (i) the cost of acquisition of any asset of a non-capital nature for the Project; and
    - (ii) all operating expenditure, including administrative expenses, relating to the Project,

as determined by the Regional Local Government.

- (2) Where the Council of the Regional Local Government determines that the Project Participants shall make annual contributions referred to in subclause (1) which contributions are disclosed in the annual budget of the Regional Local Government, the Project Participants shall make those contributions in the same proportions as their respective Populations bear to the total of Population of all Project Participants.

#### **Footnote:**

1. "Population" is defined in clause 6 of the Establishment Agreement as follows:

'Population' means at any relevant time in relation to a Participant, the estimated resident population of that Participant as set out in Table 1 (Estimated Resident Population In Statistical Local Areas) of the statistics last published by the Australian Bureau of Statistics titled 'Estimated Resident Population by Age and Sex in Statistical Local Areas' or any substitute therefor accepted by the Government of the Commonwealth of Australia from time to time as a measure of resident population provided that if at any time the statistics are discontinued or suspended or if in the opinion of the Regional Local Government the method of computation thereof is substantially altered there shall be substituted therefor such alternative method of establishing resident populations of the Participant as the Regional Local Government may resolve;

- (3) The annual contributions referred to in this clause shall be paid by each Project Participant to the Regional Local Government in the manner determined by the Council of the Regional Local Government and the amounts or instalments are payable in advance on the later of:
  - (a) the expiry of a period of 14 days after receipt of an invoice from the Regional Local Government; and
  - (b) the last day of the month in which the invoice is received.
- (4) If a Project Participant fails to pay to the Regional Local Government any amount due under this Agreement or the Establishment Agreement, with respect to the Project, on or before the due date for payment then the Project Participant shall pay, in addition to the amount due:
  - (a) interest at an annual rate 2% higher than that charged by the Regional Local Government's bank on an overdraft of the same size as the unpaid amount, calculated from and including the due date of payment to but excluding the actual date of payment; and
  - (b) an administration fee specified in the Project Budget approved under clause 2.2.
- (5) Subclause (4) shall apply notwithstanding clause 8.9 of the Establishment Agreement.
- (6) A Project Participant shall not pay to the Regional Local Government any amount (other than an annual contribution referred to in this clause) towards the costs of Project including towards the reduction of any borrowing unless:
  - (a) all of the Project Participants make a payment at the same time; and
  - (b) the proportion which the amount paid by each Project Participant bears to the total of the amounts paid by all Project Participants is the same proportion as the Population of the Project Participant bears to the Populations of all of the Project Participants.



## **2.4 Project Revenue**

- (1) In this clause:

“Project Revenue” means all revenue of the Project but excludes any contributions of the Project Participants under clause 2.3.

- (2) This clause applies if the Council of the Regional Local Government determines, at any time, that the Project Participants are entitled to the Project Revenue or any portion of the Project Revenue for a financial year.
- (3) A Project Participant is entitled to a proportion of the Project Revenue or portion of the Project Revenue referred to in subclause (2) in the same proportion as the total of the contributions to the Project paid by the Project Participant bears to the total of the contributions to the Project paid by all Project Participants.
- (4) The entitlement of a Project Participant is to be set off against the contribution of the Project Participant payable under clause 2.3 and, where the entitlement exceeds the contribution, the amount of the excess is to be paid to the Project Participant when the Council of the Regional Local Government so determines.

## **2.5 Guarantees for borrowings**

- (1) The Project Participants acknowledge that the bank or other financial institution, from which a borrowing is to be made by the Regional Local Government, may require the Project Participants to guarantee or secure the borrowing.
- (2) Where the liability of a Project Participant under any guarantee or security referred to in sub-clause (1) is limited to the proportion which the Population of that Project Participant bears to the total of the Populations of all Project Participants, then the Project Participants agree to vary the proportion, from time to time, when notified by the Regional Local Government of a change to the Populations.

## **2.6 Withdrawal from Project**

- (1) As soon as practicable after a Project Participant has given notice of its intention to withdraw from the Project under clause 8.10 of the Establishment Agreement, the Project Participants shall request the Regional Local Government to:
- (a) prepare an amended business plan for the Project having regard to the effect of the withdrawal of the Project Participant giving the notice;
  - (b) provide a copy of the amended business plan to the Project Participants; and
  - (c) include in the amended business plan details of any changes to the

annual contributions payable by the Project Participants after the withdrawal takes effect.

**Footnote:**

1. Clause 8.10 of the Establishment Agreement provides that a Project Participant may, at any time, give notice of its intention to withdraw from the Project.
  2. Clause 8.11 of the Establishment Agreement sets out when the withdrawal takes effect.
  3. Under clause 8.20 of the Establishment Agreement, the members of the Council appointed by the Project Participants of a Project may resolve, by absolute majority to wind up the Project.
  4. Clauses 8.21 and 8.22 of the Establishment Agreement deal with the "Division of Assets" and the "Division of Liabilities" respectively, if a Project is wound up.
- (2) The Project Participant which has given notice of its intention to withdraw under clause 8.10 of the Establishment Agreement shall meet all costs associated with the preparation of the amended business plan.

## 2.7 Arrangements After Withdrawal

- (1) In this clause and clause 2.8:  
  

**"Former Project Participant"** means a Project Participant which has withdrawn from the Project;

**"land"** includes any building and improvements on the land and any fixtures..
- (2) This clause 2.7 applies in the event of the withdrawal of a Project Participant from the Project.
- (3) Forthwith after the withdrawal of a Project Participant takes effect, the continuing Project Participants shall request the Regional Local Government to determine, and give notice to the continuing Project Participants and the Former Project Participant of, the amount equal to:
  - (a) the amount equal to the value of all assets of the Project less the amount of all borrowings and other liabilities with respect to the Project; and
  - (b) where the amount determined under paragraph (a) is positive in value – the proportional entitlement to that amount which is payable to the Former Project Participant; or
  - (c) where the amount determined under paragraph (a) is negative in value – the proportional liability for that amount which is payable by the Former Project Participant.
- (4) The proportional entitlement or proportional liability, as the case may be, referred to in subclause (3) shall be the same proportion as the contributions to the Project paid by the Former Project Participant bear to the contributions to the Project paid by all of the Project Participants.
- (5) Forthwith upon receipt of the notice given by the Regional Local Government

under subclause (3):

- (a) the continuing Project Participants shall request the Regional Local Government to distribute to the Former Project Participant, as soon as practicable, its proportional entitlement referred to in subclause (3)(b); or
  - (b) the Former Project Participant shall pay to the Regional Local Government an amount equal to its proportional liability with respect to the Project referred to in subclause (3)(c).
- (6) Subject to sub-clauses (7) and (8), for the purpose of determining the proportional equity or liability of a Former Project Participant, all assets of the Project (other than land) are to be valued at their respective depreciated values as disclosed in the financial statements of the Regional Local Government.
  - (7) Notwithstanding sub-clause (6), if the continuing Project Participants consider that any asset of the Project (other than land) is worth less than its book value then the matter shall be referred for determination by a valuer appointed by the Regional Local Government and the valuer shall act as an expert and not an arbitrator and the valuer's decision shall be final and binding on the continuing Project Participants and the Former Project Participant.
  - (8) In the case of an asset of the Project which is land, the value of the land shall be determined in accordance with the following formula:

value of the land =  $A - B$

where:

A is the market value of the land, ascertained by a valuation obtained by the Regional Local Government not more than 6 months before the date on which the withdrawal takes effect;

B is the amount of the borrowing with respect to the land at the date on which the withdrawal took effect.

- (9) The Former Project Participant shall pay to the Regional Local Government, on demand, the costs of the valuer and the valuation referred to in subclauses (7) and (8).

## 2.8 Proportional Liability of a Former Project Participant for Office Rent

- (1) In this clause:

**"Administration Costs"** means the administration costs of the Regional Local Government as determined from time to time by the Regional Local Government;

**"Administration Cost Percentage"** means the respective percentages of the Administration Costs attributable to each of the Existing Undertakings and the SMRC Projects which percentages are determined from time to time by the

Regional Local Government;

**"Existing Undertakings"** means the Existing Undertakings (as defined in the Establishment Agreement) being undertaken by the Regional Local Government;

**"Office Rent"** means the amount calculated in accordance with the following formula:

$$\text{Office Rent} = (A \times B) + (A \times C) \times D \times E$$

where:

A is the floor area of the building or buildings on the land (expressed in square metres) occupied by the Regional Local Government;

B is the current annual market rent (expressed as a rate per square metre) of the building or buildings on the land as determined by a valuer appointed by the Regional Local Government acting as an expert and not as an arbitrator and whose decision shall be final and binding on the continuing Project Participants and the Former Project Participant;

C is the current annual outgoings for the land (expressed as a rate per square metre) as determined from time to time by the Regional Local Government in the Project Budget;

D is the proportion (expressed as a percentage) which the Population of the Former Project Participant bears to the Populations of all the Participants; and

E is the total of the Administration Cost Percentages for each of the Existing Undertakings and for each of the SMRC Projects in which the Former Project Participant is participating;

**"Proportional Liability"** of a Former Project Participant means the proportional liability of the Former Project Participant for contributions under clause 2.3 immediately before the date on which the withdrawal of the Former Project Participant took effect (which Proportional Liability is to be expressed as a percentage);

**"SMRC Projects"** means each of the Projects (as defined in the Establishment Agreement) being undertaken by the Regional Local Government.

- (2) This clause shall apply to a Former Project Participant notwithstanding its withdrawal from the Project.
- (3) During the period:
  - (a) commencing on the date on which the withdrawal of the Former Project Participant from the Project took effect; and
  - (b) expiring on the date on which the Regional Local Government is wound



up,

a Former Project Participant shall pay to the Regional Local Government the Former Project Participant's Proportional Liability of the Office Rent.

- (4) The Proportional Liability of the Office Rent shall be paid by the Former Project Participant to the Regional Local Government in the manner determined by the Council of the Regional Local Government and the amounts or instalments are payable in advance on the later of:
  - (a) the expiry of a period of 14 days after receipt of an invoice from the Regional Local Government; and
  - (b) the last day of the month in which the invoice is received.
- (5) If the Former Project Participant fails to pay to the Regional Local Government any amount due under this clause, on or before the due date for payment then the Former Project Participant shall pay, in addition to the amount due:
  - (a) interest at an annual rate 2% higher than that charged by the Regional Local Government's bank on an overdraft of the same size as the unpaid amount, calculated from and including the due date of payment to but excluding the actual date of payment; and
  - (b) an administration fee specified in the Project Budget approved under clause 2.2.

### 3. ESTABLISHMENT AGREEMENT

The Project Participants acknowledge that, except as otherwise varied by this Agreement, the provisions of the Establishment Agreement apply to the Project.

#### Footnote:

1. Where a Participant, which is not a Project Participant under this Agreement, wishes to join the Project, clauses 8.12 to 8.18 of the Establishment Agreement apply. Those clauses provide as follows:

#### *"8.12 Participant Wishing to Join Existing Project"*

*A Participant which is not a Project Participant may at any time after a Project is undertaken, give notice of its wish to participate in the Project.*

#### *8.13 Preparation of Amended Business Plan*

- (1) *As soon as practicable after receipt of a notice under clause 8.12, the Regional Local Government shall:*
  - (a) *prepare an amended business plan for the Project in respect of the current financial year having regard to the effect of the participation of the Participant giving the notice; and*
  - (b) *provide a copy of the amended business plan to the Participant and the Project Participants.*

- (2) *The amended business plan shall include details of any additional capital expenditure necessitated by the participation of the Participant giving the notice under clause 8.12 and an estimate of that additional capital expenditure.*
- (3) *The Participant giving the notice under clause 8.12 shall meet the cost of preparation of the amended business plan.*

#### 8.14 *Determination of Participation Date*

- (1) *As soon as practicable after preparation and adoption of the amended business plan under clause 8.13:*
  - (a) *the Participating Local Governments acting reasonably, shall determine the date upon which any decision by the Participant to participate in the Project is to become effective;*
  - (b) *the Regional Local Government shall advise the Participant of that date.*
- (2) *The date determined under sub-clause (1) shall not be earlier than:*
  - (a) *the commencement of the financial year after the financial year in which the notice was given by the Participating Local Government to the Regional Local Government;*
  - (b) *unless otherwise agreed by the Project Participants and the Participant.*

#### 8.15 *Participant to Decide*

*Within 35 days after receipt of the advice referred to in clause 8.14, the Participant may give to the Regional Local Government notice of its decision to participate in the Project.*

#### 8.16 *When Decision to Take Effect*

*A Participant which gives notice under clause 8.15 is to become a Project Participant in that Project with effect on the date referred to in clause 8.14.*

#### 8.17 *Calculation of New Member's Contributions*

- (1) *As soon as practicable after a Participant becomes a Project Participant in a Project under clause 8.16 ("the New Member"), the Regional Local Government shall:*
  - (a) *calculate the amount of the contribution of that New Member towards:*
    - (i) *the value of any existing assets of a capital nature acquired for the Project; and*
    - (ii) *the operating expenditure for the current financial year in respect of the Project; and*
  - (b) *ascertain the amount of the additional capital expenditure referred to in the amended business plan prepared under clause 8.13; and*
  - (c) *give notice to the Project Participant and the New Member of the calculation referred to in paragraph (a) and the amount referred to in paragraph (b).*

- (2) *In calculating the amounts of the contributions under clause 8.17(1)(a), the Regional Local Government shall use the proportions referred to in clause 8.6(a) which have been agreed for the Project.*
- (3) *Unless the Project Participants agree upon another method of payment, the New Member shall pay the amounts:*
  - (a) *in the case of the contribution towards capital assets - immediately after receipt of the notice of the calculation referred to in clause 8.17(1)(c);*
  - (b) *in the case of the contribution towards operating expenses - in the same manner as has been agreed in respect of the Project pursuant to clause 8.6(a) or as specified in clause 8.8 (whichever is applicable); and*
  - (c) *in the case of the amount for additional capital expenditure - immediately after receipt of the notice of the amount referred to in clause 8.17(1)(c).*

#### **8.18 Adjustment of Equities**

*As soon as practicable after payment of the contribution referred to in clause 8.17(1)(a), the Regional Local Government will pay to the Project Participants other than the New Member any amount due in respect of their equities in the capital assets which results from the participation of the New Member in the Project."*

## **4. DISPUTE RESOLUTION**

### **4.1 No proceedings**

A party must not start arbitration proceedings in respect of a dispute arising out of this Agreement ("Dispute") unless it has complied with this clause.

### **4.2 Notification of dispute**

A party claiming that a Dispute has arisen must notify the other parties to the Dispute giving details of the Dispute.

### **4.3 Reasonable efforts to resolve Dispute**

- (1) During the 14 day period after a notice is given under clause 4.2 (or longer period agreed in writing by the parties) ("**Negotiation Period**"), the parties must use their reasonable efforts to resolve the Dispute.
- (2) Within the first 7 days of the Negotiation Period, a senior employee from each party and a senior employee of the Regional Local Government and use their reasonable endeavours to resolve the Dispute.
- (3) Within the second 7 days of the Negotiation Period, if the Dispute continues, the chief executive officers of the parties and the chief executive officer of the Regional Local Government, must meet, and use their reasonable endeavours to resolve the Dispute.

#### 4.4 Arbitration

If the Dispute is not resolved within the Negotiation Period then any party may notify the others in writing ("**arbitration notice**") that it requires the dispute to be referred to arbitration and the dispute (unless meanwhile settled) shall upon receipt of the arbitration notice by the recipients then be and is hereby referred to arbitration under and in accordance with the provisions of the Commercial Arbitration Act 1985.

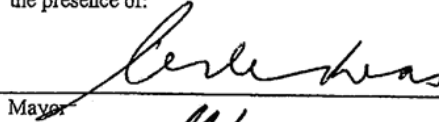
#### 4.5 Legal Representation

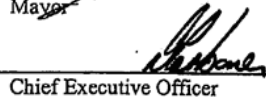
For the purposes of the Commercial Arbitration Act 1985, the Project Participants consent to each other and to the Regional Local Government being legally represented at any such arbitration.



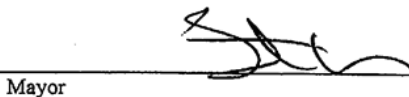
## EXECUTED by the Parties

THE COMMON SEAL of CITY OF CANNING was )  
 hereunto affixed by authority of a resolution of the Council in )  
 the presence of: )

  
 \_\_\_\_\_  
 Mayor

  
 \_\_\_\_\_  
 Chief Executive Officer

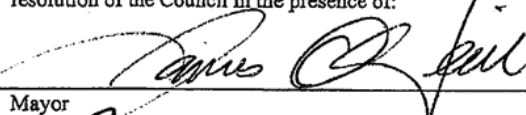
THE COMMON SEAL of CITY OF COCKBURN was )  
 hereunto affixed by authority of a resolution of the Council in )  
 the presence of: )

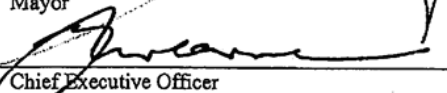
  
 \_\_\_\_\_  
 Mayor

  
 \_\_\_\_\_  
 Chief Executive Officer



THE COMMON SEAL of TOWN OF EAST )  
 FREMANTLE was hereunto affixed by authority of a )  
 resolution of the Council in the presence of: )

  
 \_\_\_\_\_  
 Mayor

  
 \_\_\_\_\_  
 Chief Executive Officer

THE COMMON SEAL of CITY OF FREMANTLE was )  
 hereunto affixed by authority of a resolution of the Council in )  
 the presence of: )

  
 \_\_\_\_\_  
 Mayor

  
 \_\_\_\_\_  
 Chief Executive Officer



THE COMMON SEAL of TOWN OF KWINANA was )  
 hereunto affixed by authority of a resolution of the Council in )  
 the presence of: )

\_\_\_\_\_  
 Mayor

\_\_\_\_\_  
 Chief Executive Officer



THE COMMON SEAL of CITY OF MELVILLE was )  
 hereunto affixed by authority of a resolution of the Council in )  
 the presence of: )

\_\_\_\_\_  
 Mayor

\_\_\_\_\_  
 Chief Executive Officer



THE COMMON SEAL of CITY OF ROCKINGHAM )  
 was hereunto affixed by authority of a resolution of the )  
 Council in the presence of: )

\_\_\_\_\_  
 Mayor

\_\_\_\_\_  
 Chief Executive Officer

**16.3 BERRIGAN DRIVE TRAFFIC MANAGEMENT**

**Author(s)** C Sullivan

- Attachments**
1. Main Roads WA approved drawing for Keep Clear markings [↓](#)
  2. Before/after aerial photo of Keep Clear markings [↓](#)
  3. Results of traffic video surveys of vehicle queues [↓](#)
  4. Consultation analysis January 2018 [↓](#)

**RECOMMENDATION**

That Council

- (1) receive the information; and
- (2) retain the current pavement marking and signage on Berrigan Drive, South Lake at the entry to the Caltex Woolworths service station.

**Background**

To address serious community concerns about the increasing number of crashes occurring on Berrigan Drive, South Lake, at the driveway to the Caltex Woolworths petrol station at the intersection with North Lake Road, the City took urgent action in early January 2017 and installed a temporary median extension to prevent right turns into and out of the petrol station.

This action, while preventing vehicles turning into the service station drive way from Berrigan Drive north bound, had the coincident impact of changing the entry into the medical practices on the west side of Berrigan Drive into a left in/left out only access. This subsequently had a significant impact on the operation of those practices and invoked considerable opposition to the temporary measures. Similar reaction came from the State management of the service station property.

At the February 2017 Ordinary Council Meeting, the Council considered a report on this matter (Minute No 6018 refers) and adopted the following recommendations:

*That Council*

- (1) *receive the report;*
- (2) *continue with the temporary traffic controls currently in place until the proposal agreed with the Main Roads WA can be implemented;*

*(3) request a further report from City officers after six months on the safety of the intersection; and*

*(4) advise all stakeholders of Council's decision.*

Following extensive discussion and site meetings, Main Roads WA (MRWA) approved the installation of Keep Clear pavement markings on the southbound lanes on Berrigan Drive on 1/02/2017 and installed those pavement markings on 22/03/2018. A copy of the drawing approved by MRWA is included as Attachment 1 and aerial photographs taken before and after the pavement marking installation are included as Attachment 2 for reference.

This report provides a follow up assessment of the issues associated with that location in order to respond to part (3) of Council's resolution from the February 2017 OCM.

### **Submission**

As noted above, submissions have been received from Woolworths and the medical practices at the intersection of Berrigan/North Lake opposing any restriction to their access arrangements, primarily based on economic grounds and customer convenience.

### **Report**

The section of Berrigan Drive of concern is adjacent to the full movement crossovers to the Caltex Woolworths petrol station and the shared crossover to a number of medical practices opposite.

Berrigan Drive is a 4-lane District Distributor road carrying over 24,000 vehicles per day and these crossovers are located within 30-50 metres of the Stop line at the Berrigan Drive/North Lake Road signalised intersection. When these commercial developments were opened during the 1990s Berrigan Drive was carrying less than 10,000 vehicles per day.

North Lake Road is also a District Distributor Road and carries more than 34,000 vehicles per day west of Berrigan Drive and approximately 27,000 vehicles per day east of Berrigan Drive.

The primary need to take action at this location was the severity and increasing number of crashes, some of those involving personal injury. The reported crash history for the 5-year period from 1/1/2013 to 31/12/2017 for that section of road shows that in 2016 there were 29 crashes involving vehicles turning right either hitting or being hit by through traffic, when there had been only 2 crashes of that type in the preceding three years.



There were no crashes of that type in that section of road reported during 2017 which suggests that both the temporary median treatment limiting driveway access to left-in/left-out and the Keep Clear pavement markings were both effective in improving road safety.

The results of the community consultation (discussed in more detail below) indicated that the majority of respondents believe the Keep Clear pavement marking has improved vehicle safety at the intersection. Retention of the current arrangement is preferred by a small majority over another solution. In reviewing all the information, City officers recommend retention of the current arrangement over extension of the central median on Berrigan Drive.

Complaints continue to be received about traffic safety and congestion issues created by vehicles queuing onto both Berrigan Drive and North Lake Road from the petrol station crossovers. These queuing vehicles create a risk of rear-end and side-swipe type crashes by obstructing footpaths, on-road cycle lanes and traffic lanes. Based on site observation, this situation corresponds to discount fuel days for the service station.

To investigate this issue, a 12-hour traffic video survey was undertaken from 12noon to midnight on Monday 12 March 2018 as Monday has been identified as a regular day for lower fuel prices at the Caltex Woolworths petrol station. That survey identified a total of 48 instances during that 12-hour period when petrol station traffic queued out to the driveway and beyond. There were an equal number of 24 incidents at both the Berrigan Drive and North Lake Road crossovers. The results of the traffic video survey are included as Attachment 3.

Some of these queuing incidents were for long periods of time up to 21 minutes each and in total amounted to 1 hour and 28 minutes maximum queue time at the Berrigan Drive crossover and 3 hours and 12 minutes maximum queue time at the North Lake Road crossover.

The community feedback received by the City indicates this is a regular issue, particularly on discount fuel days, and is extremely undesirable for this to be happening on these high volume distributor roads.

Engineering officers have requested Police assistance in this matter but they don't believe it is their responsibility to intervene, despite this being a traffic matter on public roads.

Although Woolworths have strongly opposed any change to the access arrangements to their petrol station they have a responsibility to manage their operations so that they do not create safety and amenity issues. City officers continue to work with the site managers to facilitate better internal traffic management.

**Strategic Plans/Policy Implications**Moving Around

Reduce traffic congestion, particularly around Cockburn Central and other activity centres.

Leading & Listening

Listen to and engage with our residents, business community and ratepayers with greater use of social media.

**Budget/Financial Implications**

None if Council resolves to accept retaining the existing arrangement.

**Legal Implications**

It is expected that any restriction of vehicle access to the commercial properties along Berrigan Drive, in particular, could result in property owners attempting to make a legal claim against the City. It is noted, though, that it is not a legal requirement for full movement vehicle access to be provided to any property and it is standard practice for vehicle access restrictions to apply to properties on District Distributor roads, particularly in close proximity to signalised intersections.

**Community Consultation**

In January 2018, 88 letters were sent out to owners and tenants of properties along Berrigan Drive inviting them to complete a survey about Berrigan Drive on the City's Comment on Cockburn webpage. This was also promoted on the Cockburn Chat Facebook page.

The survey page had a significant number of total visits (636) demonstrating a high level of community interest in this matter and 72 survey responses were received.

The community was asked:

- Do you believe the Keep Clear marking has been successful in reducing the number and severity of traffic accidents?

The majority (45) of responses agreed with this statement, whilst 18 responses disagreed and 8 had no opinion either way.

- Should the City retain the Keep Clear markings on Berrigan Drive or change the traffic arrangements?

A slight majority (38) of responses supported the Keep Clear markings remaining and 33 supported changing to another solution.

A copy of the detailed Consultation Analysis is included as Attachment 4.

### **Risk Management Implications**

Ongoing monitoring of the vehicle safety and movements at this intersection will be required to determine any change of conditions into the future.

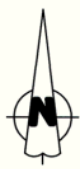
### **Advice to Proponent(s)/Submitters**

Notification has been made to all who made a submission that this matter was to be considered by Council at the May 2018 Ordinary Council Meeting. The South Lake Residents Association has also been so advised.

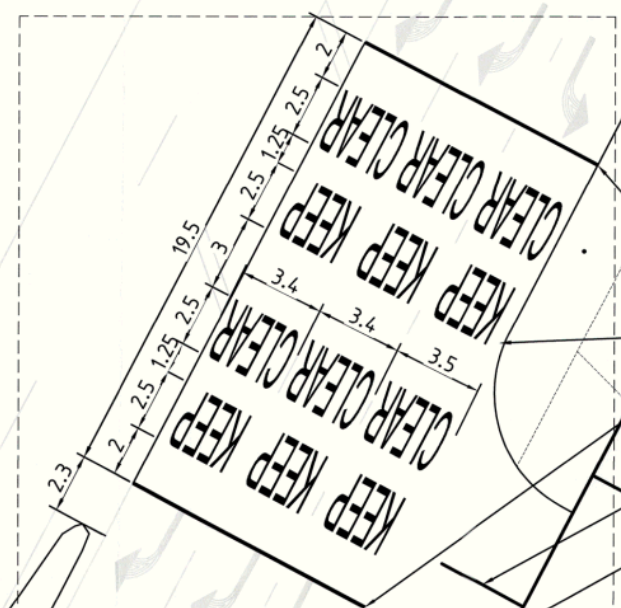
### **Implications of Section 3.18(3) *Local Government Act, 1995***

Nil.

3404B16  
1  
SHEET No. DWG No.



BERRIGAN DRIVE



INSTALL KEEP CLEAR TEXT WITH TRAVERSE LINES ON ROAD AS PER MRWA DRG 9531-2276-5

REINSTATE 3.6m UNBROKEN SEPARATION LINE

INSTALL LEFT TURN ARROW

CALTEX SERVICE STATION

FOR LOCATION SEE INSERT A BELOW

PLAN  
SCALE 1:250

LEGEND:

	EXISTING LINE MARKING
	SEPARATION LINE (80mm WIDE LINE)
	EDGE LINE (120mm WIDE LINE)
	CONTINUITY LINE (120mm WIDE LINE)
	STOP LINE (300mm WIDE LINE @ UNSIGNALISED INTERSECTION (450mm WIDE @ SIGNALISED INTERSECTION)
	GIVE WAY / HOLD LINE (450mm WIDE LINE)(300mm WIDE AT SIGNALISED INTERSECTION)

NOTES:

1. ALL SIGNS TO BE INSTALLED AS SHOWN ARE TO MAIN ROADS SPECIFICATIONS.
2. FOR PAVEMENT MARKING REFER TO MRWA STANDARD DRAWINGS 9931-0198, 9120-0158, 9531-2010
3. ALL DIMENSIONS ARE IN METRES.



INSERT A  
SCALE 1:2000

SCALE (HZ) 1:250  
0 5 10 15 20 25

REV	DESCRIPTION	DRAWN	DATE	CHECKED
A	UPDATED DRAWING TO INCLUDE NEW LEFT TURN LANE & KEEP CLEAR PAVEMENT MARKING CONFIGURATION. CORRECTED STOP LINE WIDTH IN LEGEND FOR SIGNALISED INTERSECTIONS.	T.C.	20.01.2017	D.P.

 **CITY OF COCKBURN**  
9 COLEVILLE CRESCENT, SPEARWOOD WA 6163  
PHONE: (08) 9411 3444 FAX: (08) 9347 3333

**BERRIGAN DRIVE  
KEEP CLEAR  
LINE MARKING AND SIGNAGE**



DESIGNED	CE	APPROVED	SCALE	1:500	JOB No.
DRAWN	CE		DWG No.		SHEET No.
CHECKED	MRWA				REV

**3404B16 1 A**

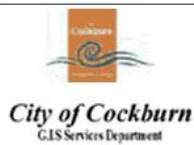
S:\Engineering and Works\Engineering\Transport Engineering\Donny\Restore\Acco\Berrigan Drive\Keep clear line marking Rev A.dwg





 <p><b>City of Cockburn</b> GIS Services Department</p>	<p>Berrigan Drive, Sth. Lake Prior to Keep Clear pavement marking installation</p>	<p>PRINTED ON: 26/04/2018</p> <p>DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.</p>	<p>SCALE = 1:500</p>	 <p>NORTH</p>
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Berrigan Drive, Sth. Lake  
Keep Clear pavement  
markings at petrol station  
driveway

PRINTED ON:  
26/04/2018

SCALE = 1:500

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EXCEL TRAFFIC DATA		VSULOS.XLS	
VIDEO SURVEY DATA EVENT LOG			
SITE DESCRIPTION		Callex Driveways at the corner of Berrigan Dr & North Lake Rd	
SUBURB	Jandakot	DAY	Monday
SIGNALS	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	WEATHER	Fine
DATE		12th March 2018	
TIME	EVENT DESCRIPTION		
13:20:45	Vehicle turning right from Berrigan Dr has to wait in the centre for traffic to clear		
17:38:40	Truck breaks down on Berrigan Dr turning right but gets going at 174249		
18:38:10	Vehicle drives down the wrong side of North Lake Rd to access driveway		
	<p><b>Queuing occurred on the North Lake Rd driveway at the following times:</b></p> <p>12:35:30  13:05:00  14:39:50  15:19:15  15:33:10  16:00:00  16:17:50  16:22:40  16:27:40  16:41:00  16:48:20  16:52:33  16:58:00  17:05:45 - 17:25:43  17:37:50 - 17:44:00  18:18:10  18:23:30 - 18:29:56  18:47:06 - 18:58:00  19:16:23 - 19:36:00  19:44:00 - 19:45:10  20:08:00 - 20:10:00  21:53:15 - 21:57:40  22:00:00 - 22:05:50  22:25:38 - 22:38:00</p> <p><b>Queuing occurred on the Berrigan Drive driveway at the following times:</b></p> <p>12:38:19  13:09:51  13:19:30  13:57:40  14:07:10  14:31:57 - 14:37:44  15:34:00  15:46:00 - 15:52:40  16:08:30 - 16:21:00  16:25:00 - 16:41:38  16:47:20 - 16:52:30  17:00:54 - 17:16:46  17:34:00 - 17:49:00  17:53:18 - 18:00:00  18:06:00 - 18:12:05  18:22:14 - 18:34:19  18:45:00 - 18:50:00  19:07:20 - 19:25:00  19:29:00 - 19:31:30  19:33:00 - 19:36:20  19:42:39 - 20:13:44  20:28:00 - 20:29:14  21:37:45 - 21:45:34  21:56:00 - 22:17:00</p>		

**12-hour Traffic Video Survey - Caltex Woolworths, South Lake**

Times of incidents when vehicles queued at driveway

Monday 12/3/2018

**Berrigan Drive driveway**

<b>Start time</b>	<b>End time</b>	<b>Total time</b>
14:31:57	14:37:44	0:05:47
15:46:00	15:52:40	0:06:40
16:08:30	16:21:00	0:12:30
16:25:00	16:41:38	0:16:38
16:47:20	16:52:30	0:05:10
17:00:54	17:16:46	0:15:52
17:34:00	17:49:00	0:15:00
17:53:18	18:00:00	0:06:42
18:06:00	18:12:05	0:06:05
18:22:14	18:34:19	0:12:05
18:45:00	18:50:00	0:05:00
19:07:20	19:25:00	0:17:40
19:29:00	19:31:30	0:02:30
19:33:00	19:36:20	0:03:20
19:42:39	20:13:44	0:31:05
20:28:00	20:29:14	0:01:14
21:37:45	21:45:34	0:07:49
21:56:00	22:17:00	0:21:00
<b>Total</b>		<b>3:12:07</b>

**North Lake Road driveway**

<b>Start time</b>	<b>End time</b>	<b>Total time</b>
17:05:45	17:25:43	0:19:58
17:37:50	17:44:00	0:06:10
18:23:30	18:29:56	0:06:26
18:47:06	18:58:00	0:10:54
19:16:23	19:36:00	0:19:37
19:44:00	19:45:10	0:01:10
20:08:00	20:10:00	0:02:00
21:53:15	21:57:40	0:04:25
22:00:00	22:05:50	0:05:50
22:25:38	22:38:00	0:12:22
<b>Total</b>		<b>1:28:52</b>

# **Berrigan Drive January 2018**

## **Consultation Analysis**

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## 1. Executive Summary

## 2. Background

A service station is located on the south east side of the intersection, while the property on the opposite side has five medical practices. Berrigan Drive provides access to the Kwinana Freeway.

Although both Berrigan Drive and North Lake Road are managed by the City, the approval and installation of traffic signs and lines must be from Main Roads WA.

- 2015/16: The City upgraded the intersection using State Black Spot funding. The \$279,600 project included lighting upgrade, extending the left turn slip lanes from North Lake Road and Berrigan Drive, resurfacing, anti-skid overlays and improved the signage and line marking. There had been 98 reported crashes in the five year period prior, including 25 resulting in personal injury.
- 2016: The increasing number and severity of traffic accidents caused concern for Council and the local community. The most severe accidents occurred between vehicles making a right hand turn into the fuel station site from Berrigan Drive, and vehicles travelling west along Berrigan Drive in the left turn slip lane leading to North Lake Road.
- September 2016: The City sought approval from Main Roads WA to install Keep Clear markings on the road to delineate the driveway access into the service station to warn drivers approaching along the left turn slip lane of possible conflict with vehicles turning from Berrigan Drive. This proposal was rejected on the grounds that the driveway into the service station was a private driveway and such pavement marking is only approved as part of intersection line marking.
- December 2016: Council installed a temporary median strip to minimise accidents by preventing the right turn into the service station and right turn into the medical practices. Woolworths Group, which oversees the service station, and the medical practices protested strongly about the impact on their businesses.
- January 2017: A site meeting between City and Main Roads staff revisits the City's proposal for the Keep Clear marking. This was approved by Main Roads on the condition that Council provide a 12-month review of its effectiveness in addressing safety concerns.
- January 2018: City seeks feedback from community about whether to retain or change the current traffic management arrangements.

## 3. Methodology

A total of 88 letters were sent out in January 2018 to both property owners and tenants/residents inviting them to complete a survey on Comment on Cockburn. The survey was also open to the public

Consultation closed on 9 February 2018.

### Highlights

TOTAL VISITS	MAX VISITORS PER DAY	NEW REGISTRATIONS
636	209	37
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
72	190	576

### 3. Outcome

	Yes
Retain the keep clear arrangements	38
Change the arrangements	33

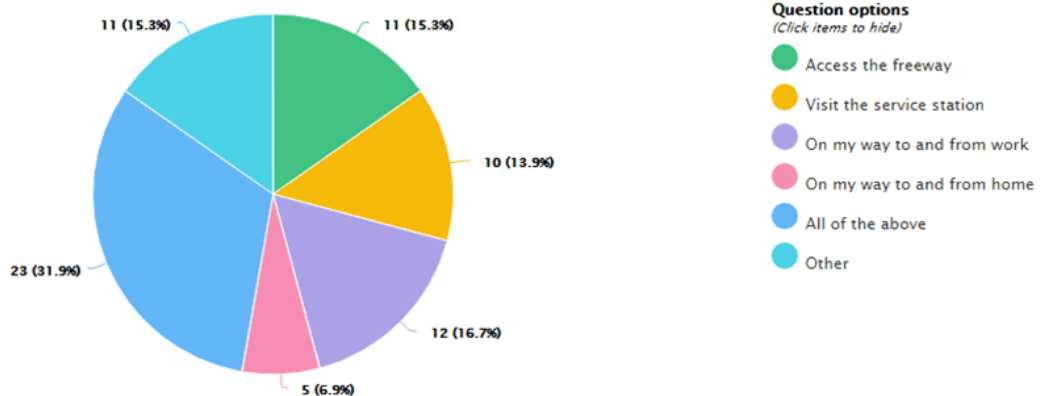
	Yes
The keep clear arrangements have made it safer	45
Change the arrangements	18

## 4. Engagement Summary

Engagement summary	
<b>We asked</b> <b>Should the City retain the Keep Clear markings on Berrigan Drive or change the traffic arrangements</b>	You said:  "Cheap fuel should only be sold between 7pm - 5am"  "It is a significant safety issue"  "It works most of the time"
<b>Key points in favour of keeping the Keep Clear markings:</b> <b>Too many accidents and near misses at this location</b> <b>It has helped manage the traffic</b>	
<b>Key points in favour of different action</b> <ul style="list-style-type: none"> <li>• <b>Nobody adheres to current markings</b></li> </ul>	You participated  Mailout to 88 homes and businesses  Promoted on Cockburn Chat and Comment on Cockburn  Survey responses: 72 residents
Next steps	
<b>We are now reviewing all community input.</b>	

## 5. Survey results

1. As a motorist, I use this intersection to:

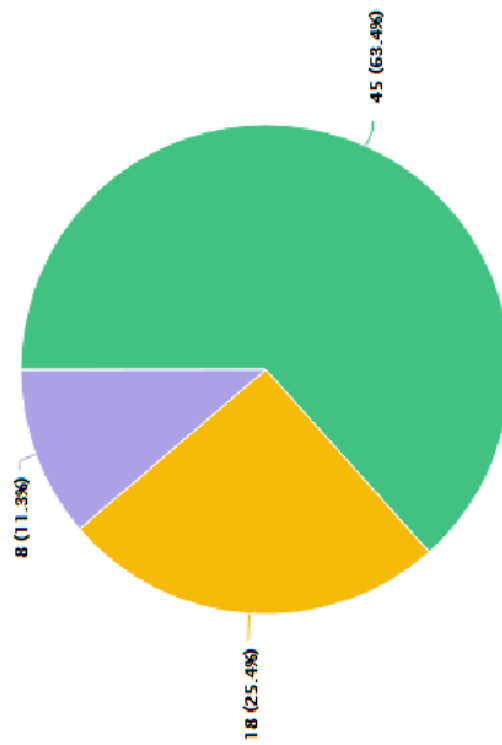
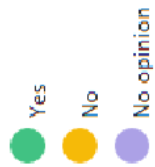


2. Other:

- On my way home only.
- To access north lake shops
- Go to Spearwood and surrounding areas as well as the service station
- As I could only chose one it is also to acsess spud shed Jandakot
- Travel to Cockburn Central, Kardinya, Fremantle throughout the week and weekends.
- All except accessing medical center
- access the service station and freeway
- Drive my daughter to daycare
- some of the above
- I use it to go to work Monday-Friday and to go to Caltex every monday evening for the cheap petrol.
- mainky to access freeway and to and from work
- Access the freeway, visit the service station, on my way to and from work, on my way to and from home
- Not the medical center
- I would turn right at Berrigan to avoid turning right at into Elderberry too dangerous. Petrol discount days can be dangerous as cars sticking out and you can't turn at green arrow otherwise you woudl hold up flow of traffic
- Freeway and to drop at high school

3. Do you believe the Keep Clear marking has been successful in reducing the number and severity of traffic accidents?

**Question options**  
(Click items to hide)





Comments	
1	It's crazy when cheap petrol at the station
2	There is a significant safety issue with cars banking back on North Lake Road trying to enter the service station and from cars banking back into the intersection want to turn right from Berrigan across into the service station. The service station forecourt isn't designed appropriately to deal with the traffic ingress it attracts.
3	The keep clear marking has significantly improved the intersection, however, problems arise when the petrol station offers reduced petrol prices and cars are forced to queue into the road to access due to increased demand
4	It is ineffective as people ignore the road markings and do whatever they want to
5	I don't think motorists should be able to turn right into the petrol station as it is too busy and is a dangerous spot
6	On cheap petrol days the traffic is a lot more horrendous and dangerous in the area.
7	Very dangerous still with cars overhanging into north lake road from petrol station entry
8	Get rid of slip lane
9	Poor long term planning allowing Service station & Medical centre at that intersection. Also trucks using Berrigan to access Freeway & North lake Rd to gain access to Stock or Leach Hey. Where's Roe 8?
10	People turning into service station sometimes think that the keep clear means they have right of way.
11	I believe having the keep clear in place has definitely helped with managing traffic. Though I find a lot of people still turn right from the gas station through the keep clear area onto Berrigan drive even though it is left turn only
12	Making the turning lane longer is more dangerous as motorist come down the side quite quickly and people turning right into the service station across the traffic can't see the turning lane quickly even with the keep clear being abided by. I have seen alot of near misses at this part of the intersection.
13	It works most of the time except for the odd driver who ether doesn't know how to read or believes that such road marking do not apply to them but for most part works very well
14	Traffic backs up further along Berrigan Drive and blocks exits at Briggs St and

	<p>Semple Court. The number of accidents occurring now are when traffic pulls across into service station and traffic going in to turning lane (turners assume they have right if way due to keep clear sign)</p>
15	<p>I'm really happy with the changes traffic seems to flow better and I feel the keep clear road signing has changed the way motorists deal with the intersection</p>
16	<p>Only a physical barrier will stop people doing a right turn out of the petrol station as line markings are being ignored</p>
17	<p>Seen multiple accidents and near misses, the people hold up traffic past feeder streets onto Berrigan dr, ie Briggs st &amp; Semple crt. Takes ages to get out of our area onto Berrigan. Takes multiple light changes before getting through thanks to the gap and backlog of traffic</p>
18	<p>The barriers put in last year should be permanent. A roundabout should be placed further along Berrigan towards the freeway so it is easier for traffic to exit left via nth lake and doing a loop past the oval etc.</p>
19	<p>I think this is the best option</p>
20	<p>The keep clear signs have definitely helped, but I still consistently see people who are not using it properly.</p>
21	<p>The KEEP CLEAR signage definitely works quite well, as it allows access and free flowing of traffic. Timing of traffic lights needs to be re-visited to coincide with traffic numbers. Since Roe 8 was quashed, there's A LOT more traffic on Berrigan Dve, especially large trucks....</p>
22	<p>There should be an island on Berrigan so no traffic can enter or leave the station to the northern side.</p>
23	<p>People still turn right out of petrol station. Needs to be signposted at station as well.</p>
24	<p>The markings overall are good and I believe have been effective in improving traffic movement and safety at this intersection; there still appears to be risk of collision when cars are turning right into the service station off North Lake Rd while at the same time cars are using the slip road to turn left (either onto North Lake Rd or to also enter the service station) - my observation is this mostly happens when traffic is built up at the lights and cars have had to wait in the left lane for the slip road - then they often speed up (often without indicating) with impatience, and the cars turning right are simultaneously using the 'keep clear' section with confidence (either to avoid holding up traffic behind them or to get through before the lights go green, or possibly thinking the markings guarantee the way is clear across all three lanes) - even although they don't have a good view of the slip road when traffic is built up at the lights. I personally would never take the right turn into the service station with built up traffic for this reason (it's</p>

	fine when visibility is clear). Motorists do mostly respect the markings though and I do think the markings have improved traffic flow.
25	It's much better but cars still turning right out of the caltex despite the left turn only arrow , this is causing a hazard
26	Berrigan drive(and osprey) has become terribly busy with rat-run traffic and heavy vehicles alike since the development of Yangebup (west) Beelier(west), Coogee and bibra lake. Traffic would be reduced substantially if a dedicated east-west link through the lakes corridor was built. Perhaps extending Roe highway to Stock road would be a start.
27	The actions appear to have been a solution
28	As long as motorists acknowledge and follow the keep clear sign I believe it is effective
29	I don't like the keep clear treatment and would prefer stopping vehicles turning right into the service station and right turn into the medical practices. Woolworths Group, which oversees the service station, and the medical practices protested strongly about the impact on their businesses. Since the keep clear treatment was installed, I rarely drive that way and have been travelling via Armadale Road instead of Berrigan. I don't stop at the medical practices or service station. I would only stop at them if the entries were left in and left out.
30	As it currently is, is easy to use, haven't seen any accidents there for many months.
31	When the petrol station has cheap petrol the backlog of traffic that flows in to the left turning lane to North lake causes cars to swerve around the queue and means people don't leave the space clear when turning from berrigan in to the petrol station. Having the keep clear cause more traffic tailbacks as the lights often dont let many people through
32	The keep clear markings create greater confusion once the lights change green as it is not clear who has right of way. Also, when that intersection or the service station is busy (and that service station is generally busy) the traffic builds up from the people turning into the petrol station to the point where people waiting to turn onto Berrigan Dr to get into the service station are holding up those people turning onto Berrigan but not accessing the service station.
33	I haven't had any issues on Berrigan Drive since the markings were put in. The only issues I have are the crazy drivers inside the Caltex but that's not really related to this issue.

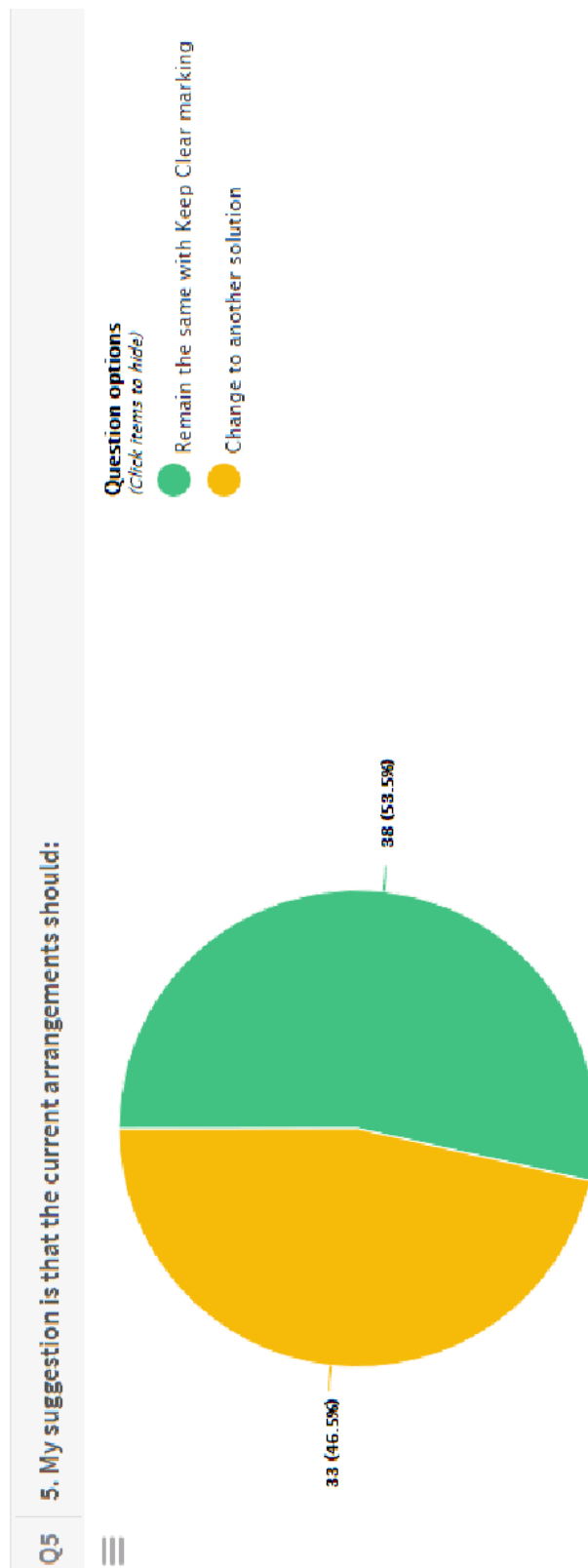
34	Turning right from North Lake onto Berrigan traffic backs up in the morning. Please review timings of the lights to allow more vehicles to turn right. Better access to the service station to reduce build up of traffic on a Monday evening
35	People are stopping in the keep clear zone. Intersection needs something but I don't what
36	My concern is when turning left onto north lake road and the traffic is banked back past the keep clear signage I crawl along in case someone is turning right into the petrol station and not looking out for people like myself who are still driving forward.
37	Cars in the slip lanes still speed along the lip lane.
38	this is the most popular service station in the surrounding area, ease of access and ease of egress are very important
39	Only left hand turns should be permitted to access the service station
40	The left turning lane may still be flowing and you get cars turning into the servo because the other two right turning lanes have stopped to keep clear I have had several near misses in the left turning lane as it is still flowing
41	The extension of the turning slip lane allows traffic to continue to flow & turn the corner, however it is dangerous for vehicles crossing into the service station, as the two lanes of traffic have stopped, but that lane continues to move & often you can't see a vehicle coming in that lane until you've started turning into the service station. The Keep Clear signage has definitely helped improve the safety allowing vehicles to turn easily into the service station.
42	Probably the best that can be done at this stage
43	It means that people can drive into the petrol station more easily without blocking traffic on the other side of the road which is great. However the petrol station often has very low fuel prices, especially on a Monday and traffic is crazy when this happens.
44	The temporary median strip installed on December 2016 should remain permanent. Even with the Keep Clear marking, when Berrigan Drive's traffic is backed up slightly the traffic turning left into North Lake Road from Berrigan Drive (cars on road adjacent to medical centre) would not be able to see the cars turning into the service station. There is a blind spot created by the cars backed up on Berrigan Drive.
45	The keep clear markings are working - they allow motorists access to and from the service station when the lights are red. However the fact that the left lane



	turn onto North Lake Road from Berrigan also contains the entrance to the service stations has meant many motorists exiting the service station assume that because the approaching drive has a left hand flicker on that they are going into the service station. This is not always the case - many are just turning left at North Lake Road.
46	no one adheres to the keep clear or no right turn coming out of petrol station.
47	The build up due to the cheap fuel days is a big traffic hazard that goes on for all day/ night as apposed to a few hours.
48	People should not be able to turn into that service station from Berrigan Drive when heading East, i.e. coming from the North off North Lake Road into Berrigan then trying to turn right. It causes unacceptable bottlenecks for people who just wish to access the Freeway , for us in Bibra Lake with still no future easy access to the Freeway using the proposed MAC Roe 8 junction as recently announced, we have to use Berrigan Drive to commence a 3 hour drive to our country workplace, the last thing we need at the start of a long journey is to be caught in a fuel frenzy bottleneck. But of course that means they would turn left into it from the South side of the intersection - also problematic for congestion at the lights. We believe that large servos should not be allowed to occupy such sites on major intersections unless the existing traffic infrastructure is already in place. Why should ratepayers & taxpayers fund Woolworths corporate profits when in appropriate sites are used. Better still sort out the fuel price rigging to stop the bargain days :(
49	Cars do keep clear from the markings- however when the lights turn green they move other users on the roads don't take notice and cut in from of oncoming traffic believing the should keep it clear at all times. those people trying to come from Briggs street onto Berrigan have a difficult time unless a car lets them in. not all accidents are reported as they are minor however it needs to be reviewed as the main problem is the service station and traffic congestion in that area.
50	This current solution allows people to enter to the medical centre from the freeway. It is the people who are still turning right from the service station on to Berrigan Drive which are the problem. It is impossible to have a 100% success rate with zero traffic accidents but this is a good compromise. They should put a council worker to take down the licence plate numbers of the people turning right and issue infringements under Local Government laws. This will be a deterrent. Any proposals to change the current configuration, will result in a loss of profit for the medical centre clients.
51	No one obeys the L turn arrow The traffic arrangements are fine except on cheap fuel Mondays
52	There are too many people using the right hand turns to get into the service station, majority of which are coming from north lake road which make a left hand turn to get onto berrigan, which backs up into the intersection during peak, which causes chaos for those making a right hand turn from north lake onto berrigan. These people can easily use the left hand entry that is just passed the



	intersection.
53	Some drivers still park across the Zone
54	it works but maybe something to tell drivers turning from North Lake into Berrigan Drive that they should watch for traffic stopping to turn into the service station
55	As a member of a community group i have a reasonable idea of the history of this intersection both accidents and from council /main roads point of view. Unfortunately no matter how it's done it's not going to be perfect or prevent accidents. As it stands at present is ok two problems i see are the extended left turn onto north lake rd thats just waiting for accidents to happen & the keep clear us making people drive up berrigan dr to around Briggs st and do u turns have seen a few people do this very dangerous also.
56	While the 2 main traffic lanes do slow and stop vehicles at the new Keep Clear markings, the addition of the extended turning lane means any vehicles using this turning lane continue travelling at speed through the Keep Clear section. Inattention here could result in a worse accident than previously. In addition, with the exit from the service station now moved back, vehicles leaving the service station often come to far forward in order to be able to see down Berrigan Drive while vehicles sometimes travel down the new turning lane at speed.
57	Block it off . That is safer
58	Seems to be working



## 6. My suggestion for another solution would be:

Comments	
1	No idea unless you move the road only gets crazy as above when they have cheap petrol
2	Entry only into petrol station from Berrigan Drive heading west (left turn into petrol station, no right turn from Berrigan). The exit for the petrol station should be one way only onto North Lake Road (left turn onto North Lake Road)
3	As per previous solution to stop people turning right into the petrol station
4	Not allow a right turn into the service station from Berrigan drive or install a turning lane
5	It is the only petrol station in the area which does this cheaper fuel prices and it creates chaos. Tell them they can only have the cheap option on a Sunday when less traffic on the road!
6	Main problem only happens when fuel is cheapest in Perth and everyone is trying to get into the servo
7	Bring in Roe 8 to reduce truck demand at Intersection. Better planning processes by Council when approving Business & how they will be accessed & how often.
8	Block turning right into service station off Berrigan drive. It was trialled and I think it was a good solution.
9	Build Roe 8 and listen to the majority of residents in Cockburn not the minority
10	People are still turning right into Berrigan Drive from the service station despite a sign on the road. A possible solution would be to put in some type of curbing to ensure people turned left and not right.
11	Make it more visually clear that drivers can only turn left at the exit of the gas station.
12	Close off the turn in from Berrigan where traffic have to cross the lanes. Precedent has been set at almost all the Service stations on Beeliar Drive, including BP, the coles one at end of Beeliar drive near Beeliar Village (and the new one being built)
13	Concrete median strip
14	Close off the turn into service station, as prior with temp bollards done in 2017 but permanent . As per main roads recommendations
15	Cheap fuel should only be sold between 7pm - 5am
16	Could the slip road to turn into the petrol station and left onto North Lake rd be lengthened?
17	There needs to be monitoring of this intersection to ensure proper use of the signs

18	The North Lake Road entrance to WW Service Station is a big problem. On cheap fuel days, it is so busy, that vehicles enter from NL Road and spill onto NL Road, closing down 1 lane. WW need to close that entrance and have entrance only from Berrigan Dve.
19	Stop cars turning right out of the caltex to make it safer for cars entering the caltex from either direction
20	Reduce the amount of east-west traffic, in particularly heavy haulage, by rerouting them to more suitable infrastructure (build a highway!)
21	Left in and left out only. No right hand turns allowed into the service station, medial practice or houses near the traffic lights at North Lake Road.
22	Put the bollards back
23	The medium strip preventing the right turn into the service station is the best. Perhaps advertise the proposed change for a while before doing it and signpost that the access has changed to alleviate the landowners concerns.
24	Modify the traffic lights to allow drivers heading NW along Northlake Rd to do a u-turn at the lights so that they can enter the Caltex from the Northlake Rd entrance instead. A similar solution could work for the medical area with drivers on Berrigan.
25	More signage and bright writing on the road! or even rumble strips
26	Keeping the keep clear markings but having a separate left turn into the petrol station
27	Additonal entry to petrol station from north lake road in both directions.
28	The temporary median strip installed on December 2016 should remain permanent.
29	Put no standing signs at the intersection and fine people who hold up traffic to wait to get into the servo, Put left arrow lights in stead of give way signs
30	Only left hand turns should be permitted into the service station
31	Make the intersection wider or put in place a roundabout.
32	Keep the keep clear markings but have two lanes for turning left. The left one into the service station and the right one for traffic turning left onto North Lake Road.
33	Exit only on to north lake road and entry only through berrigan
34	Maybe get rid of the slip lane outside the petrol station.
35	Due to the small space, I don't see much of a solution. The Keep Clear markings are good and helpful but it's a tight intersection and a busy one at that.

36	Tell the company to relocate their fuel station!
37	There is no ideal solution i don't think. To prevent accidents hard barrier between servi n medical centre but i know this creats other problems 1 i already mentioned
38	More signage on road and for vehicles turning right into the sevo a sign that tells drivers to GIVE WAY to ONCOMMING TRAFFIC.
39	Don't have a sudden drop in fuel price. The road markings are fine.
40	Allowing only left-hand turns into the service station
41	Good-luck on who ever is going to try and make everyone happy and safe. North Lake and Berrigan traffic has become unbelievably congested in recent years and it is important to be fixed before more development in the area progresses.
42	The addition of a stop sign/stop line at the service station exit would be a lot safer... Another issue which I'm not sure council has a say on is the traffic chaos at this intersection every Monday due to "low" fuel prices.
43	Well, linking Farrington with the Roe 8 eastbound would help a lot as many people onc myself wouldnt need to come to Berrigan at all.
44	Block it off . Make it one way in one way our for servo. In on berrigan out on north lake

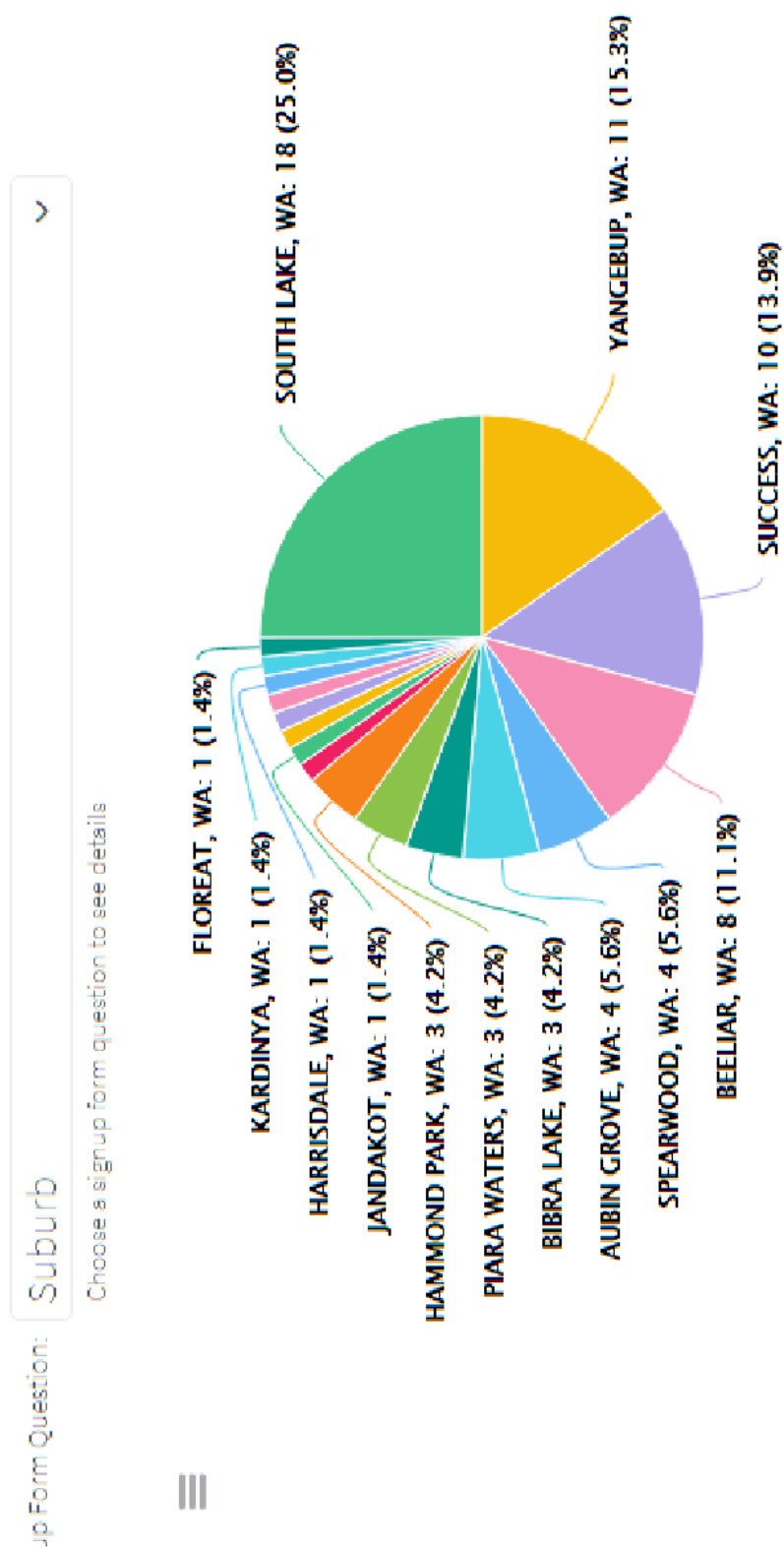
**7. Please describe any traffic accidents you have seen on Berrigan Drive at this location since February 2017.**

	Comments
1	Mainly people going up the bum of cars on northlake road while they are trying to get into petrol station the petrol station needs to go or the road moved
2	Car turning right from Berrigan into the petrol station, across the keep clear section was hit by another car exiting the petrol Station that was turning right onto Berrigan (even though the marking indicate this is a no right turn exit. I have seen this happen on at least 3 occassions
3	I have been hit in my car from another car turning right into the station. I have also seen a few there and a lot of near misses
4	The problem is not the Keep Clear marking on Berrigan Drive. It is when the petrol station drop the prices and the queue banks up along Berrigan and North Lake. I think your real priority should be dual lanes down Jandakot Road which is very dangerous. I have had cars nearly come head on driving at night. It's a



	death trap and I am afraid that it may take my life one night on the way home from work!
5	Seen two. The slip lane problem turn into servo and North Lake rd
6	Need Roe 8 too many trucks going through there.
7	I haven't seen any accidents since February but I have seen a few close calls with vehicles exiting the gas station turning right. It is also common for vehicles leaving the station to sit in the keep clear area blocking off traffic going through the lights as they wait to turn onto Berrigan heading towards the freeway.
8	Side swipes between cars waiting to enter petrol station from nth lake road and cars travelling along north lake road. Plenty of near misses!
9	Approx 4 /5 accidents involving cars, no tows needed, traffic crossing into service station failed to give way to traffic coming down to the lights and those who are turning left onto Northlake rd. Multiple near misses and lots of verbal/road rage altercations due to the near misses.
10	I don't count but seen lots of minor fender benders, and road rage people screaming at intersection when getting cut off and lights are green.
11	I have not witnessed any happen, but I have driven past two minor crashes between people waiting to use the petrol station and people wanting to drive past
12	Assisted a lady injured in an accident , she was hit by a car coming up the slip road
13	I've seen cars t-boned at semple, rear-ended between semple and the freeway north on-ramp (due to queuing), t-boned at the service station (entering and exiting the service station).
14	I have not witnessed any accidents but I have seen cars drive through the keep clear area without slowing down enough, and others stopping and turning right there and holding up traffic at the lights, narrowly missing collision as cars behind were still travelling around the corner and did not expect to have to stop so close to the traffic lights. I decided to avoid the intersection and drive a different way.
15	Near misses when cars pull out from left lane when queing behind petrol station traffic. Cars nearly being hit when turning in from berrigan drive to petrol station when traffic is stationary in two right turning lanes but a car heads down the left turning lane
16	I have had people cut me off turning right into the service station as I try to proceed into the intersection when the light has turned green. I have had cars stop suddenly in front of me to turn right at the service station.
17	One on North Lake Road heading east just past Berrigan Drive with 2 cars trying to turn left into the service station. Third car hit them and then traffic banked up on North Lake Road including the traffic lights intersection.
18	I have seen plenty of near misses. Because of people who aren't looking for

	others turning left onto north Lake Road they see cars stopped and just drive in. Cars becoming aggressive and traffic banked up down berrigan because the petrol station has cheap petrol. As well as cars turning left into the petrol station from north lake road and completely blocking the left lane to the turning corner. As well as traffic heading south towards gateways and cars in the left racing to get into the right to avoid the traffic entering the petrol station. And when turning right into berrigan from north lake you have cars blocking the right lane to get into petrol station and again cars who are turning left into berrigan and then want to immediately turn right into the petrol station then block the left lane so nobody can move forward. Cheap petrol days are a nightmare and the only time I've seen near misses.
19	I've not witnessed any accidents, but several close calls of vehicles turning into the service station almost being hit by vehicles using the slip turning lane
20	Numerous accidents where the cars turning into service station from Berrigan Drive (cars on road adjacent to medical centre) collides with the car turning left onto North Lake Road from Berrigan Drive.
21	Several times I have had to slam on the breaks as I am in the left turning lane and oncoming traffic has turned in front of me as the other lanes are stopped
22	Have seen a couple of accidents where the above has happened. Also many near misses. I go very slow in the area now after one near miss myself. However motorists leaving the service station are not always used to the fact that not all left hand signals mean the driver is going into the service station.
23	People running up the back of each other due to motorists stopping on Berrigan drive to go into the fuel station that is far too packed.
24	Haven't personally seen any have seen a few near misses. It's just a bad intersection like 100's of other around town.
25	Haven't actually seen any but any that do occur are very minor due to increased traffic on cheap fuel days.
26	I have not seen any only heard about them from either people who have been in them or spoken about there nearer misses and I have seen about 2 nearer misses with trucks.
27	Have seen two and it was before the keep clear and was rear end accidents.
28	Lots, over the time. Some minor, other major



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## 17. COMMUNITY SERVICES DIVISION ISSUES

### 17.1 LIVE STREAMING OF COUNCIL MEETINGS

**Author(s)** S Seymour-Eyles

**Attachments** 1. McLeods Proposed Recording and live Streaming of LG council meetings [↓](#)

#### RECOMMENDATION

That Council:

- (1) not live stream its Council Meetings on the City`s website nor subsequently upload a recorded video to the website; and
- (2) review this position in the future should there be sufficient community interest forthcoming in support of this service

#### Background

Councillor Lee-Anne Smith tabled a “Matter for Investigation” at the September 2017 Ordinary Council meeting” *that a report be prepared and tabled at a future Ordinary Council Meeting into measures the City of Cockburn could undertake to make Council meetings more accessible to ratepayers and residents.”*

#### Submission

N/A

#### Report

The City currently offers the following to make council meetings accessible:

- An audio loop which will be upgraded in 2018-19
- ACROD Parking
- Access to a wheelchair if advance notice is given
- Provision of documents in alternative formats, on request.

A further consideration for making Council meetings more accessible would be to live stream council meetings through the website.



This would mean that residents could watch the Council meeting from home if they are unable to leave home because of personal circumstances, such as;

- may not have a babysitter,
- feel unsafe leaving home in the evening,
- have a disability that makes it difficult to attend,
- are otherwise unwell / injured
- only interested in one item and do not wish to sit through the whole council meeting

A further benefit is increased transparency of Council's processes. The Disability Reference Group (November 2017) supported live streaming of council meetings and requested consideration of real time captioning with adequate font size / contrast and no captions over moving images.

Following live streaming, the recording can be uploaded to the website for future viewing. It can be captioned and bookmarked then have a transcript attached, thus making it accessible, as well as easier to find individual items and retaining WCAG 2.0 compliance on the website.

It should be noted that all Council meetings are currently recorded (audio only) for minute taking purposes and can only be accessed in accordance with Policy SES2, 'Access to Tape Recordings of Council Meetings'. In the last five years no such requests have been received.

Having noted the positives of live streaming Council meetings, there are a number of downside risks to consider:

An opinion from McLeod Barristers and Solicitors does not support the recording of Council meetings other than for confirming the correctness of minutes. It is worth reading the attached document 'Local Government Update, Proposed recording and live streaming of local government council and committee meetings'. In the document Mr Denis McLeod says that, *"Not even well prepared professionals or legal experts could reasonably be expected to withstand that kind of scrutiny, without the potential for regular embarrassment, criticism and perhaps recrimination and Court action."*

McLeod's document highlights that there may be increased legal risk to Council Members if they make remarks or comments perceived to be libellous or slanderous. The paper notes that local government Council Members do not enjoy the same absolute privilege that is provided for State and Federal members of Parliament which protects them from any action in regard to deliberate or careless statements. It notes that

this lack of privilege is an adequate argument against streaming of debate online. It points out that members of Parliament may not speak in Parliament from month to month... "And when they do wish to speak on legislation, they generally have much time to prepare their speeches, have research assistants available."

Mr McLeod also states, *"the possible effect of introducing this level of scrutiny would be that the detailed thinking and reasoning of Council members would go underground."*

When Elected Members speak at Council meetings, they are often exploring their own ideas, as they are speaking. Live streaming is different to being there in person and being able to read the atmosphere and faces in the room. Live streaming does not give people the space or the safety of time to articulate what they want to and leaves them exposed to potential embarrassment, criticism and recrimination.

There is the potential for increased legal costs resulting from accusations of defamation.

If the recording were to be placed on the website afterwards there would be a requirement for Council to have recordings edited for privacy reasons if the need arose. When speaking, the public provide personal details at the meeting. The City would need to have the ability to find and redact personal information on request.

The City of Vincent decided not to video public question time because of this reason but is in the process of amending its Standing Orders Local Law so the public does not have to give their name and address when they ask a public question.

#### What are other Councils doing?

Councils who said there is currently no appetite – where it had been to Council and been rejected/or just generally no appetite are as follows: Fremantle, Stirling, Gosnells, Perth, Belmont, Mosman Park, Kwinana, Armadale.

Example viewings per meeting of Councils who are live streaming (collated February 2017).

- Vincent – 72 - 118 views per Council Meeting over a four month period
- Large Northern Suburbs (Perth) (Population 168,000) (audio only) – 2-10 listens
- Lane Cove, Sydney – (Population 36,000) 10 - 47 views
- Gold Coast – (Population 575,000) 30-40 views

- Bunbury – (Population 35,000) 14 views
- City of Greater Geraldton – (Population 35,000) range from 15 - 73 views (with the adoption of budget highest)

### **Cost**

There are various options for web streaming and below are estimated costs:

#### AV Inputs:

Four cameras - (coverage of all Elected Members and the Executive staff) - **\$24,000**  
(includes all other equipment required)

Extra AV Hardware – AV Switches, Storage - **\$5,000**

#### Content delivery:

Live and on demand with bookmarking – software and hosting, including remote technician support **\$15,000 per year**

#### Staff Support:

Officers already attending the meeting could easily be shown how to switch on live streaming and who to call to address a technical issue.

#### Live captioning, edited, bookmarked transcript:

The cost for live captioning, provision of an edited transcript, and a captioned video that can be uploaded to the website afterwards based on 15 meetings x 2 hours each per year would be **\$8,850** per year

#### Internet connection

Estimated **\$1,200** per annum

### **Conclusion**

While the benefits of live streaming council meetings are obvious, given the potential risks highlighted in McLeod's document and the fact that live streaming is relatively new, it is recommended that Council not opt for this facility to be provided at this time. However, the City intends to monitor the initiative and will follow up in future with some of the Councils that are live streaming to understand if there has been any associated risk (defamation or reputational) issues against them.

### **Strategic Plans/Policy Implications**

If live streaming were to be adopted, a new policy would need to be developed to cover;

- record keeping requirements,

- to determine which parts of the council meeting would be exempt from being filmed for privacy reasons (such as public question time),
- deputations; and
- matters discussed behind closed doors.

The policy would cover issues such as;

- copyright,
- announcements,
- advising of filming at meetings,
- who would and would not be filmed,
- who can determine whether or not filming is ceased and why.

#### Community, Lifestyle & Security

Provide residents with a range of high quality accessible programs and services.

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

#### **Budget/Financial Implications**

Cost for initial set up would be an estimated \$24,000 with an estimated \$25,050 per annum running costs to have the live streaming, live captioning, transcript and captioned video, based on 15 meetings per year @ two hours each.

#### **Legal Implications**

Refer to McLeod attachment.

#### **Community Consultation**

The City asked (online communication survey 2017) if there was interest in live video streaming. The responses indicated that 8% of the community would be likely to watch live streaming of council meetings. This would be subject to relevance of topic and access to adequate technology.

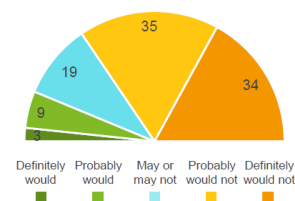
## Interest in live video streaming of council meetings

There is low interest in live video streaming of council meetings.

Only 8% of the community are likely to watch live streaming of council meetings (when modelling is applied\*).

People who mainly speak a language other than English may be a little more likely to watch council meetings this way.

Likelihood of watching live streamed council meetings  
% of respondents



Community Variances  
% of respondents (modelled)\*

All respondents	Male	Female	No children	0-5 years	6-12 years	13-17 years	18+ years	18-34	35-54	55+	Disability	Born overseas	LOTE	East Ward	Central Ward	West Ward	Out of Area
8	8	7	8	6	6	9	6	7	7	8	7	9	14	7	9	8	5

## Risk Management Implications

The paper published by McLeod Barrister and Solicitors (attached) highlights that there may be increased legal risk to Council Members if they make remarks or comments perceived to be libellous or slanderous. This has been assessed as a “High” level of “Brand / Reputation” risk and a “Substantial” level of “Financial Impact” risk.

## Advice to Proponent(s)/Submitters

N/A

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

Nil.





# Local Government Update

## Proposed recording and live streaming of local government council and committee meetings

By Denis McLeod, Partner, McLeods

### The issue: proposed recording of council meetings

In Western Australia there has been a long running debate on the question of whether Council meetings should be streamed live online, with the recordings being made available to electors by uploading to the local government's website as soon as practical, and maintained online as an archive.

After more than 40 years as a lawyer acting for and against local governments, I have formed the firm view that any recording of Council and committee meetings should be used for the purpose of confirming the correctness of the Minutes of meetings, but should not be otherwise published. The Minutes should then remain available as the public record of the meetings.

The article that follows provides an explanation of that view. As a starting point, my view is premised on acceptance of the proposition that local government is a worthwhile institution that should be preserved and encouraged, and not presented with obstacles calculated to discourage the participation of well intentioned men and women of good sense. Perhaps not all Council members are in that category, but my proposition is that the significant majority who are, should not be discouraged from participating.

### The Westminster System of Government

Discussion of the meeting recording and live streaming issue should start with recognition of the basic principles of the Westminster System of government, which apply to the WA State Government, and which focus principally on the three distinct branches of government, being:

- 1 **Parliament:** which makes laws to facilitate government. Under s.2(2) of the *Constitution Act 1889 (WA)* (**Constitution Act**), the Parliament in WA consists of the Monarchy, Legislative Assembly and Legislative Council.
- 2 **Executive:** which administers the government in accordance with the laws. (The Cabinet is the effective part of the Executive, which is subject to the strict conventions of Cabinet confidentiality and solidarity).
- 3 **The Courts and Tribunals:** which interpret the laws and apply them to resolve disputes. (S.54 of the Constitution Act ensures the independence of Supreme Court judges, which generalises to all the States' judicial persons and tribunals).

Not only are those three branches of government intended in principle to function separately, but they are in fact administered separately.

*There has been a long running debate on the question of whether Council meetings should be streamed live online, with the recordings being made available to electors*

### Local Government within the Westminster System

Although Local Government operates within the Westminster System, there are critical features and differences, including the following, that go some way to explain why Council meetings should not be streamed live online, etc, as some critics propose:

- 1 The Council of a local government may perform in any given meeting the role of all three branches of government:
  - (a) Legislative function of Council:

Council makes and amends the local government's laws including:

    - local laws; and
    - planning schemes.
  - (b) Executive functions of Council:

Council performs the same function for its district as State Cabinet performs for the State.
  - (c) Judicial functions of Council:

Council makes quasi-judicial decisions, such as determining applications for planning approval. In doing that a Council is expected to act like a Court or tribunal by complying as far as possible with principles of judicial fairness. A difference here is that unlike Courts and tribunals, a Council's deliberations are required to be in public, and determined by majority vote, which requirements impose special rigors on Council members who are:

    - part-time in their Council role;
    - essentially untrained in legal and judicial process and principles; and
    - subject to popular election and re-election (unlike judges and tribunal members).
- 2 Council acting as the Executive branch of local government makes decisions on policies and strategies of government and on contract and financial issues like the Cabinet in the State Government, but in stark contrast its deliberations are required to be in public, and Councils do not have the protection of Cabinet confidentiality and solidarity.
- 3 So far as Councils' quasi-judicial functions are concerned, Council members are expected to explain, discuss and debate their opinions as they evolve, in public meetings, and their decisions are made by majority vote in open ballot. This is in stark contrast to the privacy and confidentiality of judicial and tribunal members' deliberations towards reaching a decision.
- 4 Unlike all members of the judiciary in Australia, Council members are popularly elected, and must be prepared to defend their public decisions to their electors at the four-yearly Council elections. A decision properly made consistent with planning and legal principle may nevertheless be very unpopular with the electors. Council members who act properly, but contrary to the wishes of the electors, have a burden of explanation to electors going beyond the requirement of judges and Tribunal members to give reasons for their decisions, and they don't have to be concerned about electoral consequences of their decisions.



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- 5 Council members are subject to very strict laws on financial interest, and impartiality interest, which by comparison are only very loosely and weakly applied to members of Parliament. State political parties can receive very substantial and regular donations from lobby and pressure groups which would result in serious penalties in the case of local government Council members.
- 6 Council members do not enjoy the protection of absolute privilege from actions for defamation for what is said in their meetings, in stark contrast with the protection of absolute privilege enjoyed by members of Parliament for what is said in their sessions.

The above comments demonstrate that the fundamental features of the local government system necessarily expose it already to a high level of public scrutiny that makes it a very difficult process to participate in, and to function effectively.

### **Comparison of Council Executive functions with State Government Executive functions**

The Council in its role as the Executive must discuss matters critical to good government, in open Council, where similar issues dealt with by the State Government Executive would be discussed and decided strictly behind closed doors, and the proceedings would be protected by the conventions of Cabinet confidentiality and solidarity. For a Council to have those essentially confidential discussions streamed online, etc as the critics propose, would make the process all the more onerous and complex for the Council. Consider what the reaction of the Premier and Cabinet Ministers would be if the public insisted Cabinet meetings be open to the public, much less streamed online.

The professional politicians in State Government are not required to cope with that. Yet the current debate would expose the part-time, non-professional, essentially unpaid Council members, to that rigour. That doesn't seem reasonable or fair.

### **Comparison of Council quasi-judicial functions with Courts and tribunals**

The unreasonableness and unfairness is even clearer when it comes to Council's quasi-judicial functions, which apply whenever the Council is deciding on planning and building applications, and applications for a wide range of other licences, permits and approvals. Council members are expected then to perform their functions in a judicially correct way. Yet unlike all Courts and tribunals, Council members are required to discuss their thinking in public, which goes a long way beyond the normal requirement that judges give reasons for their decisions. Of course Councils must give reasons for their decisions, as judges must, but consider what the reaction of judges and tribunal members would be if the public insisted that judges and tribunals conduct in public their deliberations and the steps in their consideration of a case, much less produce a transcript of their confidential deliberations.

The highly trained lawyers and other professionals who serve as judges and tribunal members are not required to cope with that. Yet the current debate would expose the part-time, non-professional, essentially unpaid Council members to that rigour. That doesn't seem reasonable or fair.

### **Council's legislative function**

There may presently be some argument for a Council's legislative function to be held in public, and perhaps, unlike Parliament, streamed online, etc. The fact that Council members are not protected from defamation action by absolute privilege is probably a strong enough argument against that, and it is certainly an adequate argument against streaming of debate online, etc.



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Consider then the contrast with the position of members of Parliament. Many of them do not speak on any issue in Parliament from month to month. And when they do wish to speak on legislation, they generally have much time to prepare their speeches, and they generally have research assistants available, and can prepare speeches for weeks in advance. By comparison, Council members attend ordinary Council meetings once or twice each month, and also special meetings and committee meetings, and from time to time electors and public meetings. At any of those meetings many issues could arise calling for discussion and debate by the Council members. At an ordinary Council meeting, there may be dozens of matters before the Council which call for debate and a vote by Council members.

Is it reasonable to suggest then to the Council members that every word they utter in the process of deliberations will be recorded and streamed online, and recordings made available to any member of the public who might decide to put their every word under microscopic scrutiny. Not even well prepared professionals or legal experts could reasonably be expected to withstand that kind of scrutiny, without the potential for regular embarrassment, and criticism and perhaps recrimination and Court action.

### **Likely consequences of recording or live streaming of Council meetings**

A possible effect of introducing that kind of scrutiny would be that the detailed thinking and reasoning of Council members would go underground. Rather than giving the benefit of their deliberations to the members of the public who care to attend a meeting, they may make their decisions for their own private reasons, and not attempt to explain or discuss those reasons in the public forum. That would be dramatically bad for the system of open local government. Another consequence would be to force Councils to do all their effective work, and to carry on their real debate, in non-formal Council briefing sessions or the like, which are not required to be open to the public. That could also be quite adverse for the system of open local government. More significantly, exposure to that level of scrutiny and risk is likely to function as a significant disincentive to persons interested in election to the office of councillor, which would undermine community participation in local government.

### **Other considerations**

There are other considerations worthy of brief mention including:

- Members of the public, at Council meetings are able to speak in question time and on deputations or representations on issues arising at Council meetings. The Council has no control over their comments, but the recording and live streaming of the proceedings could result in the local government being liable in defamation for the republication of defamatory remarks, or being otherwise responsible for insulting or malicious comments.
- On listening to a recording of a Council meeting, it is often difficult to identify the person responsible for a particular comment. That is likely to lead to confusion and complications, with the local government being required to identify speakers in order to deal with complaints.
- To expect a local government to edit the recordings of meetings to guard against defamatory or otherwise hurtful comments, and to identify speakers, would place an unreasonable burden on the local government administration. There would be a further burden of work and expense in obtaining legal advice on possible defamation.
- A Council acts as a collegiate body. The views of individual Council members are for practical purposes irrelevant. The only view that counts is that expressed in a resolution of the Council. To record and stream live



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the comments of individual Council members during debate has the potential to deflect attention away from the most important statement on the topic, which is the resolution passed by the Council and any reasons it identifies for its decision.

- Even newspapers would not contemplate allowing its reporters to present their views on a topic in a direct recording of their thinking processes, without the opportunity for careful independent editing and the possibility of scrutiny by the newspaper's lawyers. That applies no matter how well the reporter may have researched the topic.
- The threat of Court action for defamation can be a very disturbing prospect for a Council member whose personal and family assets may be at risk. A wealthy/powerful or vexatious complainant may press even a bad action through lengthy and expensive litigation processes, and the fact that the action may ultimately fail is little consolation to a Council member whose life for months or years may be dominated by the presence and risks of the action.
- Any member of the public interested in an issue to be considered at a Council meeting can and generally will attend the meeting. Many of those who press for recording and live streaming of the proceedings online may be more interested in targeting Council members whose views they wish to criticise, than to inform themselves on the issues.
- Those concerned about the standard of debate at Council meetings are presumably intelligent and sensitive persons. They are the very people who should offer themselves for election to that important public service. That should improve the standard of debate far more effectively than recording and live streaming of meeting proceedings, and will be of more benefit to the public.

### Conclusion

Those are some of the reasons for my view that Council meetings should not be streamed live online, with recordings made available to electors by uploading to the local government's website as soon as practical and maintained online as an archive. For the reasons I have discussed above, in my opinion the minutes of Council meetings should remain as the basic public record of meetings, without the additional processes of exposure and scrutiny which are being proposed by the local government critics.

I know that some local governments do record their meetings and then make the recordings available to the public on their website. That is a decision any Council can legitimately make, but it is another matter for Councils to have that regime imposed on them.

For further information in regard to the above, contact Denis McLeod on 9424 6201 or [dmcleod@mcleods.com.au](mailto:dmcleod@mcleods.com.au). The information contained in this update should not be relied upon without obtaining further detailed legal advice in the circumstances of each case.



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## 17.2 AMENDMENT OF THE CITY OF COCKBURN FIRE CONTROL ORDER

**Author(s)** M Emery

**Attachments** 1. Proposed Fire Control Order 2018 [↓](#)

### RECOMMENDATION

That Council adopt the amended City of Cockburn Fire Control Order, as shown in the attachment to the Agenda, to be effective for the 2018/19 season.

### Background

Pursuant to *section 33* of the *Bush Fires Act 1954*, owners and occupiers of land situated within the City of Cockburn, are required to comply with conditions set out within a gazetted Fire Control Order, established by the City of Cockburn.

The purpose of the Fire Control Order is to ensure residents have adequate provisions to reduce their fire hazard while ensuring properties within a rural setting are accessible to emergency services during the outbreak of a bushfire.

At the City of Cockburn Bush Fire Advisory Reference Group (BFARG) meeting 8 May 2018, the Reference Group reviewed the current Fire Control Order and suggested changes. The Group proposed further consultation with the Banjup Residents Group prior to changes being presented for consideration. This consultation has since occurred and the amended Fire Control Order has now been finalised.

### Submission

N/A

### Report

Following the 8 May 2018 BFARG meeting, the Staff reviewed the existing Fire Control Order and made the necessary changes to ensure the proposed Fire Control Order is balanced with community amenity by reducing bushfire hazards without creating any unnecessary risk. The proposed changes are all considered minor in nature.

Key changes for the proposed Fire Control Order include;

- Changing the size of land for firebreak requirements from 2032m<sup>2</sup> to 4047m<sup>2</sup> (1acre); and
- Remove the 3-year timeframe for Fire Control Order Variations.

The amendment of property size would have a positive impact on residents by reducing onerous requirements for the installation and maintenance of firebreaks in areas where accessing property is not foreseen as a problem.

As shown in the image below, the property highlighted, is for the most part, developed and represents a minimal bushfire risk to adjoining properties. However, within the current Fire Control Order this property is non-complaint due to the land size exceeding 2032sqm and not having a 3 metre wide firebreak installed.



With the proposed amendments to the Fire Control Order, only properties greater than 4047m<sup>2</sup> will need to install a 3m wide by 4m (vertical clearance) high to mineral earth firebreak and comply with other conditions defined by the Fire Control Order, that are consistent with a rural setting.

In addition to land size, there has been community concern with the administrative provision of Fire Control Order variations. Currently, the Fire Control Order only allows for the three-year validity of a variation, requiring the resident to reapply every three years. This process of re-application after a three-year term is onerous and adding no significant value to the City's fire management objectives.

Within the proposed changes, properties that have an approved building structure shall be granted an automatic variation without the need to undertake a separate approval process.

During the development of the proposed Fire Control Order, the City's Officers also sought advice from the Department of Fire and Emergency Services (DFES) and Chief Bushfire Control Officer. To ensure the proposed amendments would not increase the bushfire risk to the community.

Consultation with both City Bushfire Brigades was undertaken as part of the Bushfire Advisory Reference Group proceedings, with the proposed Fire Control Order recommended for adoption.

### **Strategic Plans/Policy Implications**

#### Community, Lifestyle & Security

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

#### Economic, Social & Environmental Responsibility

Sustainably manage our environment by protecting, managing and enhancing our unique natural resources and minimising risks to human health.

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

*Section 33 of the Bushfire Act 1954*

### **Community Consultation**

During the review of the existing Fire Control Order, the City has approached the Banjup Residents Group for input. All salient changes proposed within the new Fire Control Order were agreed to by this Group. Additionally, both City of Cockburn Volunteer Brigades and DFES support the amendments presented.

### **Risk Management Implications**

Should the proposed Fire Control order not be adopted by Council the existing Fire Control Order will remain in effect, and will (by standard practice) be readvertised within the City's Rates Brochure in

conformance with the City's obligations under the Bush Fires Act 1954. This represents a "Substantial" level of "Brand / Reputation" and "Environmental Health" risk to the City.

**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 May 2018 Ordinary Council Meeting.

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

Nil

## City of Cockburn Fire Control Order

Effective from ~~10 May 9 July 2018~~<sup>85</sup>

### First and Final Notice

Pursuant to *Section 33* of the *Bush Fires Act 1954* owners or occupiers of land situated within the City of Cockburn are required by law to comply with the prescribed Fire Control Order here within.

#### Definitions:

Authorised Officer

[A person appointed by the City of Cockburn Chief Executive Officer as an authorised person/officer to exercise the powers and duties set out in the Local Government Act 1995, Bush Fires Act 1954 and Local Law\(s\). ~~An officer appointed as a City of Cockburn Fire Control Officer.~~](#)

Flammable Material

Any dead or dry grass, vegetation, substance, object, thing or material (except living flora including live and/ or habitat standing trees) that may or is likely to catch fire and burn or any other thing deemed by an Authorised Officer to be capable of combustion.

[Maintained Grass](#)

[Soil covered land, planted with grasses or other durable plants, maintained green and less than 50mm in height.](#)

Prohibited Burning Time

The time ~~period~~ of each year where it is unlawful to set fire to the bush at any time. This time is normally from 1 December of each year until and including 31 March of the following year. This time may be amended, subject to prevailing seasonal conditions.

Restricted Burning Time

The time ~~period~~ of each year where it is unlawful to set fire to the bush without a valid Permit to Set Fire To The Bush issued by an Authorised Officer. This period normally is from 1 April until and including 31 May and from 1 October until and including 30 November of any year. This time may be amended, subject to the prevailing seasonal conditions.

Unrestricted Burning Time

The time ~~period~~ of each year where it is lawful to set fire to the bush at any time, in areas zoned rural under the [City of Cockburn Town Planning Scheme Metropolitan Region Scheme](#). This time normally is from 1 June until and including 30 September. This time may be amended, subject to the prevailing seasonal conditions.

Firebreak Time

The time of each year where fire hazard reduction works must be maintained as specified in this Fire Control Order. This time is 1 November of each year until and including 15 April of the following year.

[Structure](#)

[A building, as defined in the Building Codes of Australia \(BCA\) may be made up of a number of classes if it has a mixed use.](#)



**1. All property (vacant or developed) – less than ~~40472032~~m<sup>2</sup>**

To reduce the fire hazard on your land and to comply with the requirements of this Fire Control Order you are required to;

- 1.1 Have all flammable materials such as ~~long~~ dry grass and weeds slashed, mown or trimmed down by other means to a maximum height of 50mm across the entire property for the duration of this Firebreak Time; and
- 1.2 Remove all dead vegetation.

**2. All property (vacant or developed) – ~~40472032~~m<sup>2</sup> or greater**

To reduce the fire hazard on your land and to comply with the requirements of this Fire Control Order you are required to;

- ~~1.32.1~~ Construct a Firebreak (as defined within section 3 of this order) immediately inside all external property boundaries, ~~this includes~~ those adjacent to roads, drains, rail reserves and any public open space reserves; and
- ~~1.42.2~~ Remove all dead vegetation surrounding and ~~over all habitable structures~~ to a radius of 3 metres except living trees, shrubs, maintained ~~grass green lawns~~ and gardens under cultivation.

**3. Firebreak Specifications**

A Firebreak is an area of land cleared of flammable material, installed to minimise the spread or extension of a ~~bush~~ fire and to provide suitable access for fire fighting vehicles. The standards of a compliant Firebreak are as follows;

- ~~1.53.1~~ A Firebreak must be constructed of bare earth, stone, or sealed surfaces and be clear of all flammable materials to create a 3 metre wide trafficable surface;
- ~~1.63.2~~ Maintained ~~grass lawn~~ may occupy a Firebreak, ~~providing it does not exceed 50mm in height during the Firebreak Time~~;
- ~~1.73.3~~ Overhanging branches must be pruned to provide a 4 metre vertical clearance above the full width of the ~~3 metre~~ Firebreak surface; and
- ~~1.83.4~~ A Firebreak must be a continuous trafficable ~~surface path~~ for a fire fighting vehicle, clear of any obstructions and must not terminate in a cul-de-sac (dead end).

**4. Additional Works**

Regardless of land size and location, the City of Cockburn or its Authorised Officer(s) may require you to undertake additional work(s) on your property to improve access and/or undertake further

works where in the opinion of that Authorised Officer(s), these works would be conducive to preventing the outbreak and/or the spread or extension of a ~~bush~~ fire.

#### **5. Fire Control Order Variations**

A variation will be considered where the owner and/or occupiers believe it is impractical to meet the compliance requirements of this Fire Control Order.

Approved structure's occupying a firebreak will not require a variation approval. However, a firebreak will be required to be installed as close as practical around the approved structure.

A firebreak variation application must be submitted in writing to the City of Cockburn for consideration before 1 October of each year. If approved, variations will be valid for three (3) years in perpetuity, unless a new variation has been approved or the property changes ownership during this time.

The City of Cockburn reserves the right to review, amend or revoke an existing variation in writing at any time. Should a request to vary the Fire Control Order requirements on your property not be approved in writing, this Fire Control Order must be complied with as applicable in its entirety.

#### **6. ~~Hazard Reduction~~ Burning**

During the declared Prohibited Burning Time owners and/or occupiers must not ~~cannot~~ undertake any bush or garden refuse burning activities.

During the declared Restricted Burning Time only, owners and/or occupiers may:

~~1.96.1~~ Apply for a permit to burn the bush for bush fire risk mitigation purposes, by following the conditions imposed on a permit to burn as issued by an Authorised Officer.

~~1.106.2~~ In areas zoned rural by the Metropolitan Region Scheme City's Town Planning Scheme, you may undertake burning of leaves, tree branches, and other dry vegetation in piles no larger than 1.0m<sup>3</sup> in size, without a permit to burn, subject to the following conditions:

~~1.10.16.2.1~~ No Flammable Material (other than that being burned) is to be within 5 m of the fire at any time while the fire is burning;

~~1.10.26.2.2~~ the fire is lit between 6 p.m. and 11pm and is completely extinguished before midnight on the same day;

~~1.10.36.2.3~~ at least one person is present at the site of the fire at all times until it is completely extinguished; and

~~1.10.46.2.4~~ When the fire is no longer required, the person ensures that the fire is completely extinguished by the application of water or earth.

During the Unrestricted Burning Time, owners and/or occupiers in areas zoned rural under the City's Town Scheme Metropolitan Region Scheme may burn garden refuse and set fire to bush on their land without a permit 'To Set Fire To The Bush'. Burning of the bush must be in accordance with all relevant State legislative requirements.

Burning of garden refuse in areas not zoned rural shall not be undertaken within the City of Cockburn, ~~u~~ unless approved by an Authorised Officer.

Burning of household waste is prohibited in all areas of the City of Cockburn.

**2.7. Penalties**

Failing to comply with this Fire Control Order will result in a penalty of up to \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by a City's Authorised Officer.

Any owner and/or occupier who engages a contractor to undertake works on their behalf is responsible to ensure that the works completed meet the requirements of this Fire Control Order.

Any Fire Control Order previously published by the City of Cockburn in the Government Gazette or in any Western Australian newsprint is hereby revoked.

By Order of Council

## 18. EXECUTIVE DIVISION ISSUES

### 18.1 MINUTES OF THE CHIEF EXECUTIVE OFFICER PERFORMANCE & SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE MEETING - 28 MARCH 2018 (027/002) (S CAIN)

**Author(s)** J Klobas

**Attachments** 1. Minutes of the Chief Executive Officer Performance & Senior Staff Key Projects Appraisal Committee Meeting - 28 March 2018  
(CONFIDENTIAL)

#### RECOMMENDATION

That Council receive the Minutes of the Chief Executive Officer Performance & Senior Staff Key Projects Appraisal Committee Meeting held on Wednesday 28 March 2018, and adopt the recommendations therein.

#### Background

The Chief Executive Officer Performance & Senior Staff Key Projects Appraisal Committee met on 28 March 2018. The Minutes of that meeting are required to be presented to Council and its recommendations considered by Council.

#### Submission

The Minutes of the Committee meeting are provided as an attachment to the Agenda. Items dealt with at the Committee meeting form the basis of the Minutes.

#### 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.

#### Strategic Plans/Policy Implications

#### Leading & Listening

Deliver sustainable governance through transparent and robust policy and processes.

**Budget/Financial Implications**

Committee Minutes refer.

**Legal Implications**

Committee Minutes refer.

**Community Consultation**

N/A

**Risk Management Implications**

Committee Minutes detail the risks attached with the individual initiatives in the Directors KPIs.

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

The CEO and Senior Staff have been advised that this item will be considered at the May 2018 Ordinary Council Meeting.

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

Committee Minutes refer.



**19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**

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

**22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

Nil

**23. CONFIDENTIAL BUSINESS**

Nil

**24. RESOLUTION OF COMPLIANCE**

**RECOMMENDATION**

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

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

**25. CLOSURE OF MEETING**