The Council of the City of Cockburn

Ordinary Council Meeting
Agenda Paper

Tuesday, 11 June 2024

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

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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 Tuesday 11 June 2024.

The meeting is to be conducted at 7.00pm 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.

Daniel Simms
Chief Executive Officer

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Agenda

7.00pm, Tuesday, 11 June 2024

1. Declaration of Meeting

“Kaya, Wanju Wadjuk Budjar” means “Hello, Welcome to Wadjuk Land”.

The Presiding Member will acknowledge the Whadjup Peoples of the Nyungar Nation, who are the traditional custodians of the land on which the meeting is being held, and pay respect to their Elders both past and present and extend that respect to First Nations Peoples present.

2. Appointment of Presiding Member (when required)

3. Disclaimer

Members of the public, who attend Council Meetings, should not act immediately on anything they hear at the Meetings, without first seeking clarification of Council's position.

Persons are advised to wait for written advice from the Council prior to taking action on any matter that they may have before Council.

4. Acknowledgement of Receipt of Written Declarations of Financial Interests and Conflict of Interest (by Presiding Member)

5. Apologies and Leaves of Absence

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6. Response to Previous Public Questions Taken on Notice

Jane Di Sabato, Coolbellup
A question asked at the 11 May 2024 Ordinary Council Meeting by Ms Di Sabato was taken on notice. The following response was provided on 6 June 2024:

Subject: Audio Visual Facilities for Deputations

Q1. In the near future, are there any plans for the provision for audio visual facilities that would enable members of the public to share brief audio visual presentations when they are making a Deputation at a Council meeting?

A1. Thank you for your question. This is not something currently available for deputations, however the City is investigating whether this can be offered as an option in the future.

7. Written Requests for Leave of Absence

Nil

8. Public Question Time

9. Confirmation of Minutes

9.1 Minutes of the Ordinary Council Meeting - 14/5/2024

Recommendation

That Council confirms the Minutes of the Ordinary Council Meeting held on Tuesday, 14 May 2024 as a true and accurate record.

10. Deputations

11. Business Left Over from Previous Meeting (if adjourned)

Nil

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12. Declaration by Members who have Not Given Due Consideration to Matters Contained in the Business Paper Presented before the Meeting

13. Decisions Made at Electors Meeting

Nil

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14 Reports - CEO (and Delegates)

14.1 Planning and Sustainability

14.1.1 Initiation and Final Adoption of (Basic) Amendment No.175 to Town Planning Scheme No.3 - Partial Rationalisation of Development Area 31 (Packham North)

Executive	Director Planning and Sustainability
Author	Strategic Planning Officer
Attachments	⇩1. Draft Scheme Amendment No.175 Report
Location	Spearwood and Coogee
Owner	Various
Applicant	City of Cockburn
Application Reference	109/175

RECOMMENDATION
That Council:

(1) AMENDS the City of Cockburn Town Planning Scheme No. 3, pursuant to Section 75 of the *Planning and Development Act 2005*, by:

1. Rezoning various lots within 'Development Area 31' from 'Development' to 'Residential (R20)', 'Residential (R25)', 'Residential (R30)', 'Residential (R35)' 'Residential (R40)', 'Residential (R60)' and 'Local Centre', as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 31' from the 'Development' zone to a local reserve for 'Parks and Recreation' or 'Local Road', as depicted on the Scheme Amendment Map.
3. Reducing the extent of the 'Development Area 31' (DA31) special control area boundary, as depicted on the Scheme Amendment Map.

(2) DETERMINES that the Amendment is 'basic' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it satisfies the following criteria of Part 5, Division 1, Regulation 34:

- *It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan for the same land; and*
- *Is an amendment that corrects minor anomalies/administrative errors.*

and PROVIDE the Amendment to the Western Australian Planning Commission, pursuant to Part 5, Division 4, Regulation 58 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for its consideration;

(3) REFERS the Amendment to the Environmental Protection Authority (EPA) pursuant to Section 81 of the *Planning and Development Act 2005*, by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with Section 48A of

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the *Environmental Protection Act 1986* in relation to the proposed scheme amendment;

(4) Upon compliance with Sections 81 and 82 of the *Planning and Development Act 2005*, DELEGATES authorisation and submission of the amendment documentation to the West Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning; and

(5) NOTES pursuant to Part 5, Division 1, Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015,* the intention to revoke the following Structure Plan *(*via clause 29A of Schedule 2 / *Deemed Provisions*) upon the approval of Amendment No.175:

Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
31A	Lots 29-32 Ocean Road Lots 23-28, 500 & 501 Hamilton Road Lots 1,2,5,6,8,26,308,310,311 & 482 Mell Road, Spearwood/Coogee	14/3/2016	SPN/0287M
31B	Lots 1-4, 4-8, 132, 300 & 301 Hamilton Road & Lot 9 Entrance Road, Spearwood	22/5/2018	SP17/15
31G	Lots 21 & 22 Cross Road, Spearwood (Packham North)	21/4/2015	SPN/0722
31K	Lot 33 Ocean Road, Coogee	19/12/2018	SPN/2183

Background

Structure plans are important planning instruments, regularly used to coordinate the subdivision and development of land, particularly in new, greenfield locations.

Reflective of its rapid urbanisation over the past 20+ years, the City currently has over 150 local structure plans (LSP) operating within its scheme area, many of which are substantially subdivided and/or have been built out.

When the *Planning and Development (Local Planning Scheme) Regulations* were released in 2015, a key change involved the introduction of a 10-year time limit to the validity of structure plans.

Structure plans approved prior to this date were automatically given a 10-year timeframe for approval, from when the Regulations came into effect.

Under the State Planning Framework, once a structure plan has served its purpose (typically once all the lots have been subdivided and physically created), the zones and reserves are to be transferred into the Scheme and the Structure Plan revoked.

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This process, commonly referred to as structure plan 'rationalisation', ensures the City retains appropriate planning mechanisms to guide and control future use and/or redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply) into the future, consistent with community expectations.

This proposal is part of a series of Scheme Amendments required to rationalise large portions of the City's urban areas ahead of several existing structure plans expiring on the 10-year anniversary of the Regulations coming into effect (19 October 2025).

Submission

N/A

Report

The following Structure Plans have been fully implemented:

#	Structure Plan Name / Address
31A	Lots 29-32 Ocean Road Lots 23-28, 500 & 501 Hamilton Road Lots 1, 2, 5, 6, 8, 26, 308, 310, 311, 482 Mell Road, Spearwood/Coogee
31B	Lots 1-4, 4-8, 132, 300 & 301 Hamilton Road and Lot 9 Entrance Road, Spearwood
31G	Lots 21 & 22 Cross Road, Spearwood (Packham North)
31K	Lot 33 Ocean Road, Coogee

The purpose of this amendment is simply to:

- transfer the zones and reserves shown on the approved local structure plans for these areas into Town Planning Scheme No.3 (TPS3);
- revoke the above structure plans; and
- adjust the boundary of Development Area 31 (DA31) special control area to match the above outcome (i.e. to only include those portions that still require a structure plan to guide further subdivision and development).

Development Area 31

DA31 is the result of Scheme Amendment No.70 (SA70) to TPS3, which was gazetted on 5 November 2010.

Adopted by Council in 2011, the Packham North District Structure Plan provides an overarching land use framework for the DA31 area, including the major road network, neighbourhood structure, commercial, and significant public open space areas. It is used to coordinate the preparation and inform the consideration of Local Structure Plans (LSP's).

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The special provisions for DA31 included in Table 9 of TPS3 are relatively basic, simply reinforcing the need for structure plans to first be prepared to guide future subdivision and development, for residential and compatible land uses.

Of note, they also require any subsequent subdivision or development application to achieve at least 85% of the potential number of dwellings achievable under the R-Code designated for the application area in an endorsed LSP.

As there remain portions of DA31 yet to be structure planned, or that involve structure plans in various stages of physical completion, deletion of DA31 and its special provisions are not proposed at this time, rather just a reduction to the extent of the special control area boundary to reflect the outcomes of this proposal.

Local Structure Plans

There are currently 12 operative structure plans across the DA31 area that collectively identify a local road, public open space and drainage network servicing a range of low-to-medium density (R20-60) residential housing and commercial facilities.

Of those structure plans, four have all been fully subdivided and/or developed and are now ready to be rationalised into TPS3.

Of those being rationalised, all the proposed zones and reserves shown on the structure plan maps directly correlate to zones and reserves that exist in TPS3.

All the public roads have been constructed, and all other public reserves embellished to the required standard and transferred into either public or utility operator ownership, in accordance with the applicable subdivision approvals.

Further detail on DA31 and the various structure plans are included in the Draft Scheme Amendment No.175 Report (refer Attachment 1).

Type of Amendment

This amendment is considered a 'Basic' Amendment under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* on the basis it is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan for the same land and/or zoning land consistent with their established use and existing tenure.

Strategic Plans/Policy Implications

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
- A City that is 'easy to do business with'.

Listening & Leading
A community focused, sustainable, accountable and progressive organisation.
- Best practice Governance, partnerships and value for money.

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Budget/Financial Implications

Not applicable – the Scheme Amendment documentation has been prepared, and the proposal will be progressed by the administration under its FY24 budget allocation.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*

Community Consultation

Part 5 (Division1, Regulation 34) of the *Planning and Development (Local Planning Schemes) Regulations 2015* identifies three scheme amendment types: basic, standard and complex.

The changes proposed by Scheme Amendment No.175 meet the definition of a 'basic' Scheme Amendment. Such proposals do not typically require public advertisement.

Advertising will only occur if the Western Australian Planning Commission disagrees with the City's determination of the 'type' of Scheme Amendment (i.e. that it is should be processed as a 'standard' or 'complex' scheme amendment, pursuant to r.59 of the *Regulations*), or the Minister for Planning subsequently directs the City to do so (on the basis the Amendment is considered significant, pursuant to r.61 of the *Regulations*).

Amendments to the Regulations that took effect on 1 March 2024 clarified that as there is no need for Basic Amendments to be advertised, there is no need to seek the Minister's Approval to do so pursuant to s.83A of the Act.

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal. It is considered that the officer recommendation is appropriate.

If the Scheme Amendment does not proceed (or is ultimately refused by the Minister for Planning):

- an opportunity will be missed to simplify the planning framework and remove additional layers of planning (structure plans) that have served their purpose; and

- the City will need to consider alternatives to ensure an appropriate local planning framework is in place to guide future land use and/or redevelopment proposals in the affected areas ahead of many of the structure plans expiring on 19 October 2025.

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Advice to Proponent(s)/Submitters

N/A

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

Nil

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Town Planning Scheme No.3

Amendment No.175
(Basic)

Rationalisation of various Structure Plans within

Development Area 31 (Coogee & Spearwood)

JUNE 2024

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Planning and Development Act 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME

City of Cockburn
Town Planning Scheme No.3
Amendment No.175

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

1. Rezoning various lots within 'Development Area 31' from 'Development' to 'Residential (R20)', 'Residential (R25)', 'Residential (R30)', 'Residential (R35)' 'Residential (R40)', 'Residential (R60)' and 'Local Centre', as depicted on the Scheme Amendment Map.

2. Reclassifying land within 'Development Area 31' from the 'Development' zone to a local reserve for 'Parks and Recreation' or 'Local Road', as depicted on the Scheme Amendment Map.

3. Reducing the extent of the 'Development Area 31' (DA31) special control area boundary, as depicted on the Scheme Amendment Map.

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

- *It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan and/or local development plans for the same land; and/or is*
- *Proposing zoning/reservation changes that are purely administrative in nature.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan(s):

Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
31A	Lots 29-32 Ocean Road Lots 23-28, 500 & 501 Hamilton Road Lots 1,2,5,6,8,26,308,310,311 & 482 Mell Road, Spearwood/Coogee	14/3/2016	SPN/0287M
31B	Lots 1-4, 4-8, 132, 300 & 301 Hamilton Road & Lot 9 Entrance Road, Spearwood	22/5/2018	SP17/15

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Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
31G	Lots 21 & 22 Cross Road, Spearwood (Packham North)	21/4/2015	SPN/0722
31K	Lot 33 Ocean Road, Coogee	19/12/2018	SPN/2183

Upon the amendment taking effect the approved structure plans are to be revoked.

Dated this ..... day of ..... 20…..

_____

CHIEF EXECUTIVE OFFICER

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AMENDMENT REPORT

1.0 INTRODUCTION

Structure Plan No.'s 31A, B, G and K have been fully implememented.

The purpose of this 'basic' scheme amendment is to transfer the zones and reserves shown on the applicable structure plans into Town Planning Scheme No.3 (TPS3), to ensure the City of Cockburn (the City) maintains development control upon expiration of the structure plans on 19 October 2025.

This process is referred to as the rationalisation of structure plans.

2.0 BACKGROUND

Development Area 31 (DA31) was created through Scheme Amendment No.70 to TPS3 which was gazetted in November 2010. As a result, the Packham North District Structure Plan was adopted by Council in 2011 which help guide the broad land use framework, including the major road network, neighbourhood structure, commercial, and significant Public Open Space (POS) areas. It also formed the basis of coordinating and considering Local Structure Plans (LSP's).

As summarised in the following table, DA31 currently includes 12 operative structure plans, of which:

- 4 are ready to be rationalised into the scheme;
- 4 are incomplete and will require extension of time;
- 3 are undeveloped but have at least 3 years remaining before they expire (allowing further time to consider whether extension will be required); and
- 1 is complete, but due to its complexity, is being rationalised via the City's draft Local Planning Scheme No.13 process.

Structure Plan #	Address	Latest Approval (& Expiration Dates)	Proposed Action
31A	Lots 29-32 Ocean Road Lots 23-28, 500-501 & 662-664 Hamilton Road Lots 1, 2, 5, 6, 8, 26, 308, 310, 311 & 482 Mell Road Spearwood/Coogee	WAPC Modified: 14/3/2016 *(Expires: 19/10/2025)*	**Included in this amendment**
31B	Lots 1-4, 4-8, 132, 300 & 301 Hamilton Road & Lot 9 Entrance Road, Spearwood	WAPC Modified: 22/5/2018 *(Expires: 19/10/2025)*	**Included in this amendment**
31C	Lots 480 & 483 Rockingham Road, Spearwood	City Modified: 6/11/2014 *(Expires: 19/10/2025)*	Extension Request being sought

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Structure Plan #	Address	Latest Approval (& Expiration Dates)	Proposed Action
31D	Lots 14-18, 41 & 500 Ocean Road, Coogee	WAPC: 23/4/2013 *(Expires: 19/10/2025)*	Extension Request being sought
31E	Lot 18 (No. 83) Mell Road, Spearwood	Council Approval Only: 11/12/14 *(Expires: 19/10/2025)*	To be rationalised via Draft LPS13 as 'Service Commercial'
31F	Lots 1, 9 & 10 Hamilton Road, Spearwood	WAPC: 15/4/2015 *(Expires: 19/10/2025)*	Extension Request being sought
31G	Lots 21 & 22 Cross Road, Spearwood (Packham North)	WAPC: 21/4/2015 *(Expires: 19/10/2025)*	**Included in this amendment**
31H	Lots 1, 2 & 20 Entrance Road, Coogee	WAPC: 11/1/2016 *(Expires: 11/1/2026)*	Extension Request being sought
31I	Lot 14 Rockingham Road, Spearwood	WAPC: 9/5/2017 *(Expires: 5/5/2027)*	No Current Action (valid until 2027)
31J	Lot 600 (No. 66) Mell Road, Spearwood	WAPC: 6/12/2017 *(Expires: 6/12/2027)*	No Current Action (valid until 2027)
31K	Lot 33 Ocean Road, Coogee	WAPC: 19/12/2018 *(Expires: 19/12/2028)*	**Included in this amendment**
31L	Lot 34 Ocean Road, Coogee	WAPC: 8/7/2022 *(Expires: 8/7/2032)*	No Current Action (valid until 2032)

The extent of DA31 (thick black dotted line), the scheme amendment proposal (red solid line), the relevant Structure Plans and individual lots that will remain 'Development zone' (dashed blue line) are depicted on **Figures 1 and 2**.

As Structure Plans 31C, D, F, H, I, J and L are either yet to commence or are still undergoing development, they are not being rationalised by this proposal. They will retain their existing 'Development' zoning and likely form the subject of future structure plan extension requests.

As an interim measure, Structure Plan 31E and other isolated landholdings, unlikely to form the subject of future structure plan proposals will also retain their current 'Development' zoning. Alternative zones for these properties are proposed and will be advertised for public comment via the City's recently adopted draft Local Planning Scheme No.13.

Many of the structure plans include Local Development Plans (LDPs). This amendment has no effect on the operation of those instruments which will remain in effect until they expire on (or after) 19 October 2025.

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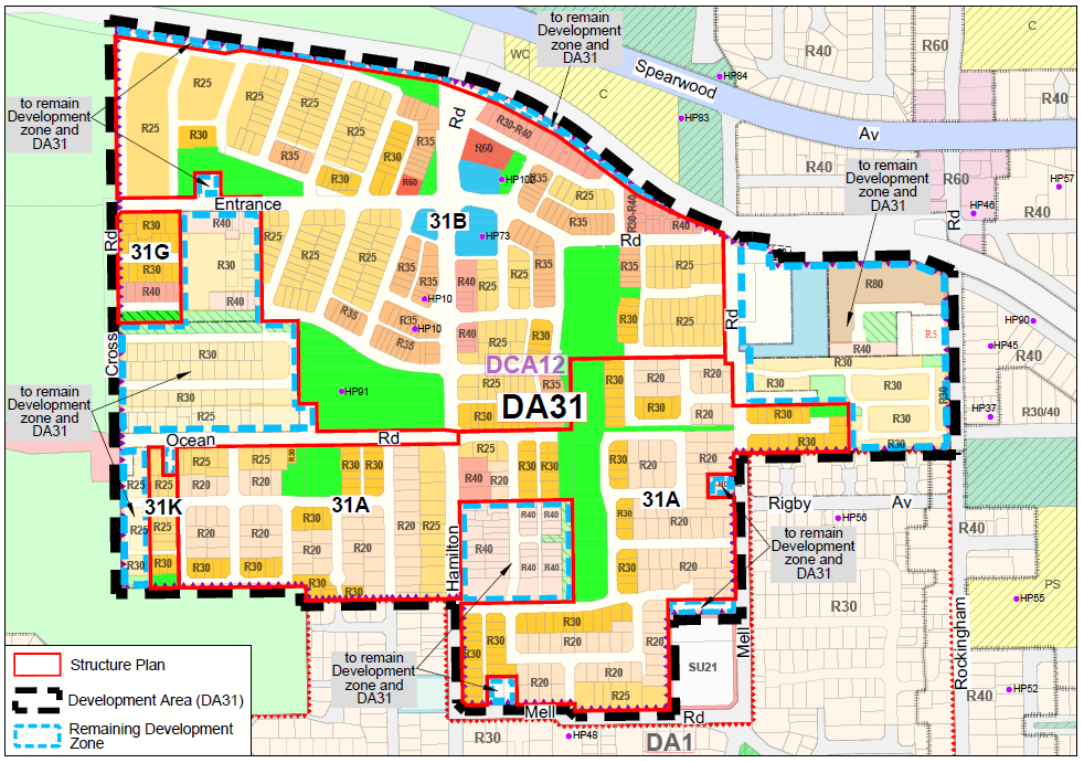


Figure 1 – DA31, Amendment Extent and Current endorsed Structure Plans

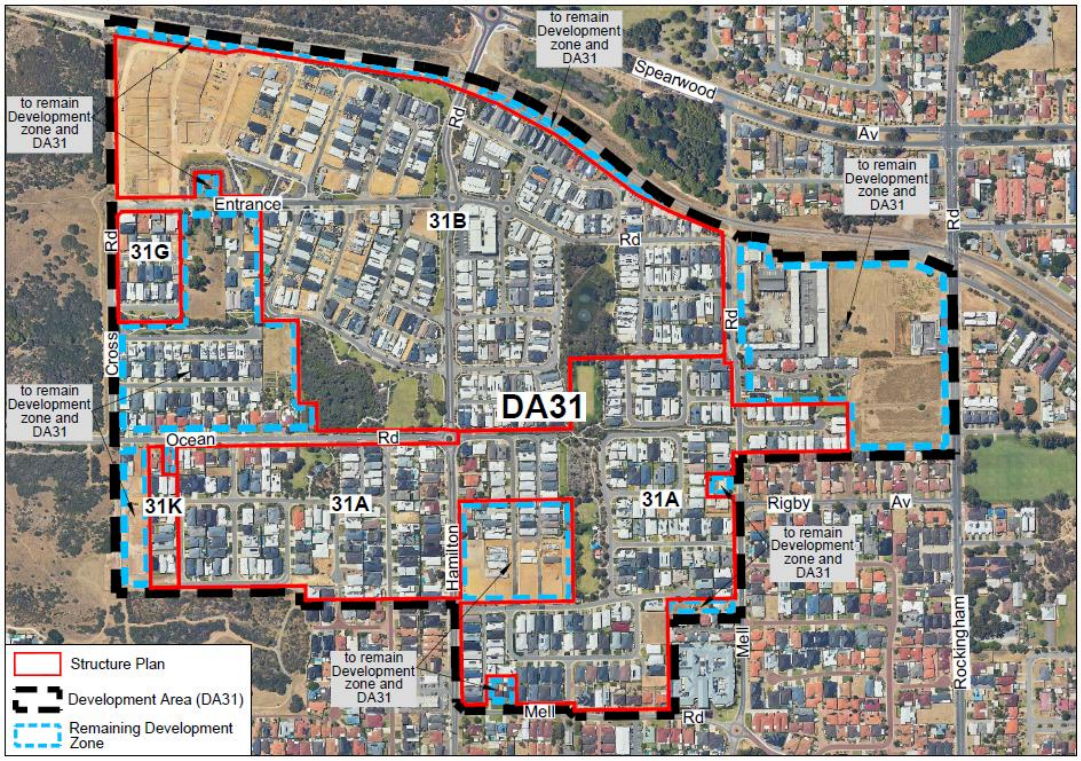


Figure 2 – Aerial Photograph showing extent of completed subdivision and development

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3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes*) Regulations 2015, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a 'basic' amendment, which Regulation 34 describes as any of the following:

a) an amendment to correct an administrative error;

b) an amendment to the scheme so that it is consistent with the model provisions in Schedule 1 or with another provision of the local planning scheme;

c) an amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in Schedule 2;

d) an amendment to the scheme so that it is consistent with any other Act that applies to the scheme or the scheme area;

e) an amendment to the scheme so that it is consistent with a State planning policy;

f) an amendment to the scheme map to include a boundary to show the land covered by an improvement scheme or a planning control area;

g) 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;

h) an amendment that results from a consolidation of the scheme in accordance with section 92(1) of the Act;

i) an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area if the amendment will have minimal effect on the scheme or landowners in the scheme area.

This proposed amendment satisfies part (a) and (g) of the above criteria.

Specifically, it is an amendment to the local planning scheme map that involves zoning/reserving land consistent with approved structure plans for the same land and/or zoning land consistent with their established use and existing tenure.

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4.0 TOWN PLANNING CONTEXT

4.1 State Planning Framework

The entirety of DA31 is identified in the *South Metropolitan Peel Sub-Regional Planning Framework* and zoned 'Urban' under the *Metropolitan Region Scheme*.

4.2 City of Cockburn Town Planning Scheme No. 3

Under TPS3, the area is zoned 'Development' and identified on the Scheme Map and in Table 9 of the Scheme Text as 'Development Area 31'.

The purpose of the 'Development' zone is to trigger the requirement for a Structure Plan to guide further subdivision and/or development.

Table 9 allows specific 'provisions' to then be applied to defined Development Areas, to inform the subsequent structure planning, subdivision and development processes. For DA31, it includes the following:

TABLE 9 – DEVELOPMENT AREAS		
REF NO.	**AREA**	**PROVISIONS**
DA31	Packham North (Development Zone)	1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. To provide for residential development and compatible land uses. 3. Each subdivision and development application in the Development Area shall achieve at least 85% of the potential number of dwellings achievable under the RCode designated for the application area in the endorsed Structure Plan.

The land also forms the subject of Development Contribution Areas 12 and 13 (DCA 12 – Packham North & DCA 13 – Community Infrastructure) under TPS3. This amendment has no impact on the operation of these DCA's.

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5.0 PROPOSAL

Subdivision and/or development of substantial portions of DA31 are now complete, meaning that some existing structure plans have served their purpose and are no longer required.

This amendment therefore seeks to remove these areas from DA31 and transfer the structure plan identified zonings and reservations for the land into the Scheme, ahead of the structure plans expiring on (or shortly after) 19 October 2025.

Development Area 31:

As there remain portions of DA31 yet to be structure planned, or that involve structure plans in various stages of physical completion, deletion of DA31 and its special provisions is not proposed at this time, rather just a reduction to the extent of the special control area boundary.

Local Structure Plans (LSP):

Details on each Structure Plan (including the LSP map and an aerial of the area) are provided in this section to demonstrate the City's reasoning for rationalisation.

Unless otherwise stated, all the approved structure plan designations directly correlate to zonings and reserves pursuant to TPS 3. All the public roads have been constructed and ceded, and all other public reserves embellished to the required standard and transferred into either public or utility operator ownership, in accordance with the applicable subdivision approvals.

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Lot 29-32 Ocean Road, Lots 23-28, 500-501 & 662-664 Hamilton Road, Lots 1, 2, 5, 6, 8, 26, 308, 310, 311 & 482 Mell Road, Spearwood/Coogee (31A)

Located centrally within DA31, the structure plan identifies an interconnected local road and public open space (POS) network primarily servicing a range of low (R20 to R30) density single residential housing.

The R30 coding is largely restricted to laneway typologies or lots directly abutting or fronting POS. A small pocket of R40 was located on the eastern side of Hamilton Road to facilitate future redevelopment of three older existing homes. With exception to two vacant R20 coded single house lots, subdivision and development of the structure plan is complete.

All the land within this Structure Plan is proposed to be rezoned and/or reclassified from 'Development' zone to the correlating zone and/or reserves identified on the Structure Plan Map shown in **Appendix A**.

LSP Map



Aerial Photo



Lots 1-4, 4-8, 132 & 301 Hamilton Road, And Lot 9 Entrance Road Spearwood (31B)

Encompassing the majority of the northern portion of DA31, this structure plan identifies a comprehensive interconnected local road and POS network, primarily servicing a range of low-to-medium (R25) density single residential housing.

Pockets of R30, R35 and R40, are scattered throughout the area, typically involving laneway lot precincts, or smaller lots with a direct interface or are located directly opposite high amenity locations like POS or along the Hamilton Road bus route.

A select number of R60 coded grouped and/or multiple dwelling sites lie directly in and around the Local Centre at the intersection of Hamilton and Entrance Roads.

Two of the Local Centre zoned sites have developed, one with a large mixed use development comprising multiple dwellings and ground floor commercial tenancies, the other as a child care premises. The remaining site has development approval for a Medical Centre but is yet to submit a building permit or commence works on-site.

Lots backing onto the railway reserve in the north-east corner of the site are identified with a density range (R30 – R40) on the LSP map. An R30 coding is proposed by this application in recognition that this was the code used by both the WAPC to determine the subdivision application (refer to Approved Deposited Plan in **Appendix B**), and the City the subsequent single house development and/or building applications for each resultant lot.

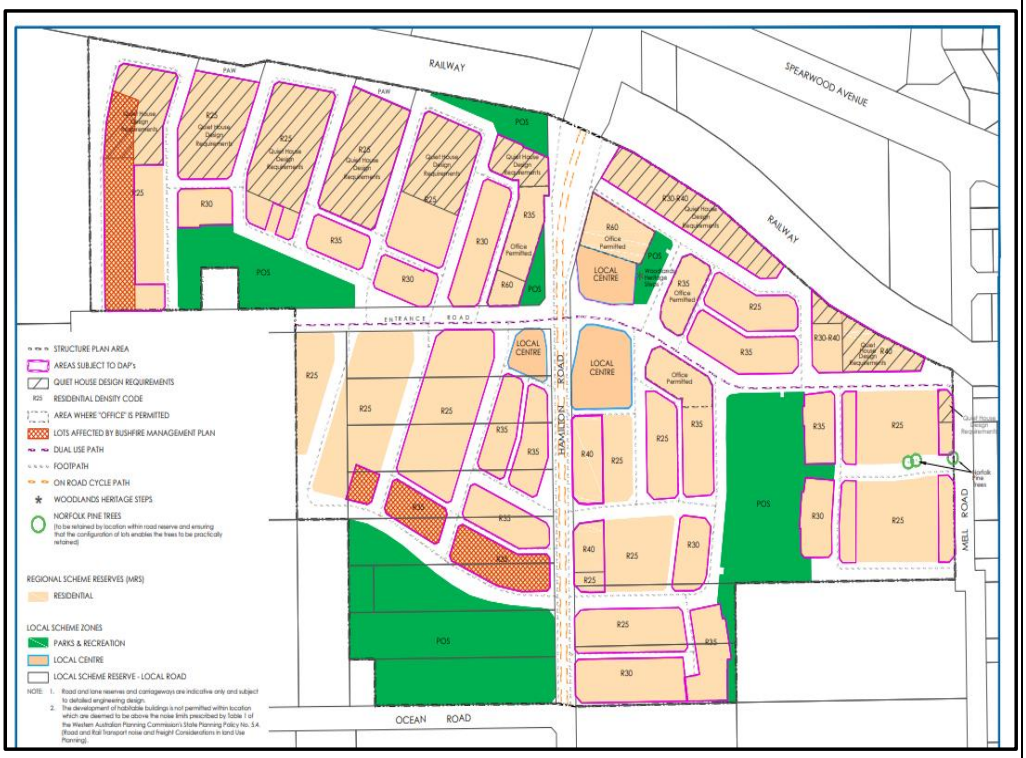
The final stage of lot creation (in the north-west corner of the site) is currently nearing completion. City clearances have been issued for the lots (refer **Appendix C**) and Titles are expected ahead of the Amendment's final gazettal. This proposal will have no impact on the future development of each lot with single residential dwellings.

Along the northern edge of the new POS reserve in this area, a slight change has occurred whereby Haifa Street has been continued all the way along, rather than involving POS frontage lots at the western end serviced by a rear laneway. This proposal reflects the approved WAPC subdivision layout and physical works that have since taken place on the ground.

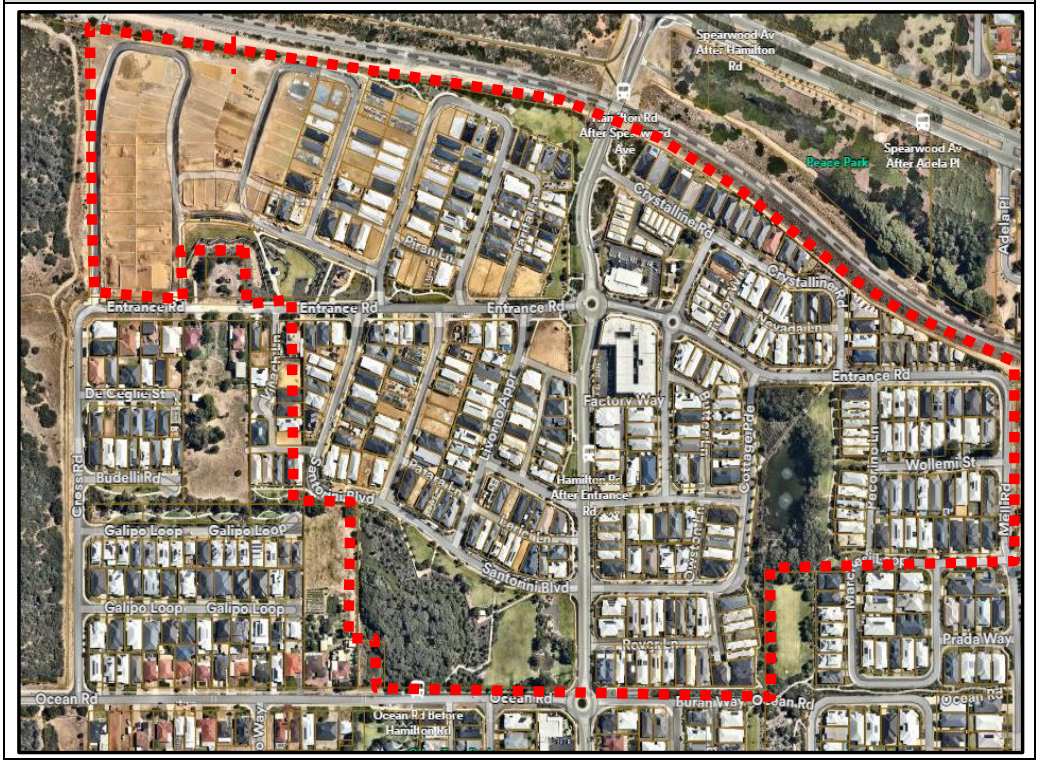
Otherwise, all the land within this Structure Plan is proposed to be rezoned and/or reclassified from the 'Development' zone to the correlating zone, residential density coding and/or reserve identified on the Structure Plan Map, shown in **Appendix D**.

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

LSP Map



Aerial Photo

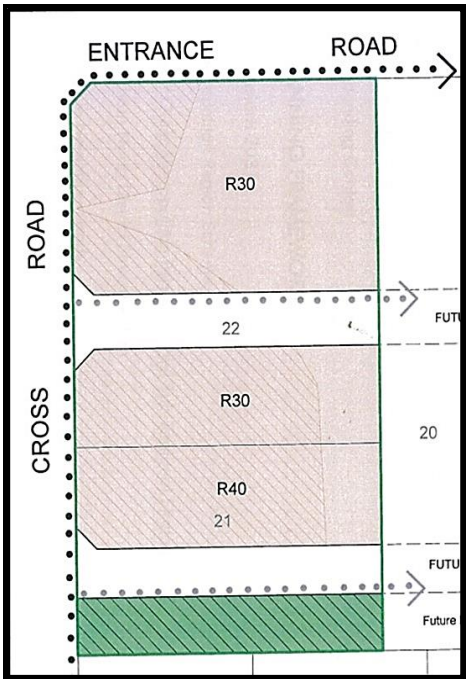


Lot 21 & 22 Cross Road, Coogee – Packham North (31G)

Located towards the north-west corner of DA31, this structure plan identifies two new local roads and linear POS reserve principally servicing low (R30) density single residential housing. A strip of medium (R40) density housing sits directly opposite the POS. Cross Road is located outside of the structure plan area and is reserved for 'Parks and Recreation' under the Metropolitan Region Scheme.

Both De Cegile Street and Budelli Road currently terminate at temporary cul-de-sac heads that will ultimately be removed and the roads extended upon development of land to the east (via approved Structure Plan 31H). As an interim measure, public easements facilitate public use over the De Ceglie Street temporary turning bulb, whilst the City holds a bond towards future turfing and footpath adjustments to reistate the POS affected by the Budelli Road bulb.

Otherwise with exception to one vacant R30 coded single house lot, subdivision and development of the structure plan is essentially complete. All the land within this Structure Plan is proposed to be rezoned and/or reclassified from the 'Development' zone to the correlating zone and/or reserve identified on the Structure Plan Map, shown in **Appendix E.**

LSP Map	Aerial Photo
	

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Version: 2, Version Date: 11/06/2024

Lot 33 Ocean Road, Coogee (31K)

Located towards the south-west corner of DA31, south of Ocean Road, this structure plan identifies local road extensions and a small POS reserve principally servicing low density (R25) single residential housing. A small pocket of R30 shares its southern interface with the POS.

The existing POS reserve is yet to be developed but the City has taken a bond to cover works not completed by the developer. Implementation is expected to occur inline with the development timeframe for the balance of the reserve being created by Structure Plan 31L to the west. With the exception of the POS, all the structure plan area is completely subdivided and developed.

All the land within this Structure Plan is proposed to be rezoned and/or reclassified from the 'Development' zone to the correlating zone and/or reserve identified on the Structure Plan Map shown in **Appendix F**.

LSP Map	Aerial Photo
	

6.0 CONCLUSION

For the following reasons, it is now an appropriate time for the structure plans discussed above to be revoked, and the applicable zones and reserves rationalised into the Scheme:

- all public reserves (including local roads and public open space) have been suitably constructed/embellished and transferred into public or utility provider ownership;
- all zoned land on the endorsed structure plans has been substantially subdivided and/or developed for residential or commercial purposes; and
- where further subdivision and/or development is still to occur on private landholdings, the proposed zoning is consistent with the designation that would have applied under the applicable structure plan.

Recognising these zones and reserves within the TPS3 will:

- avoid the future need to seek WAPC approval to extend the approval period of the existing structure plan; and
- remove a redundant layer of planning control; whilst still
- ensuring the City maintains appropriate mechanisms to guide and control future redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply), consistent with current community expectations.

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Planning and Development Act 2005

City of Cockburn
Town Planning Scheme No.3
Amendment No.175

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

1. Rezoning various lots within 'Development Area 31' from 'Development' to 'Residential (R20)', 'Residential (R25)', 'Residential (R30)', 'Residential (R35)' 'Residential (R40)', 'Residential (R60)' and 'Local Centre', as depicted on the Scheme Amendment Map.

2. Reclassifying land within 'Development Area 31' from the 'Development' zone to a local reserve for 'Parks and Recreation' or 'Local Road', as depicted on the Scheme Amendment Map.

3. Reducing the extent of the 'Development Area 31' (DA31) special control area boundary, as depicted on the Scheme Amendment Map.

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

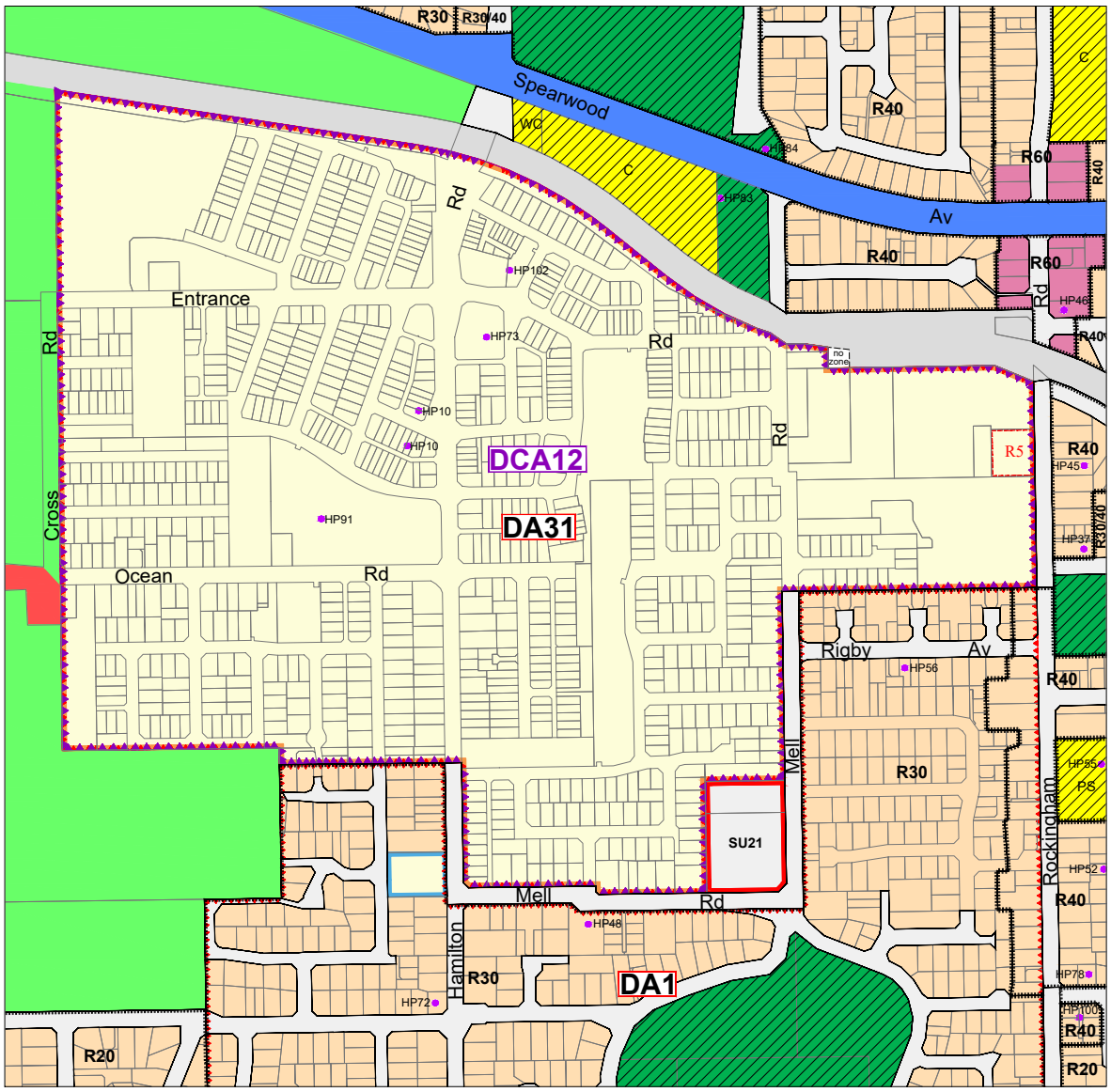
- *It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan and/or local development plans for the same land; and/or is*
- *Proposing zoning/reservation changes that are purely administrative in nature.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan(s):

Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
31A	Lots 29-32 Ocean Road Lots 23-28, 500 & 501 Hamilton Road Lots 1,2,5,6,8,26,308,310,311 & 482 Mell Road, Spearwood/Coogee	14/3/2016	SPN/0287M
31B	Lots 1-4, 4-8, 132, 300 & 301 Hamilton Road & Lot 9 Entrance Road, Spearwood	22/5/2018	SP17/15
31G	Lots 21 & 22 Cross Road, Spearwood (Packham North)	21/4/2015	SPN/0722
31K	Lot 33 Ocean Road, Coogee	19/12/2018	SPN/2183

Upon the amendment taking effect the approved structure plans are to be revoked.

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Current Scheme Map

GENERAL

- R20 Residential Density Codes
- R5 Restricted Uses
- HP1 Heritage Place

SPECIAL CONTROL AREAS:

- DA1 Development Areas
- DCA1 Development Contribution Areas

REGION RESERVES

- Parks & Recreation
- Railways
- Primary Regional Roads
- Other Regional Roads

LOCAL RESERVES

- Parks and Recreation
- Local Road
- C Public Purposes - Civic
- PS Public Purposes - Primary School
- WC Public Purposes - Water Corporation

ZONES

- Residential
- Mixed Use
- Development
- SU1 Special Use
- no zone

City of Cockburn
wetlands to waves

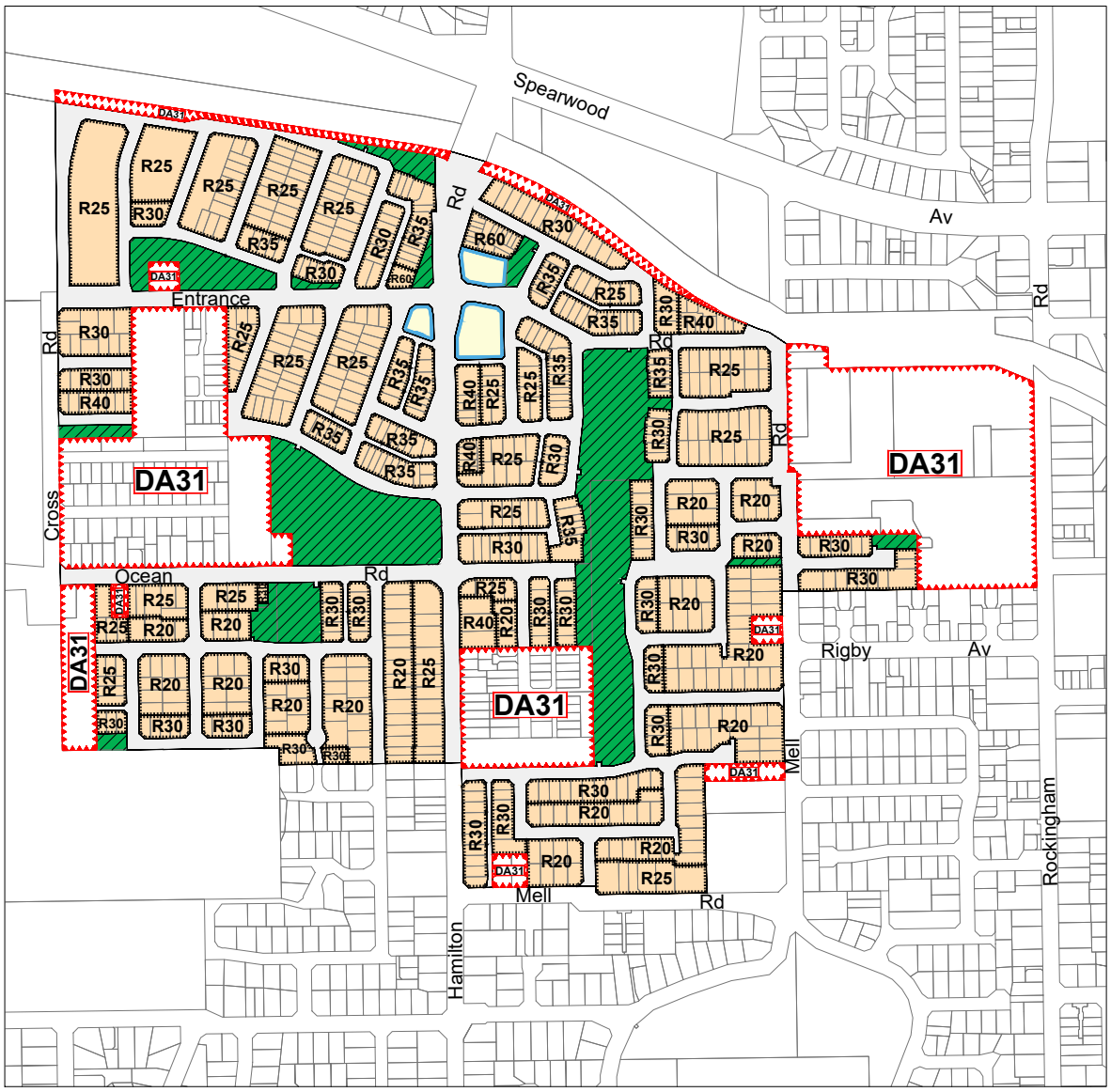
GNA
Apr 2024

0 150m
Scale

Amendment No.175

Town Planning Scheme No.3

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Scheme Amendment Map

GENERAL
R20 Residential Density Codes

SPECIAL CONTROL AREAS:
DA1 Development Areas

REGION RESERVES

LOCAL RESERVES
Parks and Recreation
Local Road

ZONES
Residential
Local Centre

City of Cockburn
wellands to waves

GNA
Apr 2024
0 150m
Scale

Amendment No.175
Town Planning Scheme No.3

This Basic Amendment was adopted and is recommended for approval by resolution of the City of Cockburn at the Ordinary Meeting of the Council held on the _____ day of _____, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

_____

MAYOR

(Seal)

_____

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

_____

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

DATE _____

APPROVAL GRANTED

_____

MINISTER FOR PLANNING

DATE _____

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

APPENDICES A-E

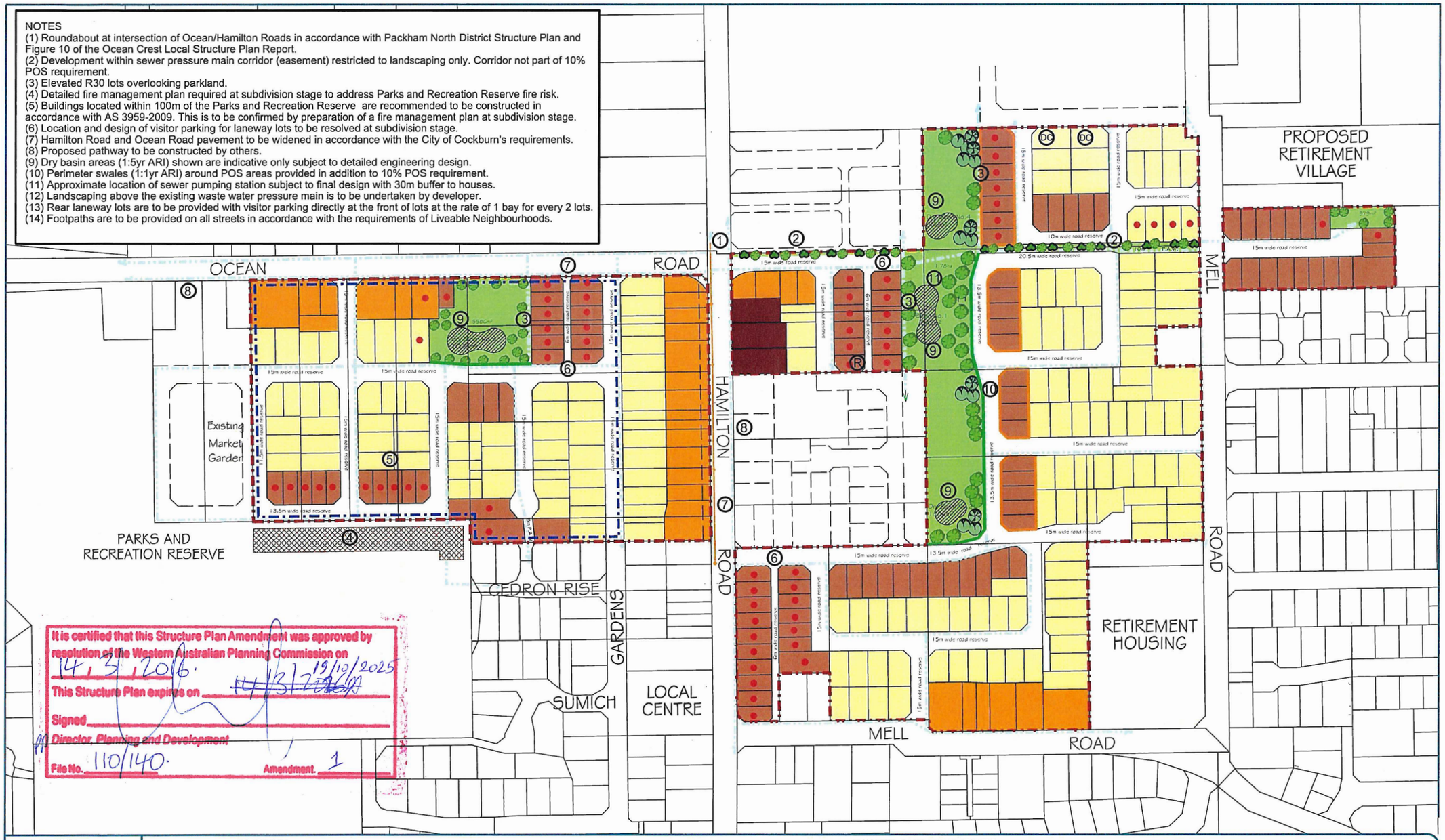
Current Approved Structure Plans & Relevant Deposited Plan Extracts

City of Cockburn
wetlands to waves

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APPENDIX A

NOTES
(1) Roundabout at intersection of Ocean/Hamilton Roads in accordance with Packham North District Structure Plan and Figure 10 of the Ocean Crest Local Structure Plan Report.
(2) Development within sewer pressure main corridor (easement) restricted to landscaping only. Corridor not part of 10% POS requirement.
(3) Elevated R30 lots overlooking parkland.
(4) Detailed fire management plan required at subdivision stage to address Parks and Recreation Reserve fire risk.
(5) Buildings located within 100m of the Parks and Recreation Reserve are recommended to be constructed in accordance with AS 3959-2009. This is to be confirmed by preparation of a fire management plan at subdivision stage.
(6) Location and design of visitor parking for laneway lots to be resolved at subdivision stage.
(7) Hamilton Road and Ocean Road pavement to be widened in accordance with the City of Cockburn's requirements.
(8) Proposed pathway to be constructed by others.
(9) Dry basin areas (1:5yr ARI) shown are indicative only subject to detailed engineering design.
(10) Perimeter swales (1:1yr ARI) around POS areas provided in addition to 10% POS requirement.
(11) Approximate location of sewer pumping station subject to final design with 30m buffer to houses.
(12) Landscaping above the existing waste water pressure main is to be undertaken by developer.
(13) Rear laneway lots are to be provided with visitor parking directly at the front of lots at the rate of 1 bay for every 2 lots.
(14) Footpaths are to be provided on all streets in accordance with the requirements of Liveable Neighbourhoods.



It is certified that this Structure Plan Amendment was approved by resolution of the Western Australian Planning Commission on 14/3/2016.
This Structure Plan expires on ~~14/3/2026~~ 19/10/2025
Signed
Director, Planning and Development
File No. 110/140. Amendment. 1

Job Number: 13700	
Sheet Name: 13700-21	
Scale 1:3000 @ A3	
Date:21/07/2015	
Drawn By: SJF	
Checked by: JEP	
File: s:\Projects\13\13700\planning\drafting & design\ 110420 structure plan OPTION 2.dgn	
All dimensions and areas are subject to survey. This plan is subject to copyright and should not be reproduced without the permission of WHELANS.	
The Co-ordinate system adopted for this plan and digital data has been derived from Landgate DB and is based on MGA84 Datum. December 2009 This statement must accompany this plan and digital data at all times.	

LEGEND
- R30 lots with mandatory two storey dwellings
- Area subject to fire management and futher consultations with City of Cockburn
- (R) Lots to be retained for waste servicing until development of neighbouring Land
- (DC) Lots with double crossover for waste servicing
- Transmission power lines
- Transmission power line easement
- Indicative planning over land outside of structure plan subject to future investigation
- Local Structure Plan boundary
- Properties affected by Market Garden buffer (300m)
- Pedestrian access
- Lots that require Area Specific Plans (or DAPs)

ZONES AND RESERVES
- Public Open Space
- R20 Residential
- R25 Residential
- R30 Residential
- R40 Residential

OCEAN CREST LOCAL STRUCTURE PLAN
LOTS 29 - 32 OCEAN ROAD
LOTS 23 - 28, 500 & 501 HAMILTON ROAD
LOTS 1, 2, 5, 6, 8, 26, 305, 310, 311 & 482 MELL ROAD
SPEARWOOD/COOGEE

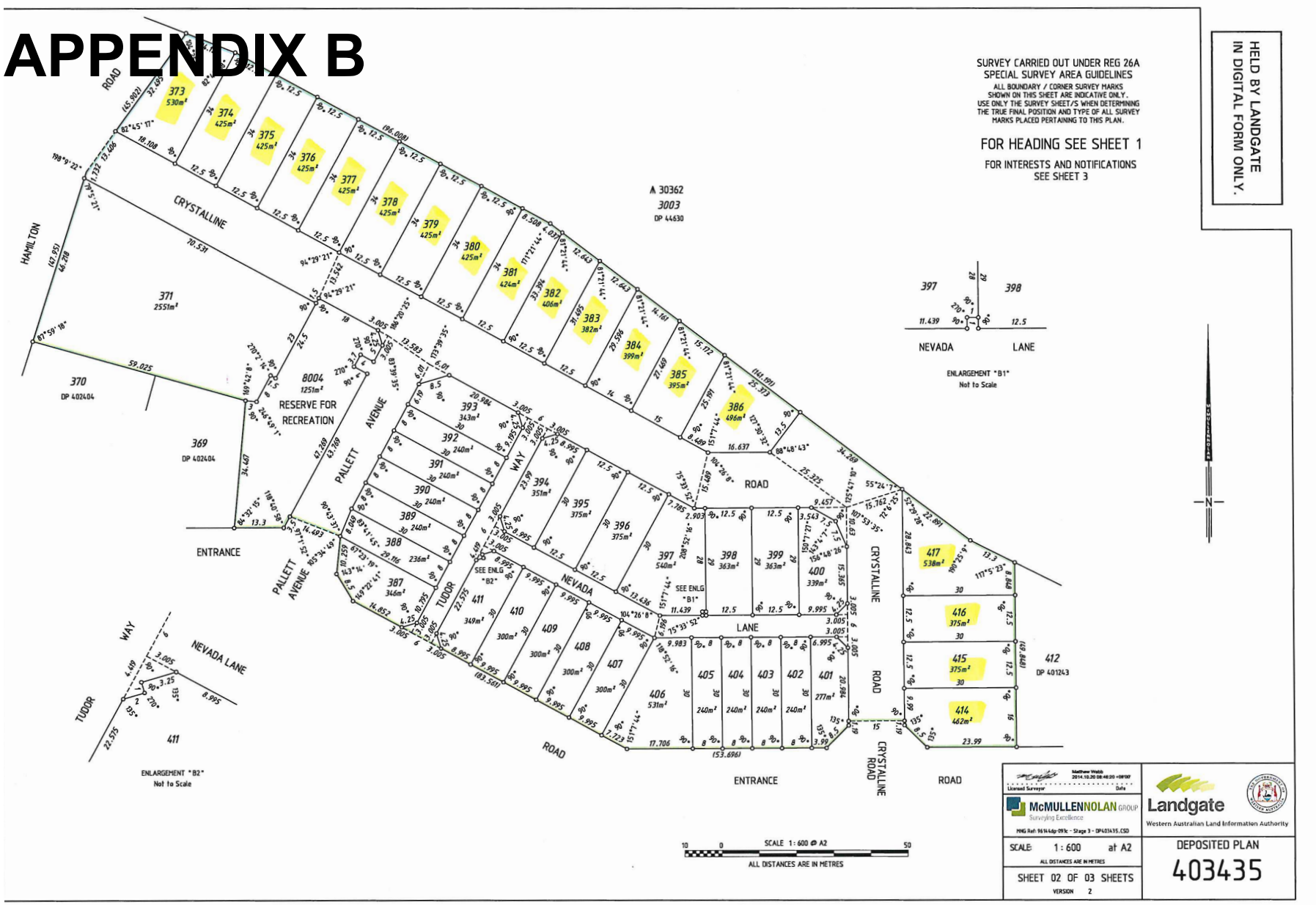
30 0 30 60 90 120 150

133 Scarborough Beach Road, Mount Hawthorn WA 6016
PO Box 99, MOUNT HAWTHORN WA 6915
T: 08 9443 1511 F: 08 9444 3901
E: whelans@whelans.com.au W: www.whelans.com.au
whelans TOWN PLANNING

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Version: 2, Version Date: 11/06/2024

APPENDIX B


SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES
ALL BOUNDARY / CORNER SURVEY MARKS SHOWN ON THIS SHEET ARE INDICATIVE ONLY. USE ONLY THE SURVEY SHEET/S WHEN DETERMINING THE TRUE FINAL POSITION AND TYPE OF ALL SURVEY MARKS PLACED PERTAINING TO THIS PLAN.
FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS SEE SHEET 3
HELD BY LANDGATE IN DIGITAL FORM ONLY.
A 30362
3003
DP 44630
CRYSTALLINE
HAMILTON
RESERVE FOR RECREATION
8004
1251m²
PALLETT AVENUE
WAY
ROAD
NEVADA
LANE
TUDOR
ENTRANCE
CRYSTALLINE ROAD
NEVADA LANE
ENLARGEMENT "B1"
Not to Scale
ENLARGEMENT "B2"
Not to Scale
SCALE 1 : 600 @ A2
ALL DISTANCES ARE IN METRES
McMULLENNOLAN GROUP
Surveying Excellence
Landgate
Western Australian Land Information Authority
SCALE 1 : 600 at A2
ALL DISTANCES ARE IN METRES
SHEET 02 OF 03 SHEETS
VERSION 2
DEPOSITED PLAN
403435

APPENDIX C



CITY OF COCKBURN
WAPC conditions relevant to this Plan/Diagram of Survey have been fulfilled subject to the attached letter

CLEARANCE APPROVAL

25 Mar 2024

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

MNG

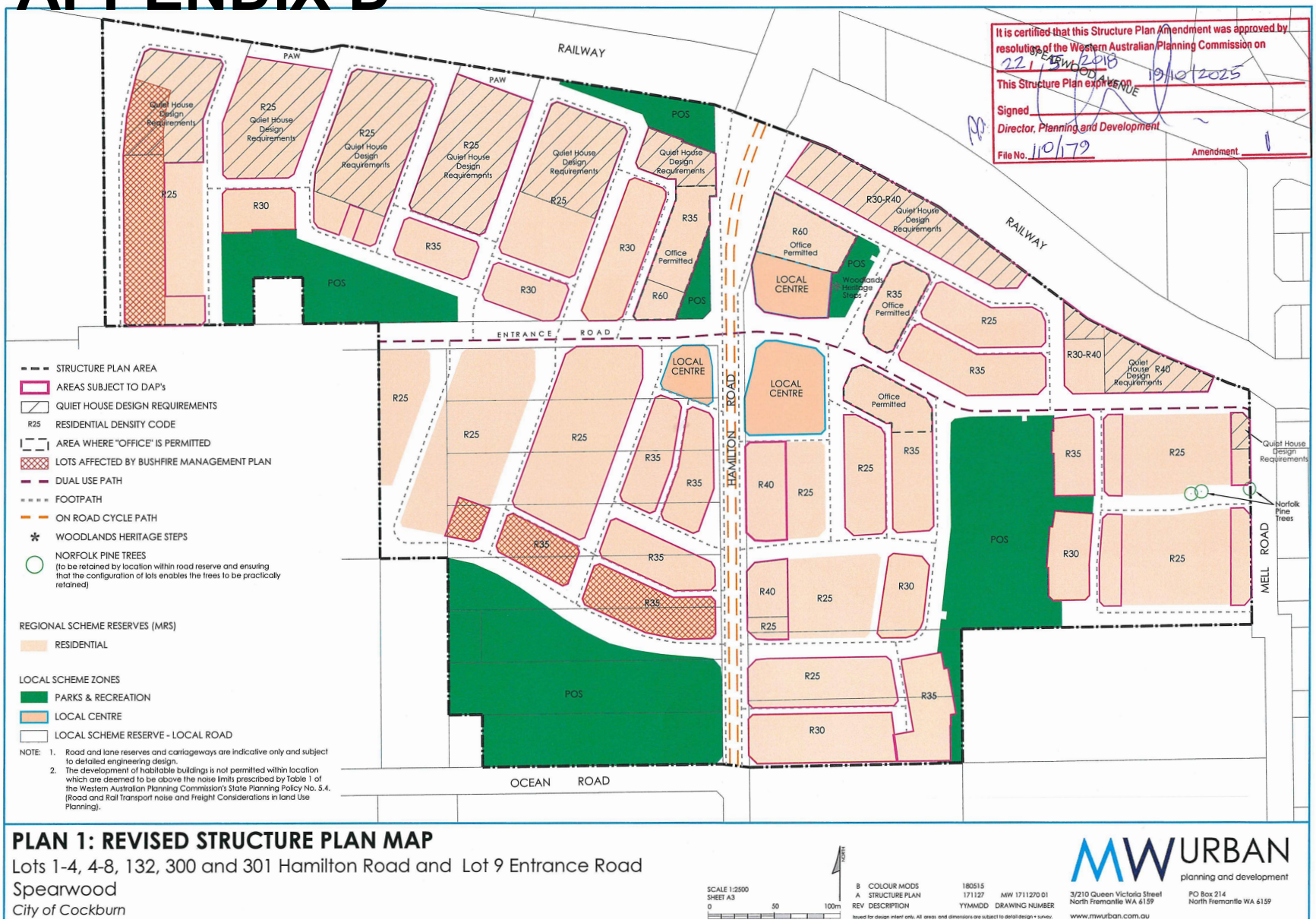
MC MULLEN NOLAN GROUP
PO Box 3526, Success W.A. 6964
Tel: (08) 6436 1599
Fax: (08) 6436 1500
Email: info@mngsurvey.com.au

MNG Ref : 96144dp-206d - Stage 7 - DP427112.CSD

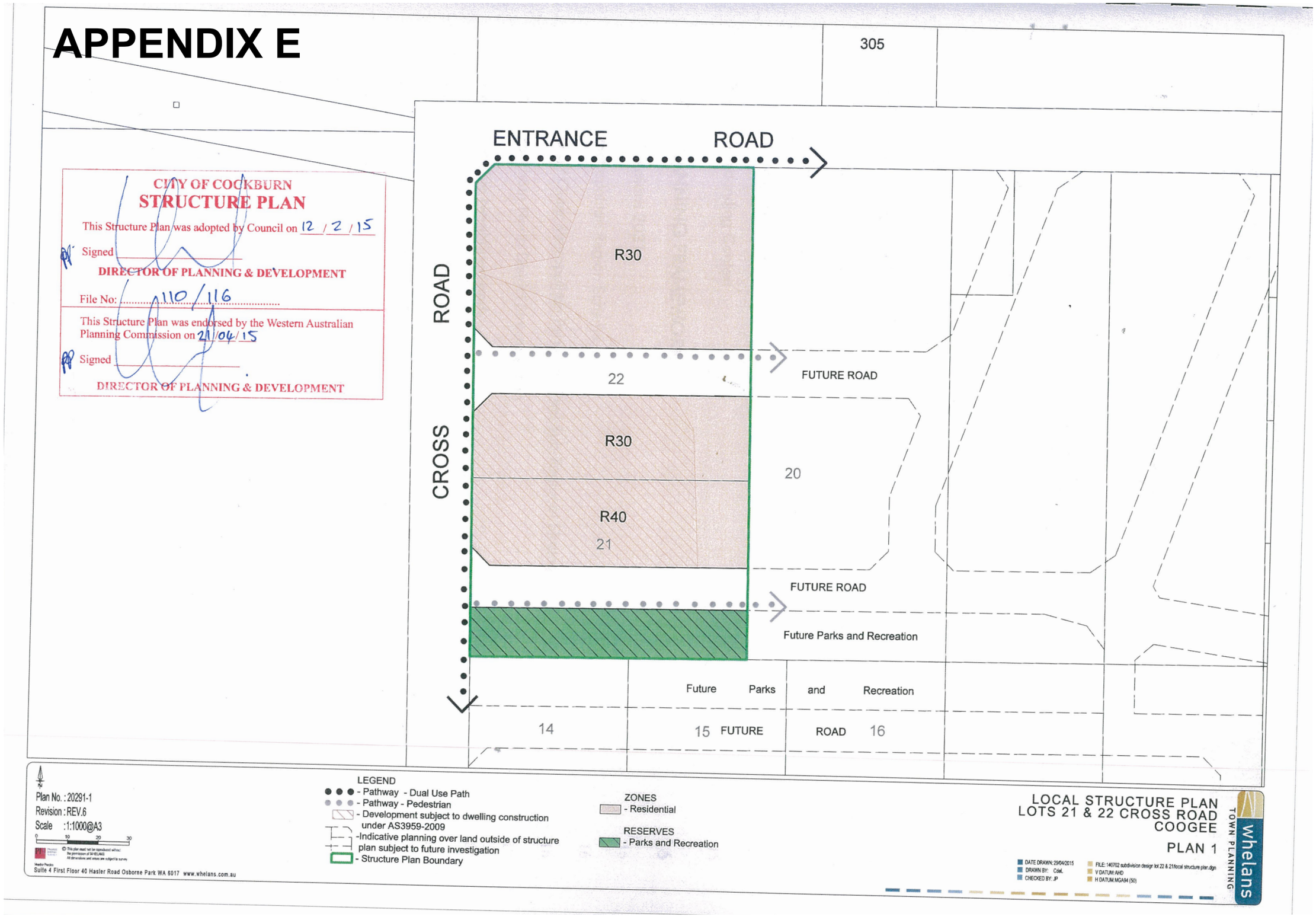
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SURVEY SHEET	2 OF	4	1	427112

Document Set ID: 4193471
Version: 2, Version Date: 11/06/2024

APPENDIX D


It is certified that this Structure Plan Amendment was approved by resolution of the Western Australian Planning Commission on 22/5/2018
This Structure Plan expires on 19/12/2025
Signed
Director, Planning and Development
File No. 110/179
Amendment 1
RAILWAY
PAW
POS
R25 Quiet House Design Requirements
R30
R35
R60 Office Permitted
LOCAL CENTRE
R30-R40 Quiet House Design Requirements
ENTRANCE ROAD
HAMILTON ROAD
R40
Norfolk Pine Trees
MELL ROAD
OCEAN ROAD
STRUCTURE PLAN AREA
AREAS SUBJECT TO DAP's
QUIET HOUSE DESIGN REQUIREMENTS
RESIDENTIAL DENSITY CODE
AREA WHERE "OFFICE" IS PERMITTED
LOTS AFFECTED BY BUSHFIRE MANAGEMENT PLAN
DUAL USE PATH
FOOTPATH
ON ROAD CYCLE PATH
WOODLANDS HERITAGE STEPS
NORFOLK PINE TREES
(to be retained by location within road reserve and ensuring that the configuration of lots enables the trees to be practically retained)
REGIONAL SCHEME RESERVES (MRS)
RESIDENTIAL
LOCAL SCHEME ZONES
PARKS & RECREATION
LOCAL CENTRE
LOCAL SCHEME RESERVE - LOCAL ROAD
NOTE: 1. Road and lane reserves and carriageways are indicative only and subject to detailed engineering design.
2. The development of habitable buildings is not permitted within location which are deemed to be above the noise limits prescribed by Table 1 of the Western Australian Planning Commission's State Planning Policy No. 5.4. (Road and Rail Transport noise and Freight Considerations in land Use Planning).
PLAN 1: REVISED STRUCTURE PLAN MAP
Lots 1-4, 4-8, 132, 300 and 301 Hamilton Road and Lot 9 Entrance Road Spearwood
City of Cockburn
SCALE 1:2500
SHEET A3
B COLOUR MODS 180515
A STRUCTURE PLAN 171127 MW 17112701
REV DESCRIPTION YYMMDD DRAWING NUMBER
MW URBAN planning and development
3/210 Queen Victoria Street North Fremantle WA 6159
PO Box 214 North Fremantle WA 6159
www.mwurban.com.au

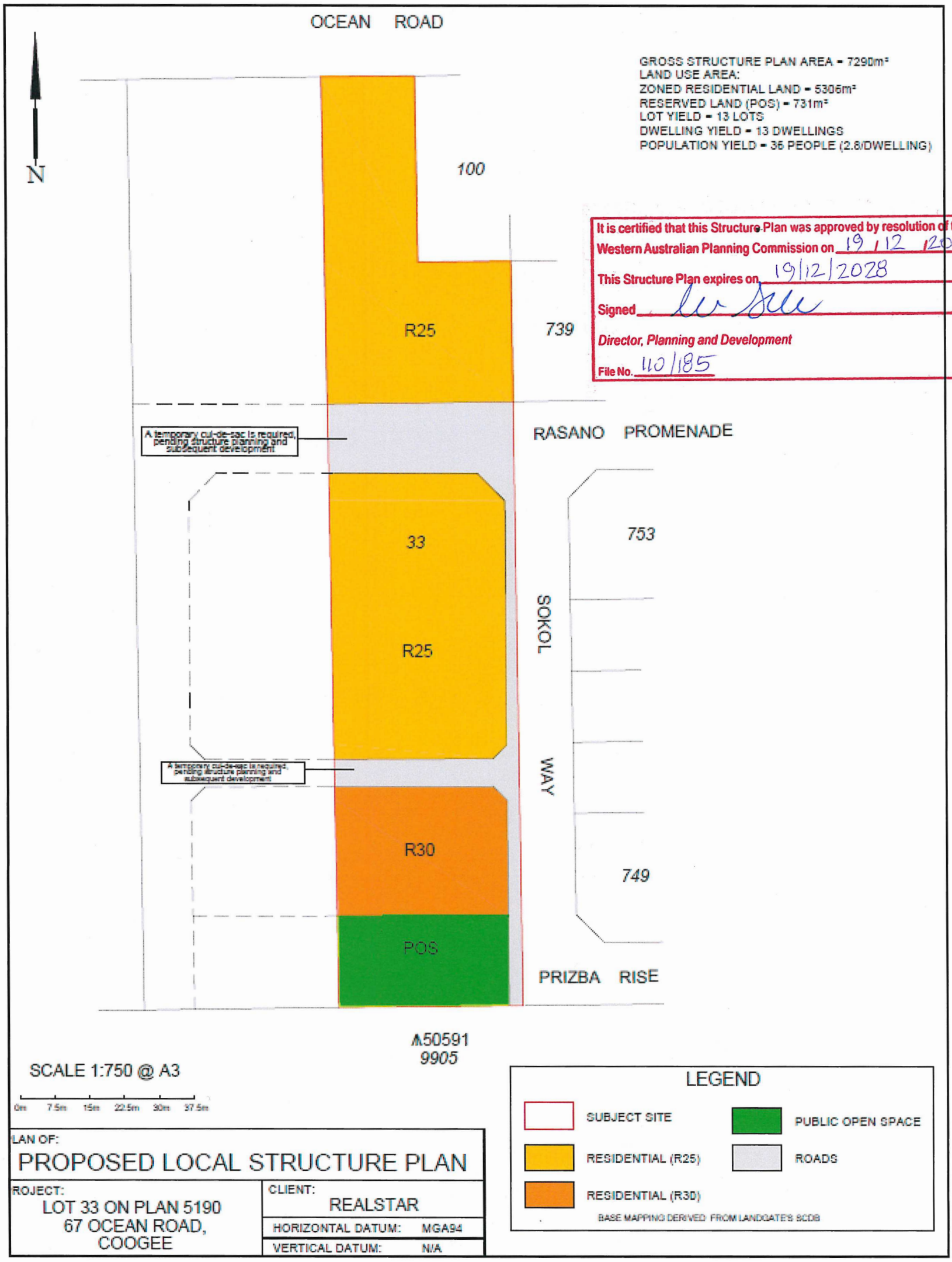
APPENDIX E



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APPENDIX F

Structure Plan



14.1.2 Initiation and Final Adoption of (Basic) Amendment No.176 to Town Planning Scheme No.3 - Partial Rationalisation of Development Area 16 (South Beach Village)

Executive	Director Planning and Sustainability
Author	Strategic Planning Officer
Attachments	1. Draft Scheme Amendment No.176 Report ⇩
Location	North Coogee (South Beach Locality)
Owner	Various
Applicant	City of Cockburn
Application Reference	109/176

RECOMMENDATION
That Council:

(1) AMENDS the City of Cockburn Town Planning Scheme No.3, pursuant to Section 75 of the *Planning and Development Act 2005*, by:

1. Rezoning various lots within 'Development Area 16' from 'Development' to 'Residential (R40)', 'Residential (R60)', 'Residential (R80)', 'Residential (R100)', and 'Mixed Use (R80)', as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 16' from the 'Development' zone to a local reserve for 'Parks and Recreation' or 'Local Road', as depicted on the Scheme Amendment Map.
3. Reducing the extent of 'Development Area 16' Special Control Area boundary, as depicted on the Scheme Amendment Map.

(2) DETERMINES that the Amendment is 'basic' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it satisfies the following criteria of Part 5, Division 1, Regulation 34:

- *an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan for the same land; and/or*
- *it is an amendment that corrects minor anomalies / administrative errors.*

and PROVIDE the Amendment to the Western Australian Planning Commission, pursuant to Part 5, Division 4, Regulation 58 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, for its consideration;

(3) REFERS the Amendment to the Environmental Protection Authority (EPA), pursuant to Section 81 of the *Planning and Development Act 2005*, by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with Section 48A of the *Environmental Protection Act 1986* in relation to the proposed scheme amendment;

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(4) Upon compliance with Sections 81 and 82 of the *Planning and Development Act 2005*, DELEGATES authorisation and submission of the amendment documentation to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning; and

(5) NOTES pursuant to Part 5, Division 1, Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015,* the intention to partially revoke the following Structure Plan *(*via clause 29A of Schedule 2 / *Deemed Provisions*) upon the approval of Amendment No.176:

Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
16A	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	16 February 2017	SPN/0821M-1

Background

Structure plans are important planning instruments, regularly used to coordinate the subdivision and development of land, particularly in new, greenfield locations and post-industrial brownfield locations.

Reflective of its rapid urbanisation over the past 20+ years, the City currently has over 150 local structure plans operating within its scheme area, many of which are substantially subdivided and/or have been built out.

When the *Planning and Development (Local Planning Scheme) Regulations* were released in 2015, a key change involved the introduction of a 10-year time limit to the validity of structure plans.

Structure plans approved prior to this date were automatically given a 10-year timeframe for approval, from when the Regulations came into effect.

Under the State Planning Framework, once a structure plan has served its purpose (typically once all the lots have been subdivided and physically created), the zones and reserves are to be transferred into the Scheme and the structure plan revoked.

This process, commonly referred to as a structure plan 'rationalisation', ensures the City retains appropriate planning mechanisms to guide and control future use and/or redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply) into the future, consistent with community expectations.

This proposal is part of a series of Scheme Amendments required to rationalise large portions of the City's urban areas ahead of several existing structure plans expiring on the 10-year anniversary of the Regulations coming into effect (19 October 2025).

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Submission

N/A

Report

The following Local Structure Plan (LSP) has been substantially implemented:

#	Structure Plan Name / Address
16A	South Beach Village: Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee

In conjunction with Scheme Amendment #177 the purpose of this amendment is to:

- transfer the zones and reserves shown on the approved structure plan for the completed development areas into Town Planning Scheme No.3 (TPS3);
- identify appropriate residential density codings for each site (based on approved Development and/or Local Development Plans where density ranges are shown on the Structure Plan);
- revoke the above structure plan (as it relates to the completed areas); and
- adjust the boundary of the Development Area 16 (DA16) Special Control Area to match the above outcome (i.e. to only include those portions that still require a structure plan to guide further subdivision and development).

Development Area 16

DA16 was initially created upon gazettal of TP3 in December 2002.

Upon the cessation of industrial activities in the late 1990s, its purpose was to facilitate comprehensive redevelopment of the area into a vibrant urban village comprising diverse environmentally, socially, and economically sustainable high-quality medium-to-high density housing and commercial spaces with convenient access to public open space and surrounding areas.

The special provisions for DA16 included in Table 9 of TPS3 are relatively basic, simply reinforcing the need for a structure plan to first be prepared to guide future subdivision and development of the former industrial land, and to ensure that all residential development is designed to mitigate noise impacts from the freight rail line in accordance with the South Beach Noise Management Plan 2002.

As there remain portions of DA16 yet to redevelop, complete deletion of DA16 and its special provisions are not proposed, rather just a reduction to the extent of the special control area boundary to reflect the outcomes of this proposal.

A further reduction will also occur as a result of Scheme Amendment #177, which focuses on allocating an appropriate residential density coding to the Move Apartment complex fronting Rollinson Road.

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South Beach Village Local Structure Plan

Structure Plan 16A – South Beach Village (which covers all of DA16), identifies a comprehensive local road network servicing low-to-medium (R20-R80) density single residential houses and medium-to-high (R60-R125) density townhouses and apartments, principally clustered around a central spine of public open space (POS) that leads back to district level recreational facilities at South Beach.

A secondary linear POS corridor runs along the eastern edge of the freight railway line that continues to operate through the area.

The LSP has been modified several times, with the most recent in 2017 involving rezoning land along O'Connor Close from 'Mixed Business' to 'Mixed Use' to improve the compatibility of land uses adjoining residential dwellings.

All the proposed zones and reserves shown on the Structure Plan map (the subject of this proposal), directly correlate to zonings and reserves in the Scheme. Proposed density codings either reflect:

- specific codings identified on an approved Local Development Plan for each site; or where a range is shown on the LSP and/or LDP
- the higher density coding, that was applied to substantive development approved and subsequently implemented on each site.

All the relevant public roads have been constructed, and all other affected public reserves embellished to the required standard and transferred into either public or utility operator ownership, in accordance with the applicable subdivision approvals.

Those that have not, have been specifically excluded from this proposal.

Further detail on DA16, the structure plan, local development plans, and excerpts of relevant development approvals are included in the draft Scheme Amendment No.176 Report (refer Attachment 1).

Type of Amendment

This amendment is considered a 'Basic' Amendment under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* on the basis that it involves zoning land consistent with an approved structure plan and/or local development plan for the same land or resolves existing administrative errors in the form of zoning/reserving land consistent with its established use and/or tenure.

Strategic Plans/Policy Implications

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
• A City that is 'easy to do business with'.

Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• Best practice Governance, partnerships and value for money.

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Budget/Financial Implications

Not Applicable – the scheme amendment documentation has been prepared, and the proposal will be progressed by the administration under its FY24-25 budget allocation.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*

Community Consultation

Part 5 (Division 1, Regulation 34) of the *Planning and Development (Local Planning Schemes) Regulations 2015* identifies three scheme amendment types: basic, standard, and complex.

The changes proposed by Scheme Amendment No.176 meet the definition of a 'basic' scheme amendment. Such proposals do not typically require public advertisement.

Advertising will only occur if the Western Australian Planning Commission disagrees with the City's determination of the 'type' of Scheme Amendment (i.e. that it is should be processed as a 'standard' or 'complex' scheme amendment, pursuant to r.59 of the Regulations), or the Minister for Planning subsequently directs the City to do so (on the basis the Amendment is considered significant, pursuant to r.61 of the Regulations).

Amendments to the Regulations that took effect on 1 March 2024 clarified that as there is no need for Basic Amendments to be advertised, there is no need to seek the Minister's Approval to do so pursuant to s.83A of the Act.

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal. It is considered that the officer recommendation is appropriate.

If the Scheme Amendment does not proceed (or is ultimately refused by the Minister for Planning):

- an opportunity will be missed to simplify the planning framework and remove additional layers of planning (structure plans) that have served their purpose; and
- the City will need to consider alternatives to ensure an appropriate local planning framework is in place to guide future land use and/or redevelopment proposals in the area ahead of the structure plan expiring on 19 October 2025.

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Advice to Proponent(s)/Submitters

N/A

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

Nil

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Town Planning Scheme No.3

Amendment No.176
(Basic)

Partial Rationalisation of South Beach Village Structure Plan
Development Area 16 (North Coogee)

JUNE 2024

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

Planning and Development Act 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME

City of Cockburn
Town Planning Scheme No.3
Amendment No.176

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

1. Rezoning various lots within 'Development Area 16' from 'Development' to 'Residential (R40)', 'Residential (R60)', 'Residential (R80)', 'Residential (R100)', and 'Mixed Use (R80)', as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 16' from the 'Development' zone to a local reserve for 'Parks and Recreation' or 'Local Road', as depicted on the Scheme Amendment Map.
3. Reducing the extent of 'Development Area 16' special control area boundary, as depicted on the Scheme Amendment Map.

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

- *It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan and/or local development plans for the same land; and/or is*
- *Proposing zoning/reservation changes that are purely administrative in nature.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan:

Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
16A	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	16 February 2017	SPN/0821M-1

Upon the amendment taking effect 'partial' revocation of the above approved structure plan is to occur.

Dated this ..... day of 2024

_____

CHIEF EXECUTIVE OFFICER

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AMENDMENT REPORT

1.0 INTRODUCTION

Structure Plan No.16A (South Beach Village) has largely been implemented.

The purpose of this 'basic' scheme amendment is to transfer most of the zones and reserves shown for this structure plan area into Town Planning Scheme No.3 (TPS3), to ensure the City maintains appropriate development control, ahead of the structure plan expiring on 19 October 2025.

This process is referred to as rationalisation of a structure plan.

2.0 BACKGROUND:

Development Area 16 (DA16) was created in December 2002, upon gazettal of Town Planning Scheme No.3 (red dashed outline in **Figure 1**).

In essence, it is the result of Amendment No.201 to former District Zoning Scheme No.2, which in response to the 2001 gazettal of Metropolitan Region Scheme (MRS) Amendment 1008/33, transferred land from 'Industrial' and 'Railways' Reservation to the 'Urban' zone and 'Regional Parks and Recreation' reservation.

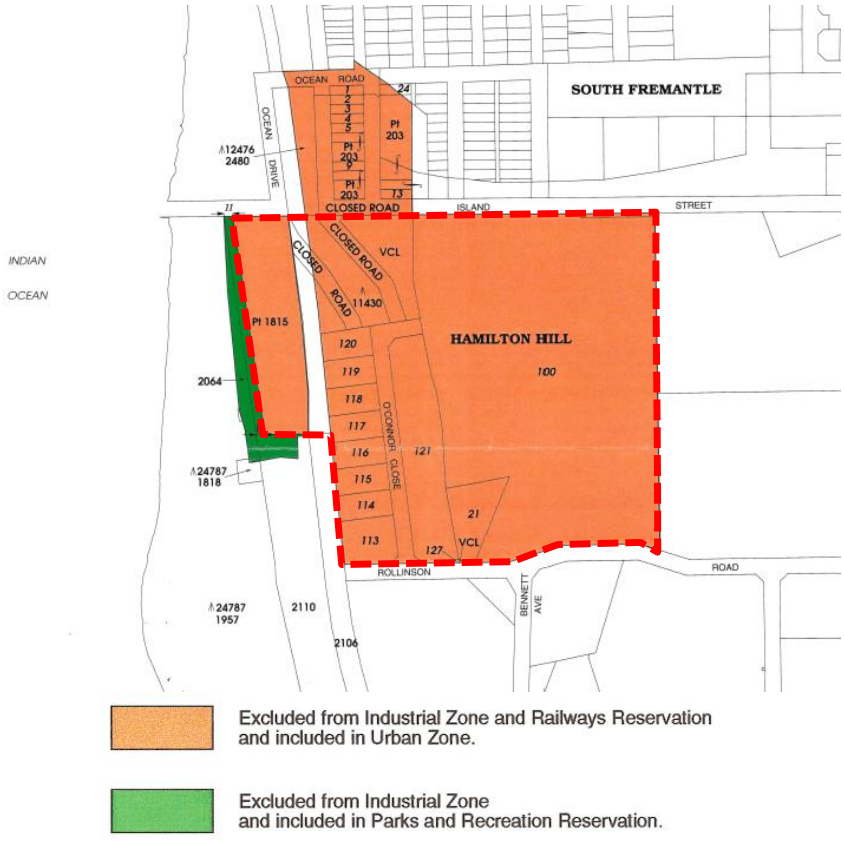


Figure 1 – Detail Plan for MRS Amendment No. 1008/33

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Previously the substantive portion of a general industrial and railyard area that extended northward into the City of Fremantle, the land was significantly remediated to comply with environmental conditions imposed by the Minister for Environment to facilitate its redevelopment for urban purposes.

The adopted vision for the area was to deliver a vibrant urban village comprising diverse environmentally, socially, and economically sustainable high-quality medium to high density housing and commercial spaces with convenient access to public open space and surrounding areas.

The resulting built form has been heavily influenced by the preparation and administration of comprehensive design guidelines for the estate and associated Local Development Plans for specific areas.

These guided the emergence of well-designed, considerate housing to assist in achieving the City's infill density targets whilst ensuring development outcomes fostered a sense of community without compromising on privacy and lifestyle.

DA16 currently includes one endorsed structure plan as per the table below.

Structure Plan #	**Address**	**Latest Approval *(& Expiration Date)***	**Proposed Action**
16A	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	WAPC: 16/02/2017 *(Expires 19/10/2025)*	Basic & Standard Amendments

The extent of DA16 (thick black dashed line), the structure plan (red solid line) and scheme amendment boundary (yellow dashed line), are depicted on **Figures 2 and 3.** The additional area outlined in yellow (in between Breaksea Drive and Rollinson Road in the southeast corner) forms the subject of a separate complimentary 'standard' Scheme Amendment (#177) that will be advertised for public comment.

Lots outlined in blue are yet to develop or redevelop in accordance with the approved Structure Plan. Of importance, they incorporate important public reserves yet to be constructed and ceded into public ownership. As a result, they have been excluded from both scheme amendments, will retain their existing 'Development' zoning, and a Structure Plan extension for that area was lodged with the WAPC in January 2024.

The structure plan area includes various Local Development Plans (LDPs). This amendment has no effect on the operation of those instruments which will remain in effect until they expire on (or after) 19 October 2025.

Consistent with the proposed Structure Plan outcome, the City will need to consider the benefits (or otherwise) of extending the approval of the existing LDP for the undeveloped landholdings.

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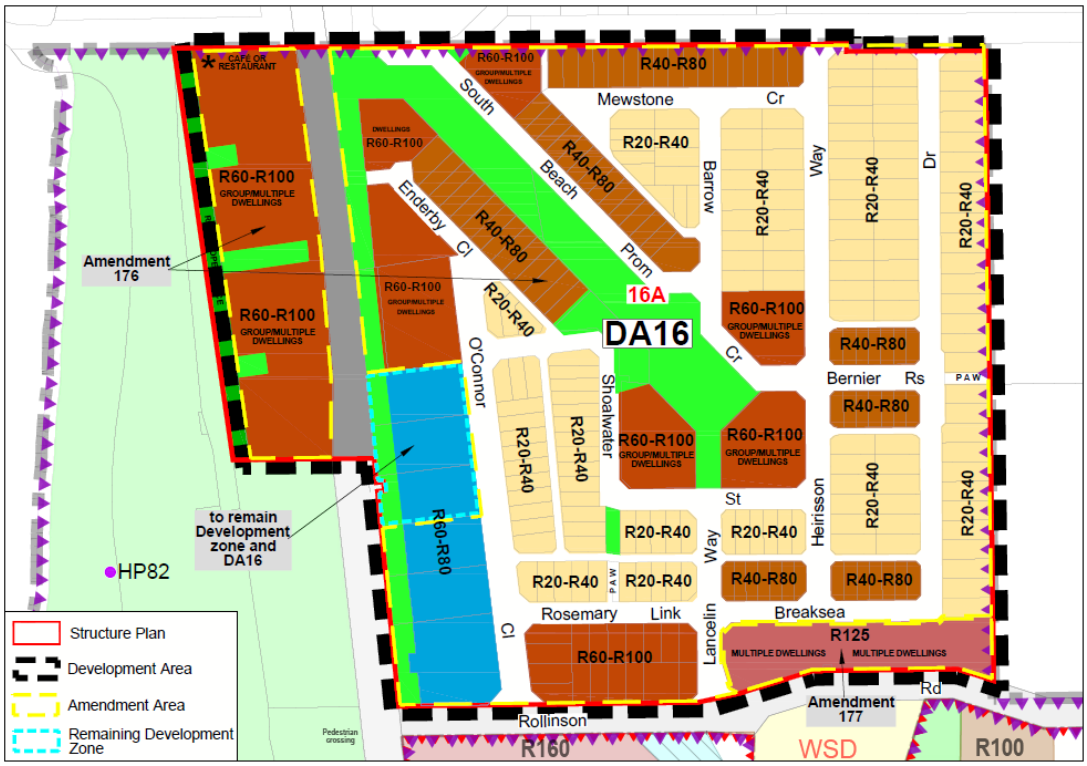


Figure 2 – DA16, Structure Plan 16A and Scheme Amendment #176 & #177 Extents



Figure 3 – Aerial Photograph showing extent of completed Subdivision and Development

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3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the *Planning and Development (Local Planning Schemes*) Regulations 2015, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a basic amendment, which Regulation 34 describes as any of the following:

a) an amendment to correct an administrative error;

b) an amendment to the scheme so that it is consistent with the model provisions in Schedule 1 or with another provision of the local planning scheme;

c) an amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in Schedule 2;

d) an amendment to the scheme so that it is consistent with any other Act that applies to the scheme or the scheme area;

e) an amendment to the scheme so that it is consistent with a State planning policy;

f) an amendment to the scheme map to include a boundary to show the land covered by an improvement scheme or a planning control area;

g) 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;

h) an amendment that results from a consolidation of the scheme in accordance with section 92(1) of the Act;

i) an amendment to the scheme so that it is consistent with a region planning scheme that applies to the scheme area if the amendment will have minimal effect on the scheme or landowners in the scheme area.

This proposed amendment satisfies parts (a) and (g) of the above criteria.

Specifically, it is an amendment to the local planning scheme map that involves zoning land consistent with an approved structure plan for the same land and/or zoning land consistent with their established use and existing tenure.

4.0 TOWN PLANNING CONTEXT

4.1 State Planning Framework

The entirety of DA16 is identified in the *South Metropolitan Peel Sub-Regional Planning Framework* and zoned ‘Urban’ under the Metropolitan Region Scheme.

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4.2 City of Cockburn Local Planning Framework

Under TPS3, the area is zoned 'Development' and identified on the Scheme Map and in Table 9 of the Scheme Text as Development Area 16 (DA16).

The purpose of the 'Development' zone is to trigger the requirement for a Structure Plan to guide further subdivision and/or development.

Table 9 allows specific 'provisions' to then be applied to defined Development Areas to inform the subsequent structure planning and subdivision processes. For DA16 it includes the following:

TABLE 9 – DEVELOPMENT AREAS		
REF. NO.	**AREA**	**PROVISIONS**
DA 16	South Beach (Development Zone)	1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. To provide for uses consistent with the zonings and reservations in the MRS. 3. All residential development must be designed and constructed to comply with the South Beach Village Noise Management Plan dated August 2002.

5.0 PROPOSAL

Subdivision and development of almost all the land within DA16 is now complete, meaning that the structure plan has largely served its purpose.

This amendment therefore seeks to remove these areas from DA16 and transfer the structure plan identified zones and reservations for the land into the Scheme, ahead of the structure plans expiry date of 19 October 2025.

Development Area 16:

As there remains portions of DA16 yet to be redeveloped, in particular Lots 116-118 O'Connor Close, complete deletion of DA16 and its special provisions are not proposed at this time, rather just a reduction to the extent of the DA16 special control area boundary to reflect the outcome of this proposal. A further reduction will occur as part of Scheme Amendment #177.

Local Structure Plan (LSP):

Details on Structure Plan 16A, including commentary on important exclusions and inclusions, is provided in this section to demonstrate our reasoning for rationalisation in the manner proposed.

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Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee – South Beach Village Estate (16A)

Lying along the southern boundary of South Fremantle, west of the Fremantle Village Holiday Park, north of Rollinson Road and east of the CY O'Connor Foreshore Reserve, this Structure Plan identifies a comprehensive network of local roads servicing low-to-medium (R20-R80) density single residential houses and medium-to-high (R60-R125) density townhouses and apartments, principally clustered around a central spine of public open space (POS) that leads back to district level recreational facilities at South Beach.

Density ranges were adopted for most street blocks, with the final coding (and specific Design Guidelines and R-Code development standard variations) deferred to Local Development Plans (prepared in response to conditions of Subdivision Approval) or subsequent Development Approval.

The higher codings are generally located in high-amenity locations, such as directly adjacent or opposite the ocean foreshore, the primary (central) or secondary (freight rail adjacent) linear POS corridors, or along Rollinson Road (which provides a direct connection to the CY O'Connor Foreshore reserve).

A Mixed Use precinct (reduced in size and rezoned from Mixed Business via a series of LSP Amendments over the Estate's lifetime), is located in the southwest corner along the eastern edge of the operating freight rail line.

Other than where discussed in the following sections, all land is proposed to be rezoned and/or reclassified from the 'Development' zone to the correlating zones and reserves identified on the Structure Plan map shown in **Appendix A.**

Proposed density codings reflect:

- those applied to substantive development, approved and subsequently implemented using the higher density coding identified on the Structure Plan for the sites included at **Appendix B**;
- the specific codings identified on the approved Local Development Plans included at **Appendix C**; or
- those applied to substantive development, approved and subsequently implemented using the higher density coding identified on the Local Development Plan included at **Appendix D**.

Exclusions:

Three of the Mixed Use lots [Lots 116 (#15), 117 (#19) and 118 (#23) O'Connor Close] are yet to fully redevelop and subdivide in accordance with the current Structure Plan outcome, the former because it contains an operating light industrial use with ongoing non-confirming use rights.

These lots cannot be rationalised at this time as they incorporate critical mid-route portions of the secondary linear park running along the eastern edge of the freight

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rail line, that form an important pedestrian/cyclist connection between Rollinson Road, Enderby Close and South Beach further north. Even though development of #23 is well progressed, reserving the relevant portions as POS now could injuriously affect the land and give rise to a landowner claim for compensation.

Instead, these lots have been excluded from both scheme amendments, will retain their existing 'Development' zoning and a Structure Plan extension for that area has been submitted to the WAPC (refer to maps and table below for exact location).

Location	Proposed Action	Map
Lots 116 (#15), 117 (#19) & 118 (#23) O'Connor Close, North Coogee	Excluded from Scheme Rezoning – Structure Plan extension approved by WAPC on 6 May 2024	

The only other exclusion involves the 'Move' Apartment Complex (#59 Breaksea Drive) as the Structure Plan identifies an 'R125' density code which doesn't appear in the current version of the Residential Design Codes.

As an alternative coding needs to be proposed, rationalisation of that area will occur via a separate 'standard' scheme amendment (Amendment #177) that will be advertised for public comment (refer to maps and table below for exact location).

Location	Proposed Action	Map
'Move' Apartment Complex #59 Breaksea Drive, North Coogee	Included in Amendment #177 – to allow Public Advertisement of different R-Code	

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Minor Adjustments:

Typical of any rationalisation amendment, included are minor adjustments required to match the final boundaries and tenure of land as determined via subsequent subdivision processes. A couple of more notable changes, necessary to match the outcome of WAPC subdivision decisions, are documented in the following table:

Location	Current Use / Tenure	Proposed Local Reservation	Map
Portion of Keeling Way	Road Reserve (Local Road)	'Local Road'	
'The Islands' Development Complex #21-25 Ocean Drive, North Coogee (Strata Plan 52597)	Privately Owned Communal Open Space (Public Access/Use secured via Easements on Title)	'Residential R60' (Consistent with balance land holding)	

Despite being shown on the relevant Local Development Plans as POS and developed for public use, the City has been advised that reserving or otherwise restricting the relevant portions of 'The Islands' Development Complex to a public use in TPS3, could constitute injurious affection and give rise to a landowner claim for compensation. Notwithstanding the proposed Residential zoning (consistent with the balance of the broader title), public use is maintained via the easement on the Title (refer **Appendix E**).

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6.0 CONCLUSION

For the following key reasons, it is suggested that now is an appropriate time for Structure Plan 16A to be partially revoked and most of its zones and reserves to be rationalised into the Scheme:

- all the affected public reserves (including local roads, drainage, public open space and public purpose) have been suitably constructed/embellished and transferred into public or utility provider ownership;
- all the affected zoned land on the endorsed structure plan has been substantially subdivided and/or developed for private commercial and/or residential purposes; and
- where further development is currently underway or is still to occur on private landholdings within the affected area, the proposed zoning is consistent with the designation that would have applied under the applicable structure plan and relevant local development plan.

Recognising these zones and reserves within TPS3 will:

- avoid the future need to seek WAPC approval to extend the approval period of the existing structure plans; and
- remove a redundant layer of planning control; whilst still
- ensure the City maintains appropriate mechanisms to guide and control future redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply), consistent with current community expectations.

The other changes proposed reflect good contemporary planning practice and do not pose a significant adverse impact on surrounding development.

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Planning and Development Act 2005

City of Cockburn
Town Planning Scheme No.3
Amendment No.176

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

1. Rezoning various lots within 'Development Area 16' from 'Development' to 'Residential (R40)', 'Residential (R60)', 'Residential (R80)', 'Residential (R100)', and 'Mixed Use (R80)', as depicted on the Scheme Amendment Map.
2. Reclassifying land within 'Development Area 16' from the 'Development' zone to a local reserve for 'Parks and Recreation' or 'Local Road', as depicted on the Scheme Amendment Map.
3. Reducing the extent of 'Development Area 16' Special Control Area boundary, as depicted on the Scheme Amendment Map.

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

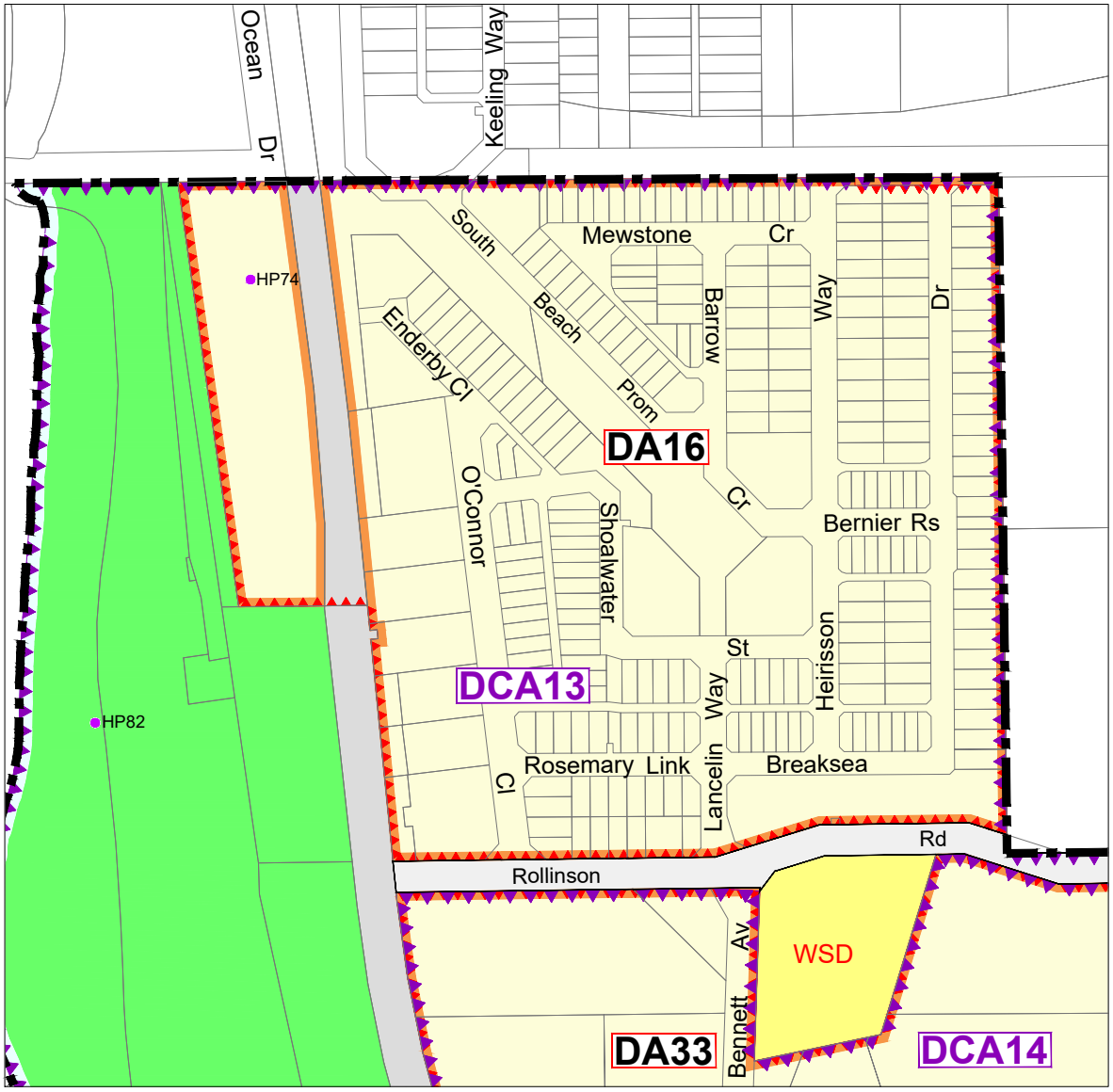
- *It is an amendment to the local planning scheme that involves zoning land consistent with an approved structure plan and/or local development plans for the same land; and/or is*
- *Proposing zoning/reservation changes that are purely administrative in nature.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan:

Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
16A	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	16 February 2017	SPN/0821M-1

Upon the amendment taking effect 'partial' revocation of the above approved structure plan is to occur.

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Current Scheme Map

GENERAL
- Scheme Boundary
- HP1 Heritage Place

SPECIAL CONTROL AREAS:
- DA1 Development Areas
- DCA1 Development Contribution Areas

REGION RESERVES
- Parks & Recreation
- Railways
- Waterways
- WSD Public Purposes - Water Authority of WA

LOCAL RESERVES
- Local Road

ZONES
- Development

City of Cockburn
wetlands to waves

GNA
May 2024
0 75m
Scale

Amendment No.176
Town Planning Scheme No.3

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Scheme Amendment Map

GENERAL
R20 Residential Density Codes

SPECIAL CONTROL AREAS:
DA1 Development Areas

REGION RESERVES

LOCAL RESERVES
Parks and Recreation
Local Road

ZONES
Residential
Mixed Use

City of Cockburn
wetlands to waves

GNA
May 2024
0 75m
Scale

Amendment No.176
Town Planning Scheme No.3

This Basic Amendment was adopted and is recommended for approval by resolution of the City of Cockburn at the Ordinary Meeting of the Council held on the _____ day of _____, and the Common Seal of the City of Cockburn was hereunto affixed by the authority of a resolution of the Council in the presence of:

_____

MAYOR

(Seal)

_____

CHIEF EXECUTIVE OFFICER

WAPC ENDORSEMENT (r.63)

_____

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

DATE _____

APPROVAL GRANTED

_____

MINISTER FOR PLANNING

DATE _____

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APPENDIX A

Current Approved Structure Plan

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APPENDIX B

Approved Developments
(based on Highest Structure Plan Density Code)

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CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red
nd compliance with conditions of approval

APPROVED

14 Apr 2020
File Ref: DA20/0117
Plan 6 of 13

ELEVATIONS



ELEVATION 1

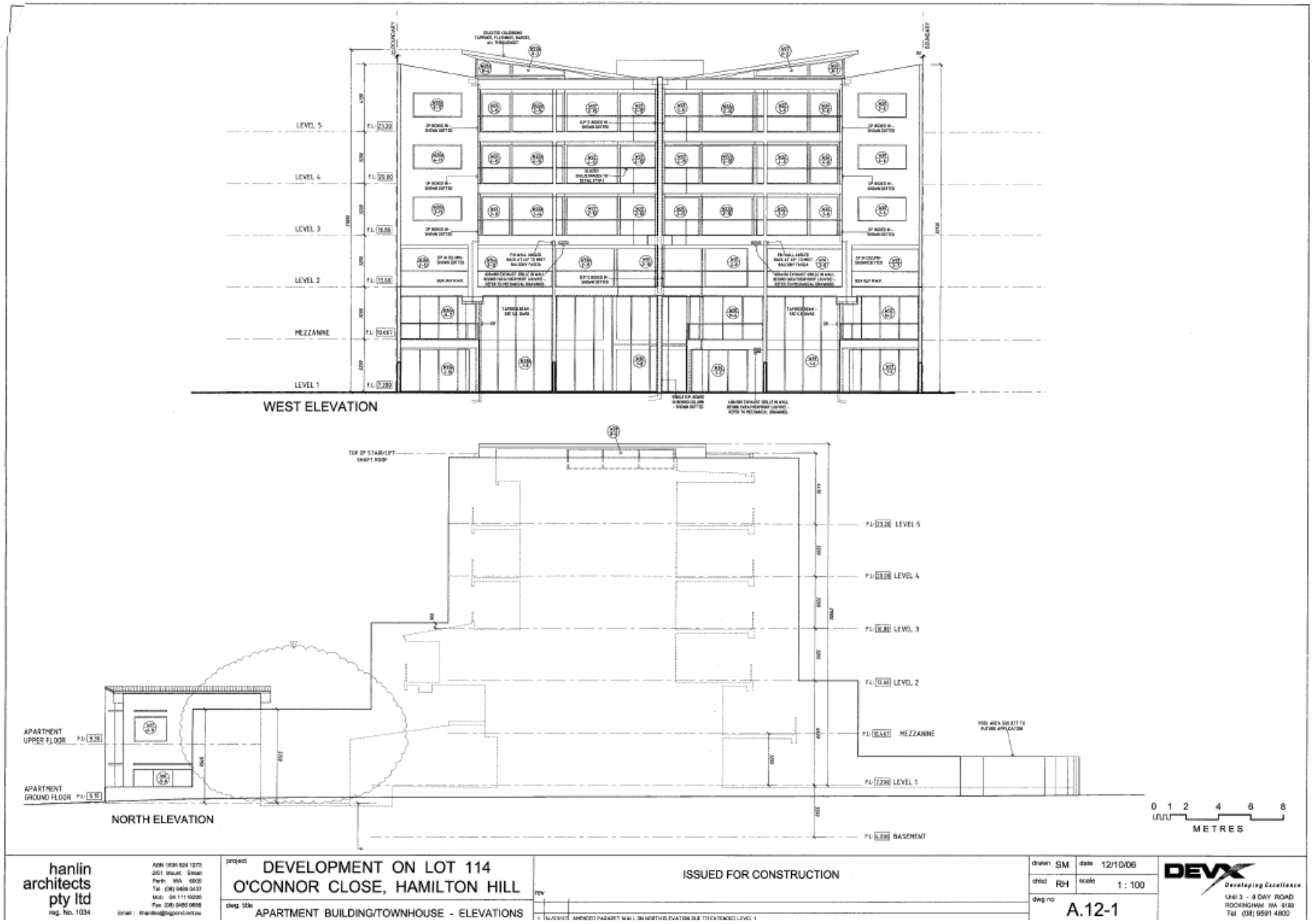


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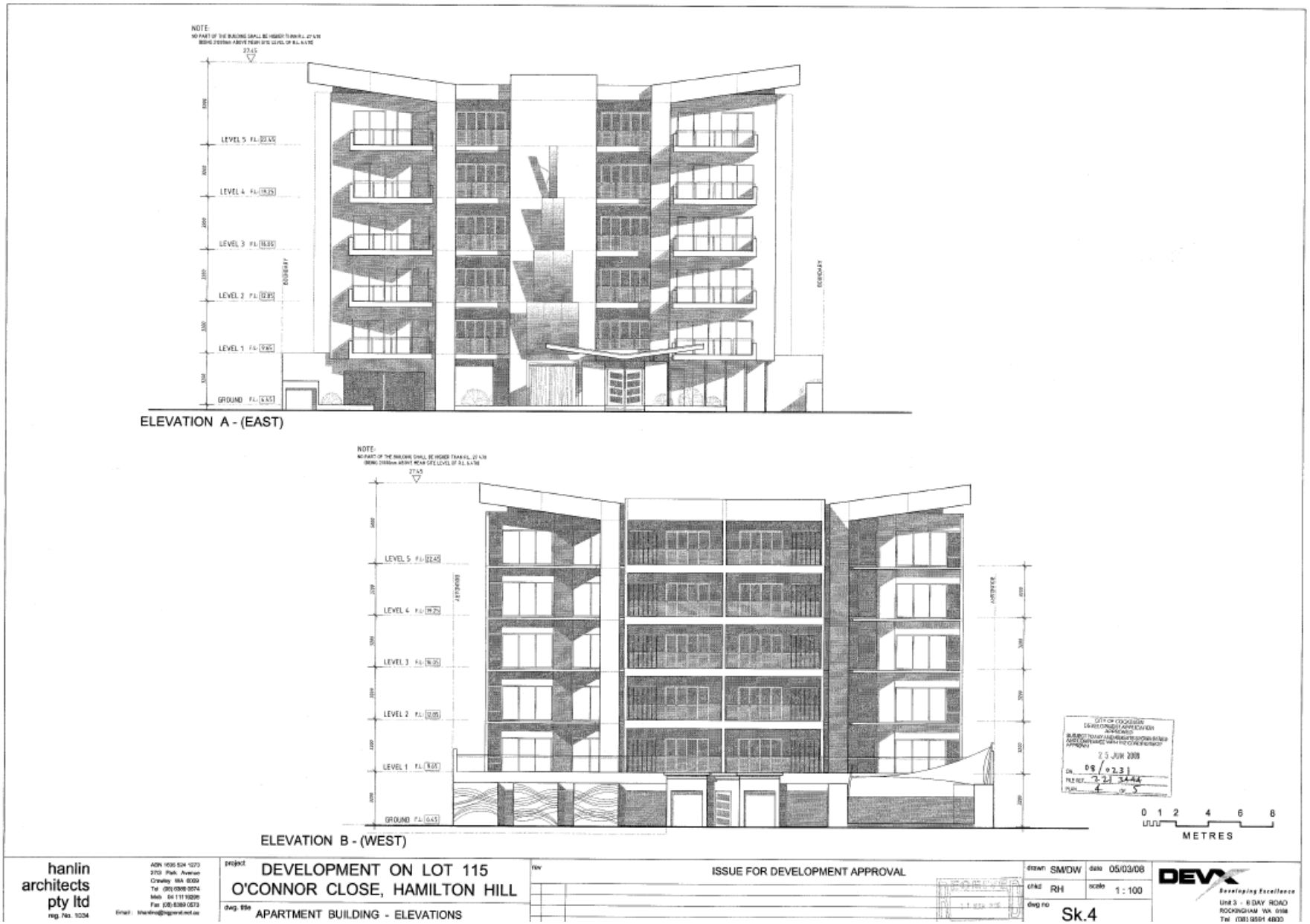
EXTERNAL FINISHES KEY

FB	01	Facebrick work - white mortar struck joints - Austral Bricks CB Split Face range 'Porcelain 190x190x390mm'
FB	02	Facebrick work - light grey mortar struck joints - Austral Bricks Bowral 76 range 'Simmental Silver 230x110x76mm'
FB	03	Facebrick work - white mortar struck joints - Austral Bricks Indulgence range 'French Brie 290x90x76mm'
LS	01	Facebrick work - light grey mortar struck joints - Austral Bricks QB Honed range 'Limestone 190x190x390mm'
CL-W	01	Wall cladding - Ultragroup Equitone (textiva) - 'TE 80'
N-W	01	Nailstrip wall cladding - 'Shale Grey'
T	01	Porcelain wall tile - Gloss white
CO	01	Sealed concrete - off form - Natural Grey
A-W	01	Anodised glazing soltes - Colour 'Black'
PS	01	Painted steel - Gloss 'Black'
PS	02	Painted steel - Gloss 'White'
CB	01	Colourbond Roof / eaves gutters / fascia / rainwater down pipes / cappings - Shale Grey
N-R	01	Nailstrip Roof Sheeting - 'Shale Grey'

Document Set ID: 4193471
Version: 2, Version Date: 11/06/2024



Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024



Document Set ID: 4193247
Version: 2, Version Date: 11/06/2024



APARTMENT
FRONT ELEVATION
1:100

CITY OF COCKBURN
DEVELOPMENT APPLICATION
Subject to any amendments shown in red and compliance with conditions of approval

APPROVED

24 Apr 2019
File Ref: DA18/0999
Plan 14 of 20

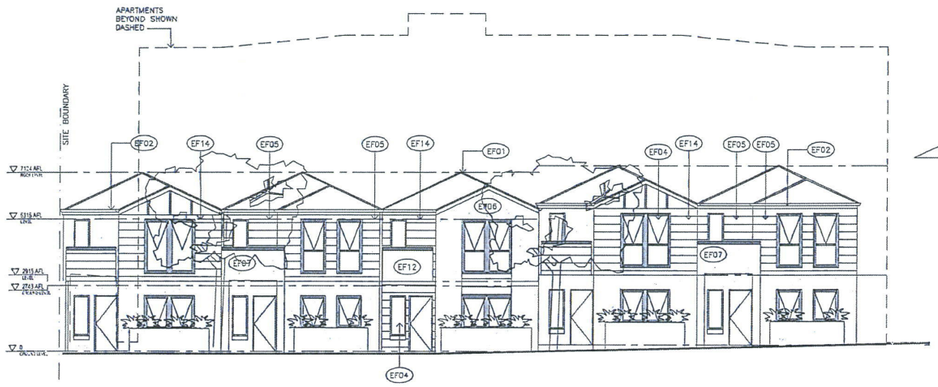


DANMAR DEVELOPMENTS
Level 1/475 Scarborough Beach Rd, Osborne Park WA 6017
P: (08) 9445 7522 F: (08) 9445 8211
WEB: www.danmardevelopments.com

CLIENT	GMPM
CONSULTANT	GRAHAM SWEETMAN
REV. NO. DATE	13 01-Mar-19
DRAWN BY	GD

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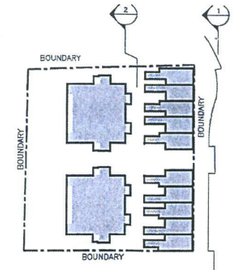
23 O'Connor Close, North Coogee *1:100 @ A2*



01 – EAST ELEVATION
O'CONNOR STREET 1:100



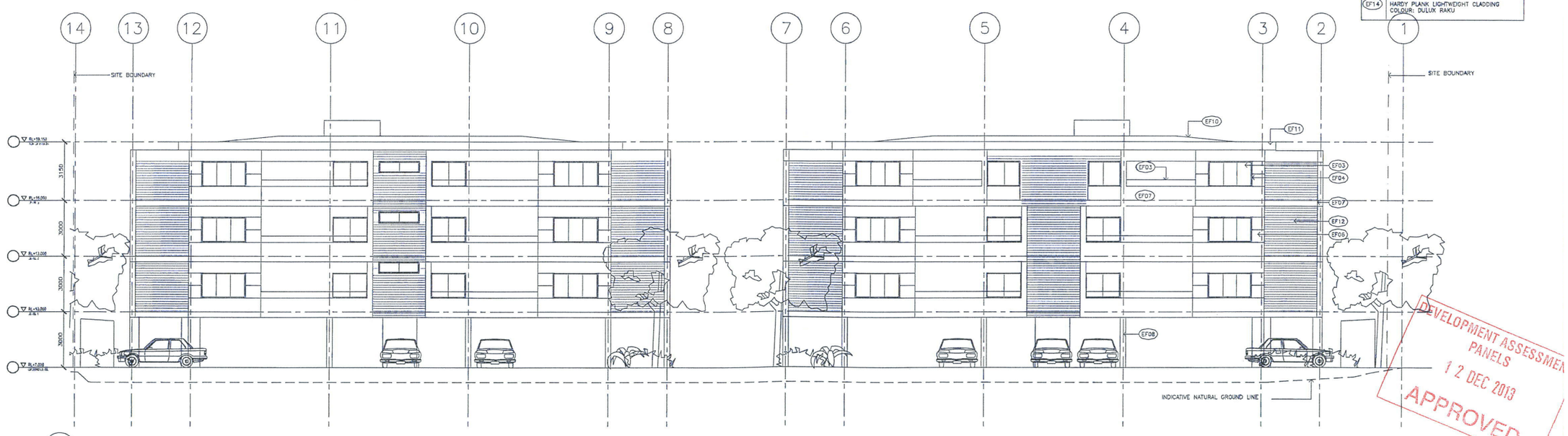
27 NOV 2013



– – KEY PLAN
NTS

EXTERNAL FINISHES LEGEND

CODE	DESCRIPTION
EF01	BEACH HOUSE COLORBOND ROOF SHEETING. COLOUR: WOODLAND GREY
EF02	COLORBOND FASCIA TO BEACH HOUSES. COLOUR: WOODLAND GREY
EF03	GLAZING
EF04	ALUMINIUM WINDOW FRAMES. COLOUR: METALLIC SILVER
EF05	HARDY PLANK LIGHTWEIGHT CLADDING COLOUR: DULUX SAUDI SAND
EF06	RENDERED AND PAINTED MASONRY WALL. COLOUR: DULUX SLIP CAST
EF07	RENDERED AND PAINTED MASONRY WALL. COLOUR: DULUX VIVID WHITE
EF08	RENDERED AND PAINTED CONCRETE. COLOUR: DULUX RAKU
EF09	RENDERED FC SHEETING. COLOUR: DULUX SLIP CAST
EF10	APARTMENT COLORBOND ROOF SHEETING COLOUR: SURFMIST
EF11	COLORBOND FASCIA TO APARTMENTS COLOUR: SURFMIST
EF12	FEATURE PAINTED AND RENDERED MASONRY WALL. COLOUR: DULUX RAKU
EF13	ALUMINUM BATTEN SCREENING. SILVER METALLIC FINISH TO 1.6M ABOVE FFL
EF14	HARDY PLANK LIGHTWEIGHT CLADDING COLOUR: DULUX RAKU



02 – EAST ELEVATION
APARTMENTS 1:100

DEVELOPMENT ASSESSMENT PANELS
12 DEC 2013
APPROVED

WMK ARCHITECTS

DEVELOPMENT APPLICATION ONLY NOT FOR CONSTRUCTION

Issue	Description	Date
P1	WORK IN PROGRESS DD	09 08 13
P2	DRAFT DA	23 08 13
P3	SCALE AMENDED	27 08 13
P4	ISSUED TO ILLUSTRATOR ARTIST	28 08 13
P5	DA ISSUE	12 09 13
P6	DA ISSUE	13 09 13
P7	DA ISSUE	25 09 13
P8	REVISED DA ISSUE	10 10 13
P9	REVISED DA ISSUE	25 11 13

Issue | Description | Date

Client: PINDAN BUILDING ON PARTNERSHIPS

Project: LOT 119 & 120 ON P22417
O'CONNOR CLOSE, NORTH COOGEE
6163 WESTERN AUSTRALIA
'ELEMENTS SOUTH BEACH'

Title: EAST ELEVATION

Drawing No. A–0500 | Issue P8
Scale 1:100 | Drawing Size A1
Project Number 1346 | Date AUG 2013 | Drawn By GR
CAD Reference

Dimensioned Drawings to take precedence over scaling. Contractor to verify all dimensions on site before construction. All inconsistencies to be reported to the Architect immediately. This drawing and its

Document Set ID: 9193241
Version: 2, Version Date: 11/06/2024



EAST ELEVATION scale 1:200

CITY OF COCKBURN
DEVELOPMENT APPLICATION
APPROVED
SUBJECT TO ANY AMENDMENTS SHOWN IN RED AND COMPLIANCE WITH THE CONDITIONS OF APPROVAL
10 FEB 2005
Planning Officer
FILE REF. 2213442
PLAN 2 OF 13

REVISED PLAN

GILETE OCEAN VIEW ON LOT 113 O'CONNOR CLOSE - HAMILTON HILL

GILETE GROUP

141 BURSWOOD ROAD BURSWOOD PERTH TEL. 95928824

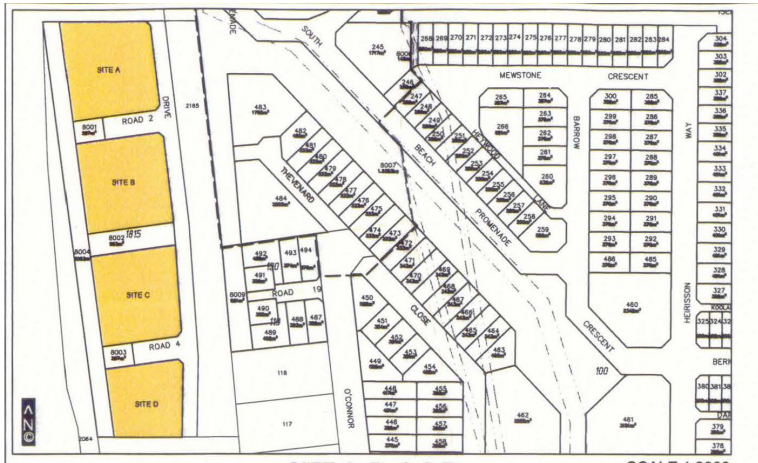
DATE - 7/10/04

RECEIVED
28 JAN 2005

APPENDIX C

Approved Local Development Plans (with Specific R-Code Densities)

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024



SITE A, B, C & D SCALE 1:3000

SETBACKS

1. Nil setback for podium and two storeys.
2. Nil setback for podium and two storeys for a maximum of 50% of the length of boundary. The remaining portion is to be set back a minimum of 7.0m.
3. 3.2m setback required for upper levels above podium and two storeys.
4. Setback above podium and two storeys to be a minimum of 7.0m.
5. Nil setback permitted.
6. 3.0m setback for all levels.

BUILDING HEIGHT

- Maximum building height is 21.0m from NGL (7.50 AHD based on pre-remediation levels) to uppermost portion of roof (including lift motor rooms/plant).
- Podium level up to 1.6m from NGL is permitted.
- Minimum floor to floor height is 3.0m

CAR PARKING & ACCESS

- Access to basements is to be from internal roads between buildings.
- All residential tenant car parking to be contained in basements within or below each building envelope.
- Visitor Parking is to be provided in accordance with the R-Codes.
- Parking for commercial uses is to be provided in accordance with the City of Cockburn's Town Planning Scheme.
- All servicing of the development is to occur within the site (Lot 1815).
- A clear delineation between pedestrian and vehicle movement is to be provided.

OPEN SPACE

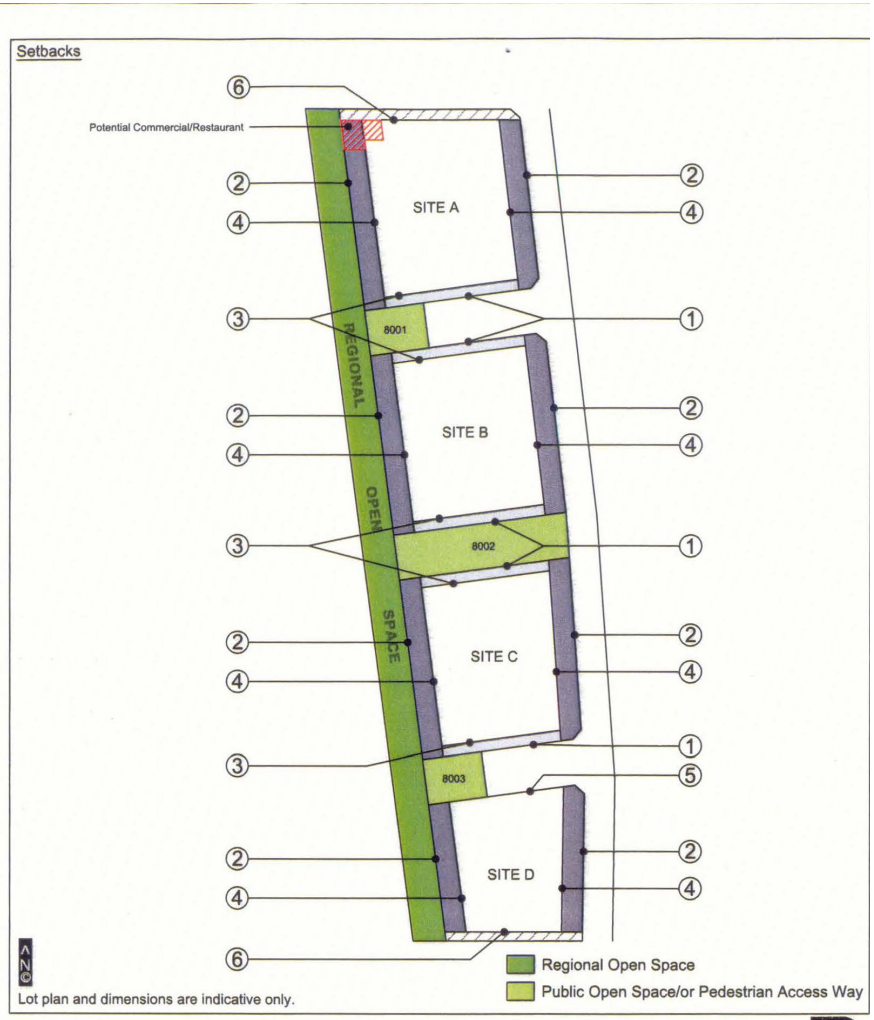
- Minimum 60% open space is required and is calculated across entire site (Lot 1815) including easements and access ways, but not regional public open space reserves.
- Outdoor living areas above natural ground level can be included in open space calculations.

OTHER

- Applicable Residential Density Code is R80. The density and plot ratio of the development shall be calculated across the entirety of Lot 1815.
- A variety of residential dwelling types and sizes such as beach houses, 2 and 3 bedroom apartments are to be provided.
- Development above podiums is to address all frontages including internal streets and reserves/public accessways in a positive manner reflective of the nature of the adjoining space.
- Balconies should to be generously dimensioned (>2.5m) and designed to provide protection to the dwelling from excess solar gain.
- The north western corner of Site A may be for commercial uses (i.e. restaurant, shop or café). Dwellings may be also used for home occupations subject to City of Cockburn approval.
- Materials used in construction shall be reflective of a coastal vernacular theme, durable and suitable for their coastal environment.
- Easements shall be landscaped in a manner that is integrated with the landscaping of public open space reserves.
- Northern solar access and cross ventilation opportunities shall be maximised.
- Roof mounted solar cells, solar hot water units and mechanical plant equipment are not to be visible from the street or public places abutting the site.
- Clear demarcation of private space shall be provided to prevent unnoticed access to the property.
- The utilisation of quiet house design principles, the construction of noise barriers and the location of buildings to maximise amelioration of noise from the railway reserve shall occur. The requirements of the MRS Amendment No. 1008/33 shall be satisfied.
- POS areas are to be a minimum of 13.0m in width.
- The Commercial/Restaurant component of the development shall be a minimum floorspace of 240sqm.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner.



Lot plan and dimensions are indicative only.

This concept has been prepared for the purpose of meeting client specifications. The drawing does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever.

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Title: DETAIL AREA PLAN - LOT 1815
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

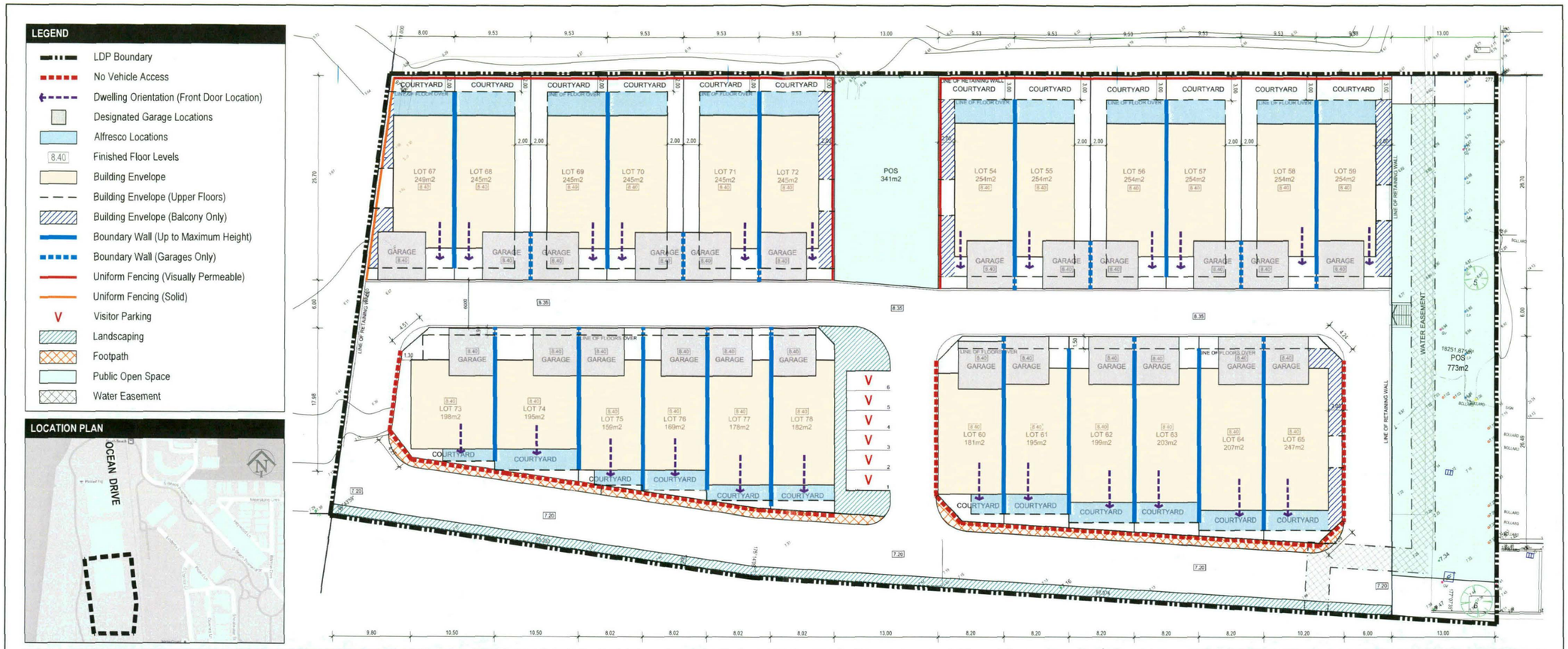
Date: 9 MAY 2007 Revision No: A

Scale: 1:3000 @ A3 Job No: 704.22B

Designer: Drawn: SL

E Reference: 704.22B DA14A type lot 1815.dwg

TOWN PLANNING AND URBAN DESIGN
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Perth Western Australia 6850
Telephone +61 08 9289 8300
Facsimile +61 08 9321 4798
planning@tpgwa.com.au
www.tpgwa.com.au



LOCAL DEVELOPMENT PLAN PROVISIONS

LOCAL DEVELOPMENT PLAN - THE ISLANDS - STRATA PLAN NO. 52597 - OCEAN DRIVE, NORTH COOGEE (SITES C & D)

This Local Development Plan (**LDP**) applies to the portion of Strata Plan 52597 as shown on the attached plan. The following provisions apply to all development on land the subject of this LDP.

1. GENERAL

1.1 The provisions of the City of Cockburn Town Planning Scheme No. 3 (**TPS3**) and State Planning Policy 3.1 *Residential Design Codes* (**R-Codes**) are varied as detailed within this Local Development Plan (**LDP**). All other requirements of TPS3 and R-Codes shall be satisfied.

1.2 'Detailed Area Plan - Lot 1815' approved 14 May 2007 no longer applies to the portion of the site subject to this LDP and is hereby varied by this LDP.

2. RESIDENTIAL DESIGN CODE

2.1 The Residential Design Code applicable to the lots the subject of this LDP is R80.

3. STREETSCAPE

3.1 All car parking spaces (including garages and carports) shall be located in accordance with the designated garage locations as shown on the LDP. Garages may be setback up to 6m from the envelopes detailed on the LDP in order to provide separation from the laneway and/or provide uncovered parking spaces in front of the garage.

3.2 There are no prescribed setbacks from the internal access way. The alignment of the dwellings shall be generally consistent with the building envelopes on the LDP.

3.3 Dwellings are to be designed to ensure at least one major opening to a habitable room or a balcony overlooks the internal access way for surveillance purposes.

4. DESIGN ELEMENTS

4.1 A minimum 3 storey building height applies to Lots 60-65 and 73-78 as shown on the LDP.

4.2 A minimum 2 storey building height applies to Lots 54 - 59 and 67-72 as shown on the LDP.

4.3 Natural ground level, where a measurement is required, shall be measured from the finished floor levels as prescribed on this LDP.

5. SETBACKS

5.1 Setbacks and boundary wall locations are to be in accordance with those outlined on the LDP.

5.2 Boundary walls are permitted to the maximum height outlined in Clause 4.1 and 4.2 above.

5.3 Boundary walls labelled (garage only) are permitted to one storey and a height of 3.5m.

5.4 Any side and rear setbacks not prescribed on the LDP are to be in accordance with the R-Codes.

6. OPEN SPACE

6.1 Minimum 40% open space is required and is calculated across the entire LDP area including easements and access ways.

6.2 Each dwelling shall be provided with at least one outdoor living area, opening directly from a habitable room and with a minimum area of 10m2 and minimum dimension of 2.4m.

6.3 Balconies equal to or greater than 10m2 may be included in open space calculations.

6.4 Swimming pools may be provided in the allocated courtyards on the LDP.

7. PUBLIC OPEN SPACE

7.1 Public Open Space shall provide a connection with the public footpath along the foreshore reserve to the west of the subject site. Levels of the Public Open Space are to be integrated with the levels of the public footpath.

7.2 Sites abutting areas of Public Open Space shown on this LDP shall orientate dwellings and outdoor living areas to provide surveillance of the Public Open Space.

8. BUSHFIRE MANAGEMENT

8.1 A Bushfire Attack Level (BAL) assessment shall be provided prior to consideration of any Development Application, in accordance with the requirements of State Planning Policy 3.7: Planning in Bushfire Prone Area and the Guidelines for Planning in Bushfire Prone Areas (SPP3.7).

8.2 For any lots where the BAL rating requires a bushfire management plan under SPP3.7, the bushfire management plan shall be completed and endorsed by the City prior to, or at the time of determination of any Development Application. All lots within the LDP are designated bushfire prone areas for the purpose of implementing AS3959 under the National Construction Code.

9. OTHER

9.1 Material used in construction shall be reflective of a coastal vernacular theme, durable and suitable for their coastal environment.

9.2 Northern solar access and cross ventilation opportunities shall be maximised through design of dwellings.

9.3 Roof mounted solar cells, solar hot water units and mechanical plant and equipment are not to be visible from the street or public places abutting the site.

9.4 High quality, reticulated landscaping is to be provided in the corresponding areas on the LDP. The local government may request a landscaping plan as a condition of subdivision approval.

9.5 Quiet house design principles are to be applied to the design and construction of all the dwellings to maximise amelioration of noise and vibration from the railway reserve. A detailed Noise Management Plan (acoustic report) shall be provided as part of the Development Application to demonstrate:

- Acceptable indoor noise levels in noise-sensitive areas being achieved; and
- A 'reasonable' degree of acoustic amenity in at least one outdoor living area on each residential lot being achieved, to the satisfaction of the Local Government.
- All plans & supporting documents accompanying the Building Permit Application(s) must clearly demonstrate compliance with the Noise Management Plan, including the provision of mechanical ventilation or suitable ducted air conditioning with fresh air intakes, as part of the Building Permit application.

9.6 Variations to the requirements of this LDP may be approved at the discretion of the Local Government.

APPROVAL

This LDP has been approved by the City under Clause 52(1)(a) of the deemed provisions (Schedule 2) of the Planning and Development (Local Planning Schemes) Regulations 2015.

Signature

27 May 2016
Date

PLANNING SOLUTIONS URBAN & REGIONAL PLANNING

SCALE	1:500 @ A3
DATE	19 May 2016
FILE	1605/19 4248 Local Development Plan.dwg
REVISION	4/EF/Rev/19.05.2016 3/EF/Rev/15.04.2016 2/EF/Rev/12.04.2016

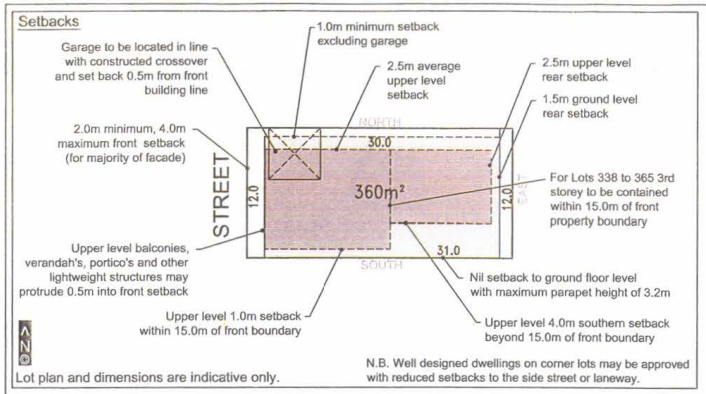
Scale Bar (m) 0 5 10

LOCAL DEVELOPMENT PLAN

LOT 53 (21) OCEAN DRIVE (DEVELOPMENT SITES C & D)
NORTH COOGEE, WESTERN AUSTRALIA

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Document Set ID: 9192471
Version: 2, Version Date: 11/06/2024



Lot Type 'A'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- 9.5m maximum, excluding Lots 338 to 365.
- Lots 338 to 365 maximum height is 12.0m within 15.0m of front boundary and 9.5m maximum height beyond 15.0m.
- Minimum of 2 storeys required. Additional loft permitted on all Type 'A' lots excluding Lots 338 to 365. A loft must appear as a room(s) within the roof space (A maximum wall height of 500mm is permitted above the second floor slab).
- Maximum height of any southern wall is 6.5m (excluding any 3rd storey wall constructed on Lots 338 to 365) and maximum height of any southern parapet wall is 3.2m.

Garage

- To be located in line with constructed crossover and set back 0.5m behind main building line (average front setback excluding garage).
- For corner lots where vehicle access is obtained via a laneway or secondary street, a 1m setback to the street/laneway is required and a nil rear/side setback is permitted (provided the parapet wall height is a maximum of 3.2m).
- Maximum garage wall parapet length is 9.0m.
- Maximum garage width is 7.0m (double door).

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code is R40.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum of 20m² of open space with a minimum dimension of 4.0m is to be provided and preferably abut the northern boundary. 50% of this open space is to remain uncovered.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedrooms) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots the dwelling must also address the side street or laneway through design, fenestration, materials and major opening(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Shadows may be cast over more than 35% of the adjoining property.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street or laneway).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch. Solar cells must not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by The Planning Group/Stockland and/or the City of Cockburn Principal Planner .

NOTES:

All dimensions and areas are subject to survey

Building Envelope

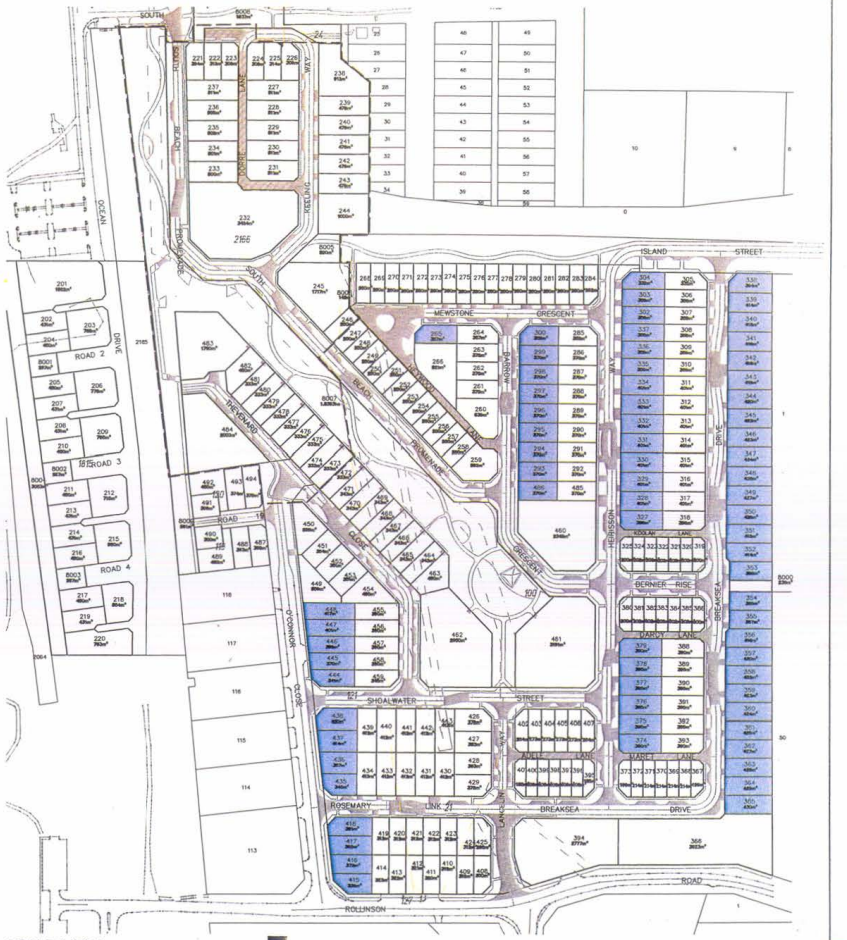
Upper Level Envelope

Garage

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been adopted by Council and signed by the Principal Planner AP

Date 17/10/05



SCALE 1:3000

THE PLANNING GROUP

RECEIVED
10 SEP 2005

Figure No

Title: DETAILED AREA PLAN - LOT TYPE 'A'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 7 OCTOBER 2005 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226.DA3A.DWG

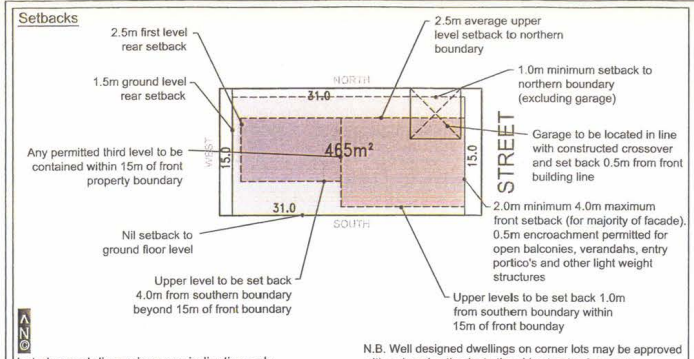
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Setbacks



Lot plan and dimensions are indicative only.

Lot Type 'B'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- 9.5m maximum, excluding Lots 305 to 318 and 388 to 393.
- Lots 305 to 318 and 388 to 393 maximum height is 12.0m and 3 storeys and no additional loft is permitted above the third storey. The maximum height beyond 15m of the front boundary is 9.5m.
- Minimum of 2 storeys required. Additional loft permitted above the second storey. A loft must appear as a room(s) within the roof space (A maximum wall height of 500mm is permitted above the second floor slab).
- Maximum height of any southern wall is 6.5m, excluding any permitted third storey.
- Maximum height of any southern parapet wall is 3.2m.

Garage

- To be located in line with constructed crossover and set back 0.5m behind main building line (average front setback excluding garage).
- For corner lots where vehicle access is obtained via a laneway or secondary street, a 1m setback to the street/laneway is required and a nil rear/side setback is permitted (provided the parapet wall height is a maximum of 3.2m).
- Maximum garage wall parapet depth is 9m.
- Maximum garage width is 7m (double door).

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code is R40.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum of 20m² of open space with a minimum dimension of 4.0m is to be provided and preferably abut the northern boundary. 50% of this open space is to remain uncovered.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedrooms) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots, the dwelling must also address the side street or laneway through design, fenestration, materials and major opening(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Shadows may be cast over more than 35% of the adjoining property.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street or laneway).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch. Solar cells must not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by The Planning Group/Stockland and/or the City of Cockburn Principal Planner.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

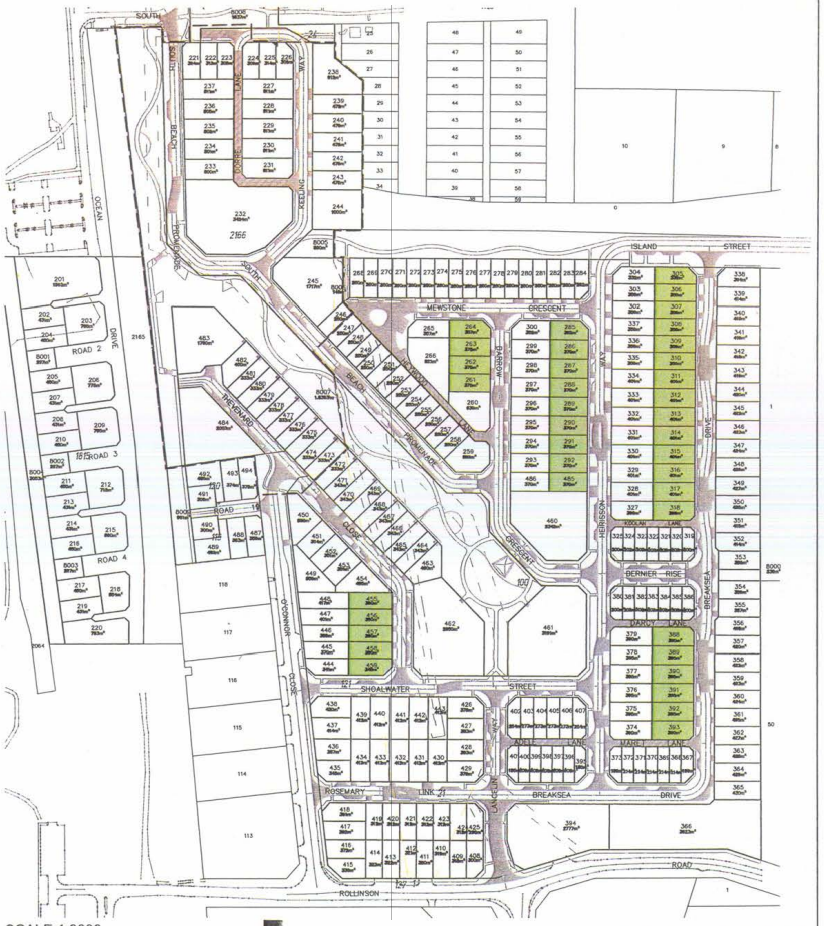
Upper Level Envelope

Garage

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 17/10/05



SCALE 1:3000

THE PLANNING GROUP

Figure No:

Title: DETAILED AREA PLAN - LOT TYPE 'B'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 7 OCTOBER 2005 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DAA.DWG

RECEIVED
10 SEP 2005

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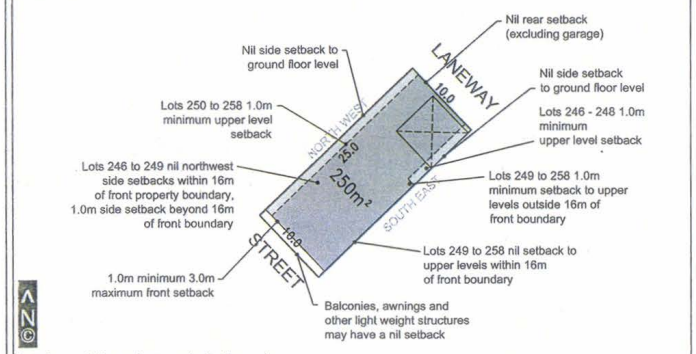
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Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

Setbacks



Lot plan and dimensions are indicative only.

Lot Type 'C'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- 12.0m maximum.
- Minimum of 2 storeys.
- Maximum of 3 storeys.

Garage

- Lots 246-251 0.5m setback from rear boundary.
- Lots 252-258 1.0m setback from rear boundary.
- To be located on southern boundary unless demonstrated an alternative location provides better solar access to the subject or adjoining property.
- Must have a 45° visual truncation to both sides of the entrance to the garage.
- For Lots 253 - 258 where a neighbouring garage abuts the property boundary a sealed 700mm X 700mm (990mm) truncation clear of all obstructions shall be provided and maintained adjoining the entry to the neighbours garage to ensure a 45° truncation is provided to laneway.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.

Other

- Applicable Residential Density Code R40.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum of 20m² of open space with a minimum dimension of 4m is to be provided and preferably abut the northern boundary. 50% of this open space is to remain uncovered.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² may be included as open space.
- Dwelling to address street by way of design, fenestration, entry and must contain major opening(s).
- Windows should generally have a vertical proportion to the street.
- Activation of laneway initiatives required.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Shadows may be cast over more than 35% of the adjoining property.
- No change in level greater than 200mm above or below the existing level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch of the dwelling. Solar cells must not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by The Planning Group/Stockland and/or the City of Cockburn Principal Planner.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

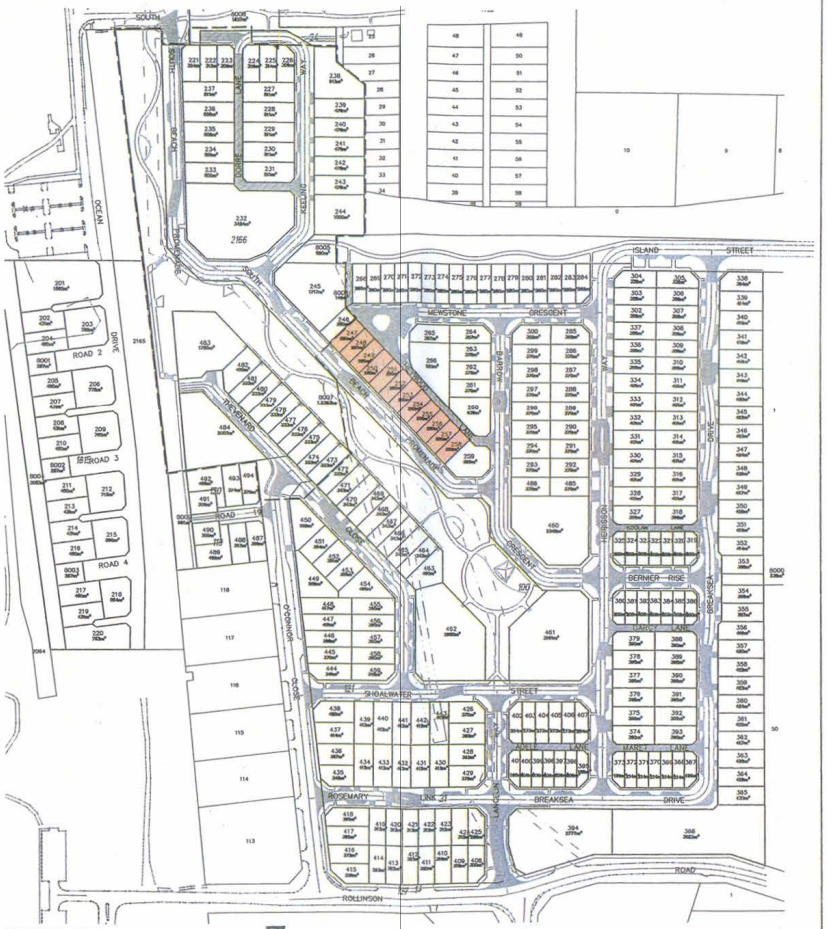
Upper Level Envelope

Garage

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 25/11/05



SCALE 1:3000

THE PLANNING GROUP

Figure No:

Title: DETAILED AREA PLAN - LOT TYPE 'C' SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 20 OCTOBER 2005 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.22B

Designer: Drawn: SL

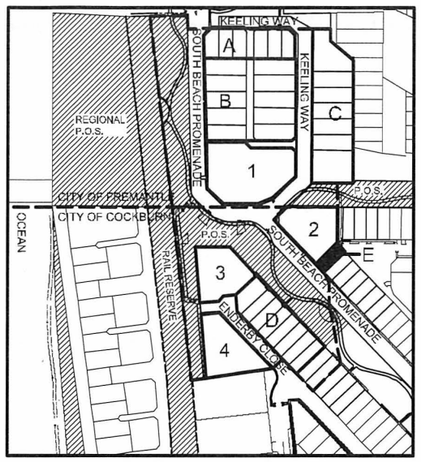
E. Reference: 704.22B Data typeC.DWG

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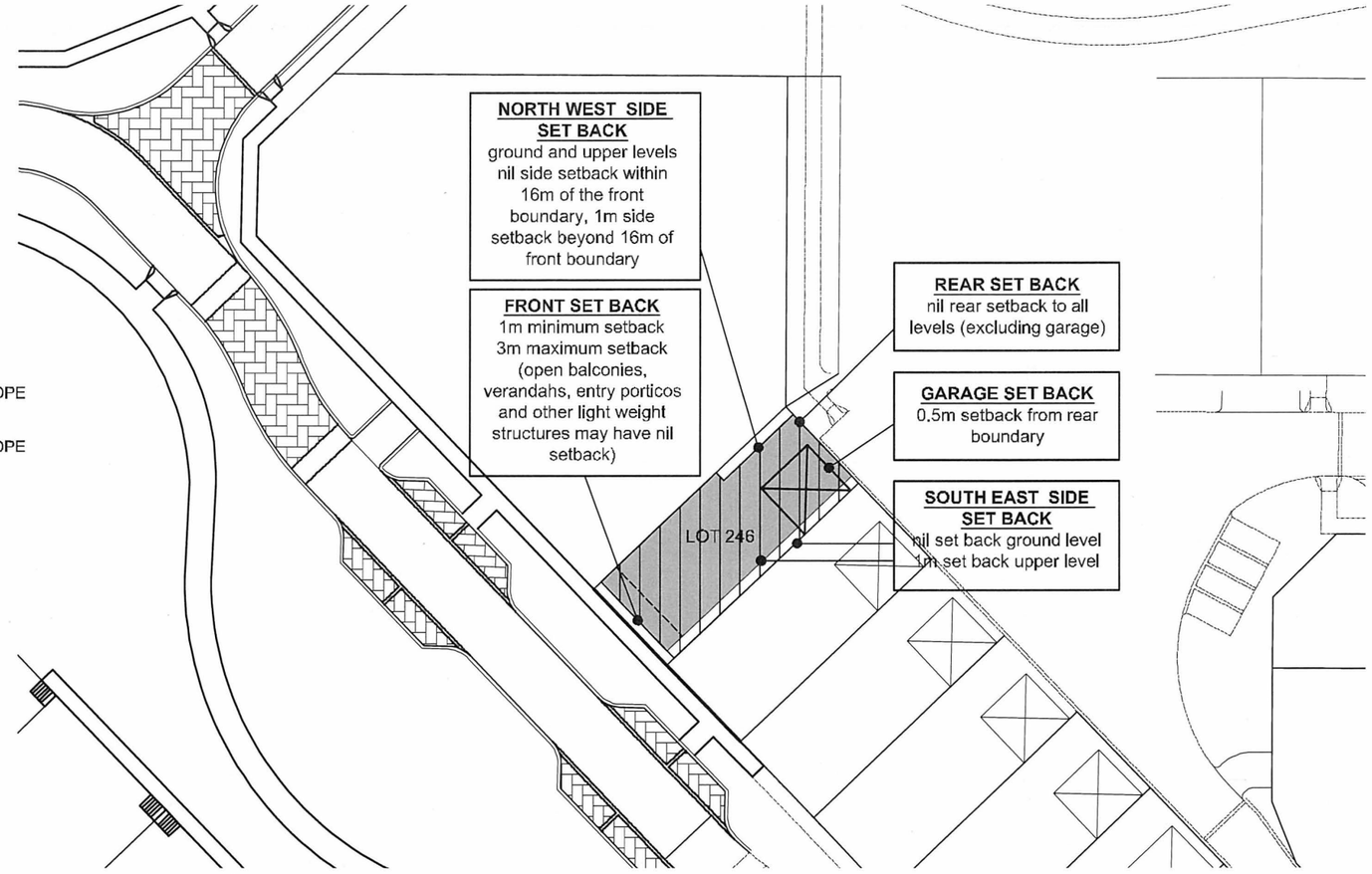
LOCATION PLAN

LEGEND

GARAGE

BUILDING ENVELOPE

UPPER FLOOR BUILDING ENVELOPE



CITY of COCKBURN - RESIDENTIAL DENSITY CODE R40

DESIGN INTENT

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

HEIGHT

-Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
-12m maximum
-Minimum of 2 storeys
-Maximum of 3 storeys

GARAGE

-To be located 0.5m back from rear boundary
- to be located on southern boundary unless demonstrated an alternative location provides better solar access to the subject or the adjoining property.
-must have 45 degree visual truncation to both sides of the garage.

FENCING

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.

OTHER

- Applicable Residential Density Code R40
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required
- A minimum of 40m^2 open space with a minimum dimension of 4m is to be provided and preferably abut the northern boundary. 50% of this open space is to remain uncovered.
-An upper level balcony with a minimum dimension of 2m, min area 10m^2 may be included as open space.
- Dwellings must address the street by way of design, fenestration, entry and must contain major opening(s).
-Windows should generally have a vertical proportion to the street.
-Activation of laneway initiatives required.
-Where it can be demonstrated that windows balconies or terraces do not create an overlooking concern, the City of Cockburn may relax the cone of vision requirements.
-Dwellings must be designed so the at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Shadows may be cast on more than 35% of the adjoining property.
- No change in level greater than 200mm above or below the exisitng level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to to minimize noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible similar to the roof colour.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch of the dwelling. Solar cells must not be easily seen from the street.
-Minor variations to the requirements of the residential design codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by Jones Coulter Young / Landcorp / and / or the Principal Planner.

JONES COULTER YOUNG
architects and urban designers

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TYPE E

NORTH

0 2.5 5 10 25m

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No.3 - apply except for variations shown on this plan.

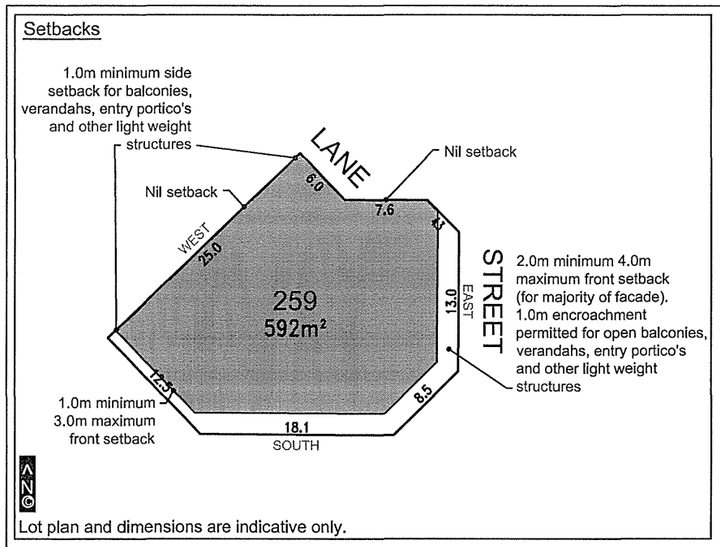
This Detailed Area Plan has been adopted by Council and signed by the Principal Planner

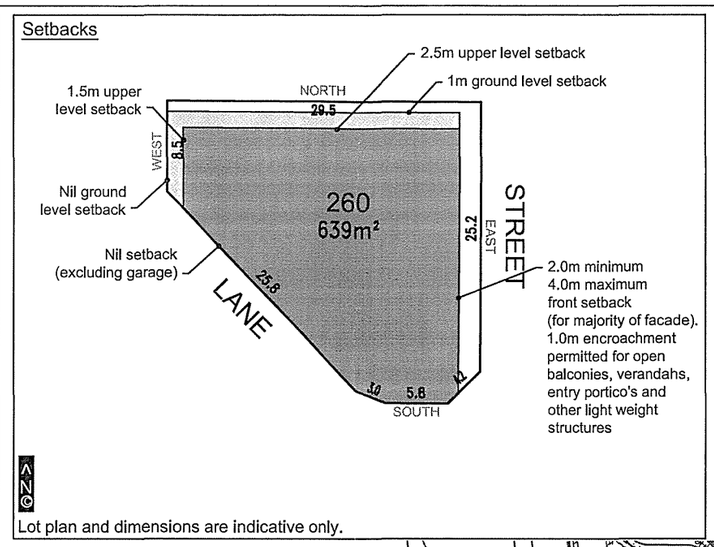
Principal Planner *date* 11·10·2007

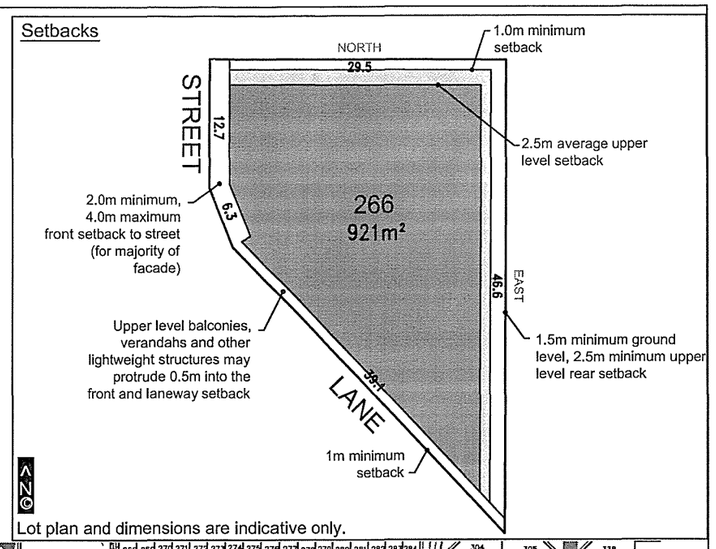
PROJECT NO: 0358
PROJECT: SOUTH BEACH - LANDCORP
DRAWING: DETAILED AREA PLAN - TYPE E
DRAWING NO: j:\projects\0358\guidelines20041019 / DAPS
SCALE: 1:500 @A3
DATE: AUG 2007

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Document Set ID: 9193241
Version: 2, Version Date: 11/06/2024







Lots 259, 260 and 266

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Lot 259 - maximum height is 12m and 3 storeys plus a loft is permitted above third storey. A good proportion of the development must be 3 storeys.
- Lot 260 and 266 - maximum height is 9.5m and 2 storeys plus a loft is permitted above second storey. A minimum of 2 storeys is required.
- Lofts must appear as a room within the roof space (a maximum wall height of 500mm is permitted above the second/third storey floor slab).

Garage

- All garages must be accessed from rear laneway, have a minimum setback of 1.0m and provided with 45° visual truncations.

Fencing

- All fencing forward of the dwelling, including fencing abutting the laneway truncation to Lot 260, both street frontages to Lot 259 and the street (not laneway) frontage to Lot 266, is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.

Other

- Lot 259 applicable Residential Density Code is R40 or R80. Lot 260 applicable Residential Density Code is R40 and Lot 266 the Density Code can be either R20 or R40 (R40 encouraged).
- Lots cannot be subdivided or amalgamated unless consistent with an approved development constructed up to first floor plate height.
- Minimum 40% open space required for R40 lots and 55% for R80 developments.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedrooms) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots, the dwelling must also address the side street or laneway through design, fenestration, materials and major openings.
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street or laneway).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch. Solar cells must not be easily seen from the street.
- No blank walls, backs of garages or storage areas to be located to the street.
- Activation of Laneways is required. (e.g. surveillance, open/transparent fencing.)
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by TPG/Stockland and/or the City of Cockburn Principal Planner.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper level envelope

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 19.4.07

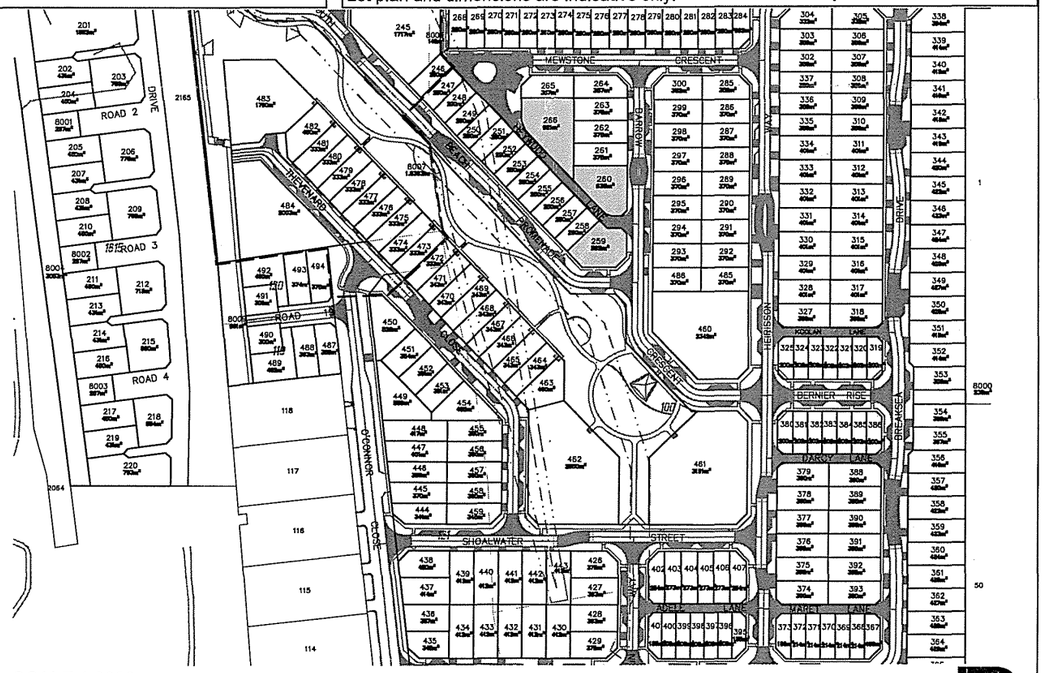


Figure No:

Title: DETAIL AREA PLAN - LOTS 259, 260 and 266
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 12 APRIL 2007 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DA11A type lots 259, 260 and 266.dwg

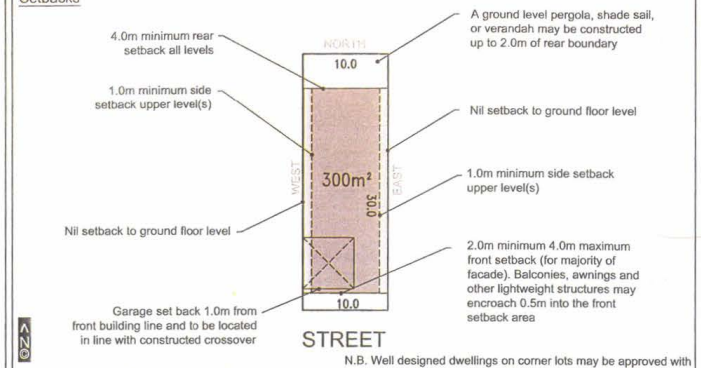
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Setbacks



Lot plan and dimensions are indicative only.

N.B. Well designed dwellings on corner lots may be approved with reduced setbacks to the side street or pedestrian accessway.

Lot Type 'D'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- 12m maximum.
- Minimum of 2 storeys required.
- Maximum of 3 storeys.

Garage

- Set back approximately 1.0m behind main building line (average front setback excluding garage).
- To be located in line with constructed crossover (indicated on plan).
- Maximum garage width is 6.5m (double door).

Fencing

- No fencing permitted to the street. Fencing to the rear (north) may be a maximum of 2.0m high, but any fencing above 1.65m must be 70% permeable.
- Any gate must be 25% visually permeable.
- 2.0m high solid fencing permitted to the sides.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code R40.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- Dwelling to address street by way of design, fenestration, entry and must contain major opening(s).
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedrooms) may be included as open space.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Windows should generally have a vertical proportion to the street.
- No change in level greater than 200mm above or below the existing level is permitted.
- Shadows may be cast over more than 35% of the adjoining property.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch of the dwelling. Solar cells must not be easily seen from the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by The Planning Group/Stockland and/or the City of Cockburn Principal Planner.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper level envelope

Garage

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 17/10/05



SCALE 1:3000

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10 SEP 2015

Figure No:

Title: DETAILED AREA PLAN - LOT TYPE 'D'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 7 OCTOBER 2005 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

File Reference: 704.226 DASA typeD dwg

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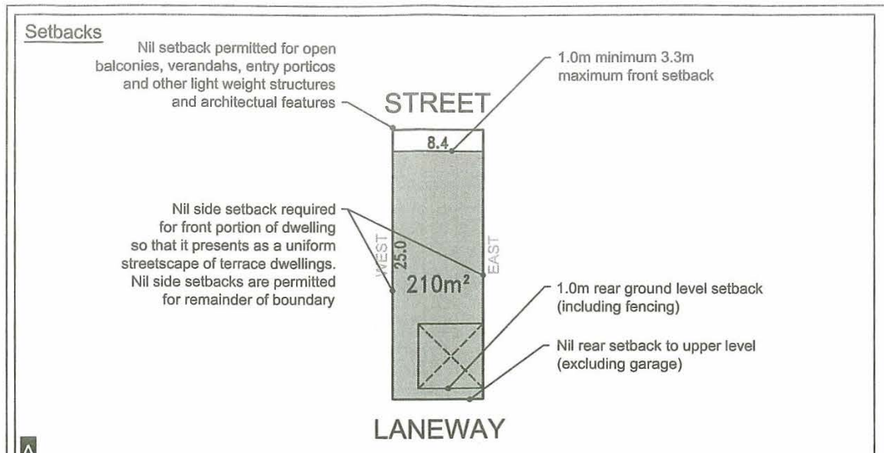
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Document Set ID: 8193247
Version: 2, Version Date: 11/06/2024

Setbacks



Lot plan and dimensions are indicative only.

Lot Type 'E'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- 12m maximum.
- Minimum of 2 storeys required.
- Maximum of 3 storeys permitted excluding the rear of the site where the maximum is two storeys (including garage).

Garage

- Maximum garage width is 7.0m (double door).
- 45° visual truncation required to both sides of garage.
- Vehicle access to be obtained from laneway.

Fencing

- Front fencing not required. If proposed, the maximum height forward of the dwelling is 1.5m and all fencing/retaining above 900mm to be 70% visually peremable. These heights are taken from the natural ground and not from the finished level of any terrace constructed forward of the building line. Any fence above a raised terrace may be a maximum of 1.1 metres high provided it is 75% visually permeable.
- 2.0m high solid fencing permitted to the rear, but must be set back 1m from the rear boundary.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code R40.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space.
- A minimum of 20m² open space with a minimum dimension of 4.0m is to be provided. At least 50% of this open space is to be uncovered.
- The area of the truncation of any corner lots can be included on the lot area in open space calculations.
- An upper level balcony with a minimum dimension of 2.0m, and a minimum area of 10m² may be included as open space.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Dwelling to address street by way of design, fenestration, entry and must contain major opening(s).
- Windows should generally have have a vertical proportion to the street.
- For corner lots the dwelling must also address the side street through design, fenestration, materials and major opening(s).
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must also be below the roof ridge and where possible be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch of the dwelling. Solar cells must not be easily seen from the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by The Planning Group/Stockland and/or the City of Cockburn Principal Planner.



SCALE 1:3000

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper level envelope

Garage

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 31/7/06

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Figure No:

Title: DETAILED AREA PLAN - LOT TYPE 'E'
SOUTH BEACH for STOCKLAND DEVELOPMENTS PTY LTD

Date: 6 JUNE 2006 Revision No: D

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

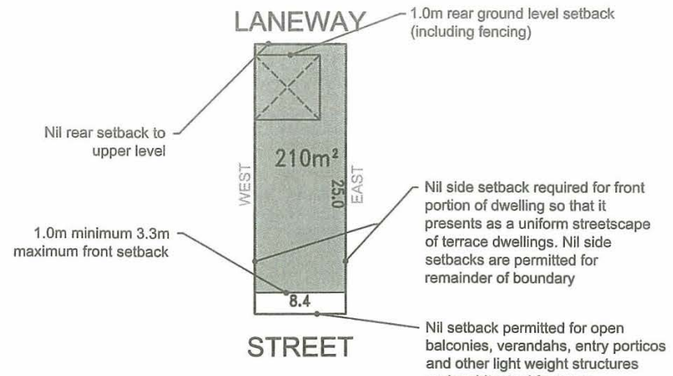
E Reference: 704.226 DATA typeE.dwg

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PLANNING RECEIVED
17 JUN 2006

Setbacks



ANG

Lot plan and dimensions are indicative only.

Lot Type 'F'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- 12m maximum.
- Minimum of 2 storeys required.
- Maximum of three storeys permitted excluding the rear of the site where the maximum is two storeys (including garage).

Garage

- Maximum garage width is 7.0m (double door).
- 45° visual truncation required to both sides of garage.
- Vehicle access to be obtained from laneway.

Fencing

- Front fencing not required. If proposed, the maximum height forward of the dwelling is 1.5m and all fencing/retaining above 900mm to be 70% visually peremable. These heights are taken from the natural ground and not from the finished level of any terrace constructed forward of the building line. Any fence above a raised terrace may be a maximum of 1.1 metres high provided it is 75% visually permeable,
- 2.0m high solid fencing permitted to the rear, but must be set back 1m from the rear boundary.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code R40.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space.
- A minimum of 20m² open space with a minimum dimension of 4.0m is to be provided. At least 50% of this open space is to be uncovered.
- An upper level balcony with a minimum dimension of 2.0m, and a minimum area of 10m² may be included as open space.
- The area of the truncation of any corner lots can be included on the lot area in open space calculations.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Dwelling to address street by way of design, fenestration, entry and must contain major opening(s).
- Windows should generally have have a vertical proportion to the street.
- For corner lots, the dwelling must also address the side street through design, fenestration, materials and major opening(s).
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must also be below the roof ridge and where possible be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch of the dwelling. Solar cells must not be easily seen from the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern, the City of Cockburn may relax the cone of vision requirements.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by The
- Planning Group/Stockland and/or the City of Cockburn Principal Planner.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

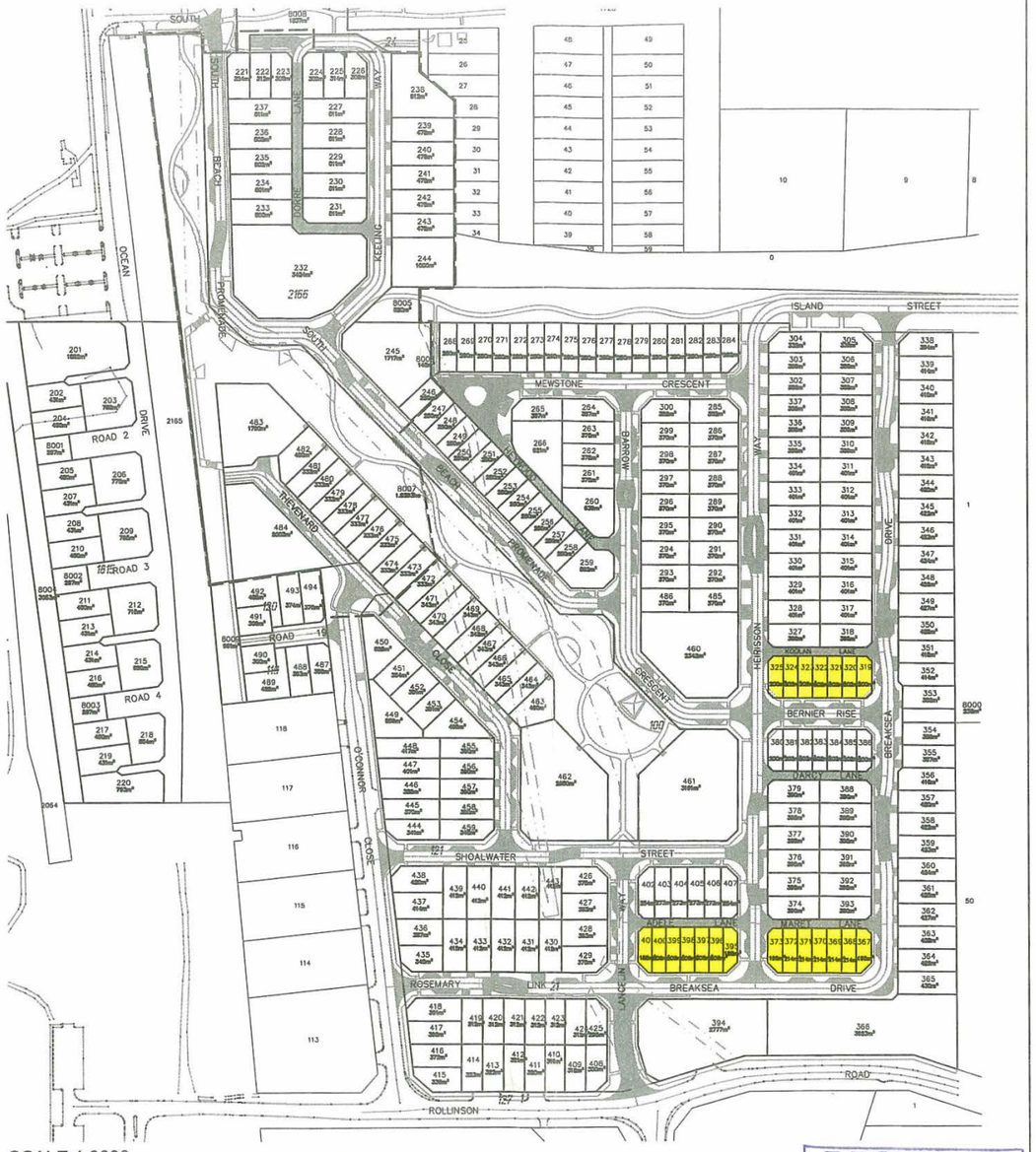
Upper level envelope

Garage

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 31/7/06



SCALE 1:3000

ANG

THE PLANNING GROUP

RECEIVED
17 JUN 2006

Figure No:

Title: DETAILED AREA PLAN - LOT TYPE 'F'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 31 MAY 2006 Revision No: D

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DABA typeF.dwg

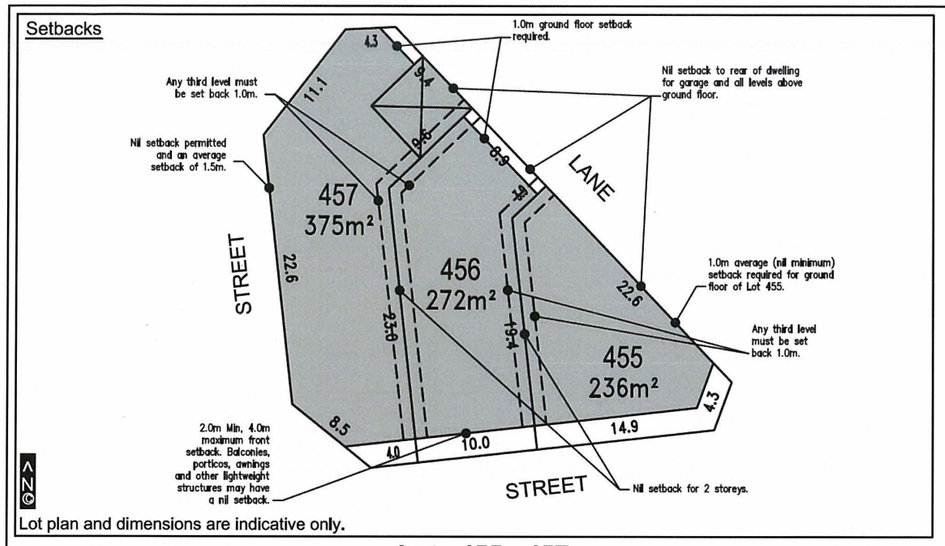
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Version: 2, Version Date: 11/06/2024



Lots 455 - 457

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres. A loft is to be contained within the roof space with the roof pitching point to be no higher than 500mm above the upper floor level.

Garage

- Garage for Lot 455 may be accessed either from the laneway (preferred) or Shoalwater Street. Where accessed from the laneway a nil setback is permitted and where accessed from Shoalwater Street the garage shall be setback a minimum of 0.5m behind main building line (average front setback excluding garage).
- For Lots 456 and 457 the garage is to be accessed from the laneway and a nil setback is permitted.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets and the laneway abutting Lot 455 shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.
- The fencing to the laneway for Lots 457 and 456 may be 2m in height and shall be setback 1m from the laneway to allow for landscaping and temporary bin storage.

Other

- Applicable Residential Density Code is R40.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots the dwelling must also address the side street through design, fenestration, materials and major openings(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

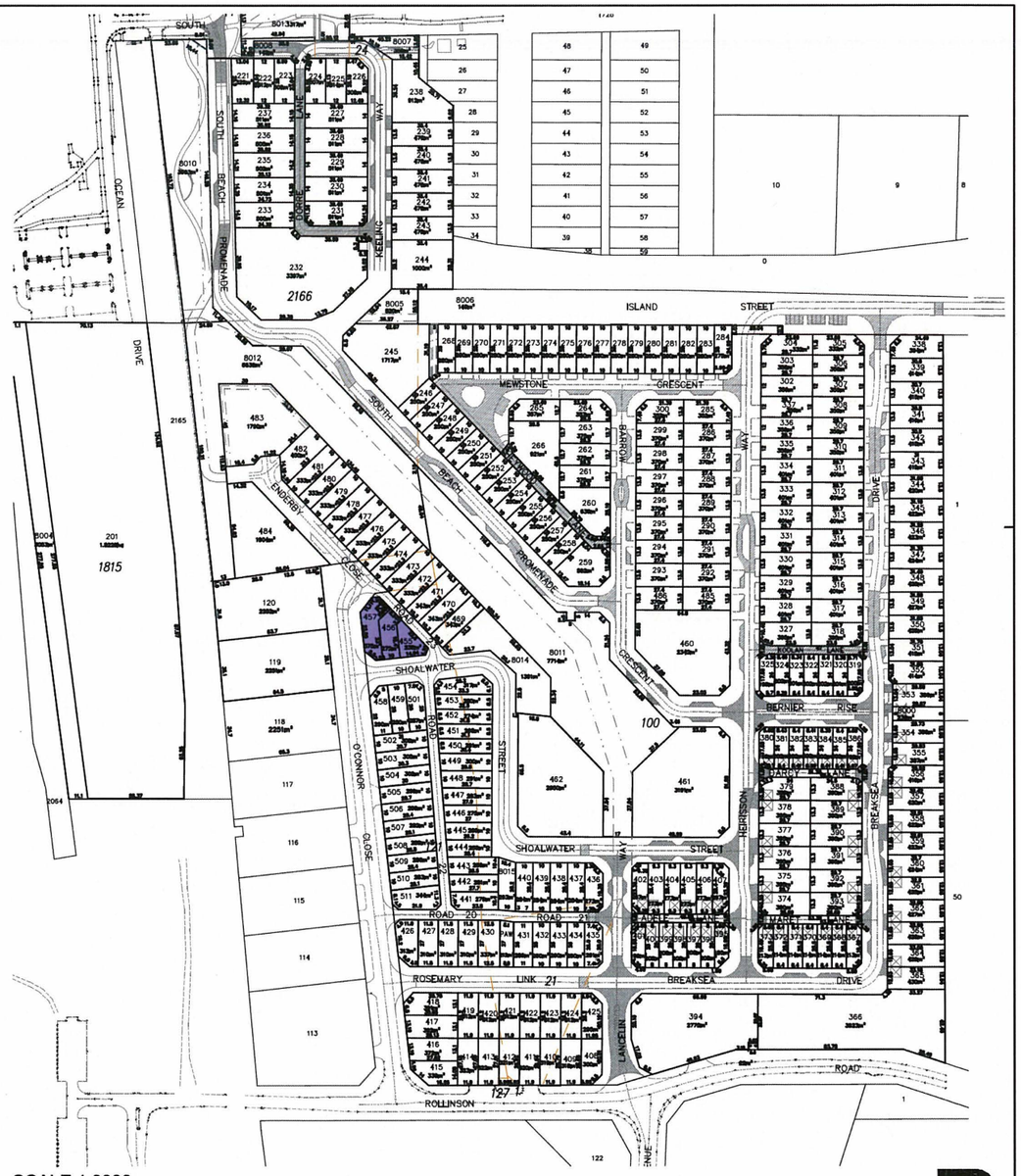
Building Envelope

Designated garage location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date R·8·09



SCALE 1:3000

Figure No:

Title: DETAIL AREA PLAN - LOTS 455 - 457
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 10 August 2009 Revision No: D

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: SJ.

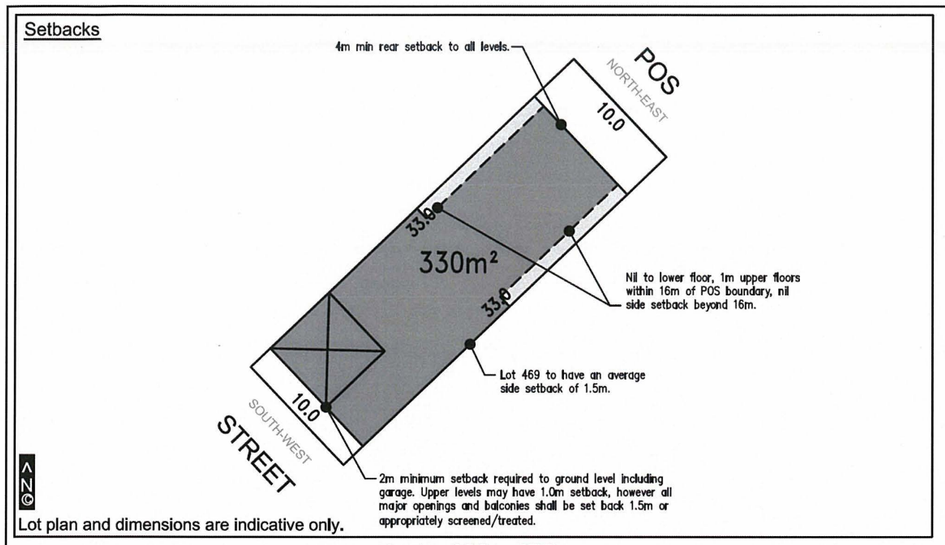
E Reference: 704.226 DA18D type lots 455 - 457.dwg

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Lots 469 - 472

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres. A loft is to be contained within the roof space with the roof pitching point to be no higher than 500mm above the upper floor level.

Garage

- To be accessed from the laneway (excluding corner truncations).
- Maximum garage width is 7.0m (double door) including supporting structures.
- Garage for Lot 469 shall abut the northwestern boundary.

Fencing

- The existing estate fencing and retaining walls shall remain unaltered. Where the fence to Lot 469 needs to be altered to align with the front building line, such fencing shall match the estate fencing. The remainder of the fencing to the side POS shall be limited to 1.5m in height above existing ground level with a solid base of a maximum of 900mm with the remainder being visually permeable except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.
- The fencing to the laneway may be 2m in height and shall be setback 1m from the laneway to allow for landscaping and temporary bin storage.

Other

- Applicable Residential Density Code is R40.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- Any internal private open space area (excluding light well) shall abut the north western boundary, excluding Lot 469 which may abut the adjoining public open space. Any window to a light well adjoining a courtyard on the neighbouring property must contain obscure glazing and have limited opening potential.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- Dwelling to address the public open space by way of design, fenestration and must contain major opening(s).
- Dwelling to address the laneway by way of entry, design, fenestration and must contain major opening(s).
- Windows should generally have a vertical proportion to the public open space.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper level envelope

Designated garage location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 12.8.09



SCALE 1:3000

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Figure No:

Title: DETAIL AREA PLAN - LOTS 469 - 472
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 10 August 2009 Revision No: D

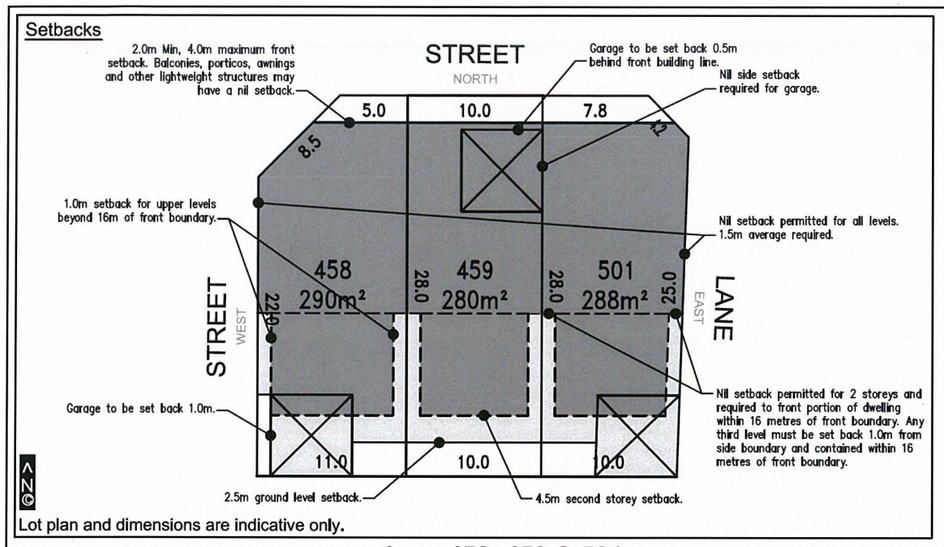
Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DA22D type lots 469-472.dwg

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Document Set ID: 9193241
Version: 2, Version Date: 11/06/2024



Lots 458, 459 & 501

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres. A loft is to be contained within the roof space with the roof pitching point to be no higher than 500mm above the upper floor level.

Garage

- Garage for Lot 459 is to be setback a minimum of 0.5m behind main building line (average front setback excluding garage).
- For Lot 458 garage is to be accessed from the O'Connor Close and setback 1 metre from the street.
- For Lot 501 garage is to be accessed from the lane and may have a nil setback.
- A nil rear/side setback is permitted for the garages for Lots 458 and 501.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code is R40.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots the dwelling must also address the side street through design, fenestration, materials and major openings(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

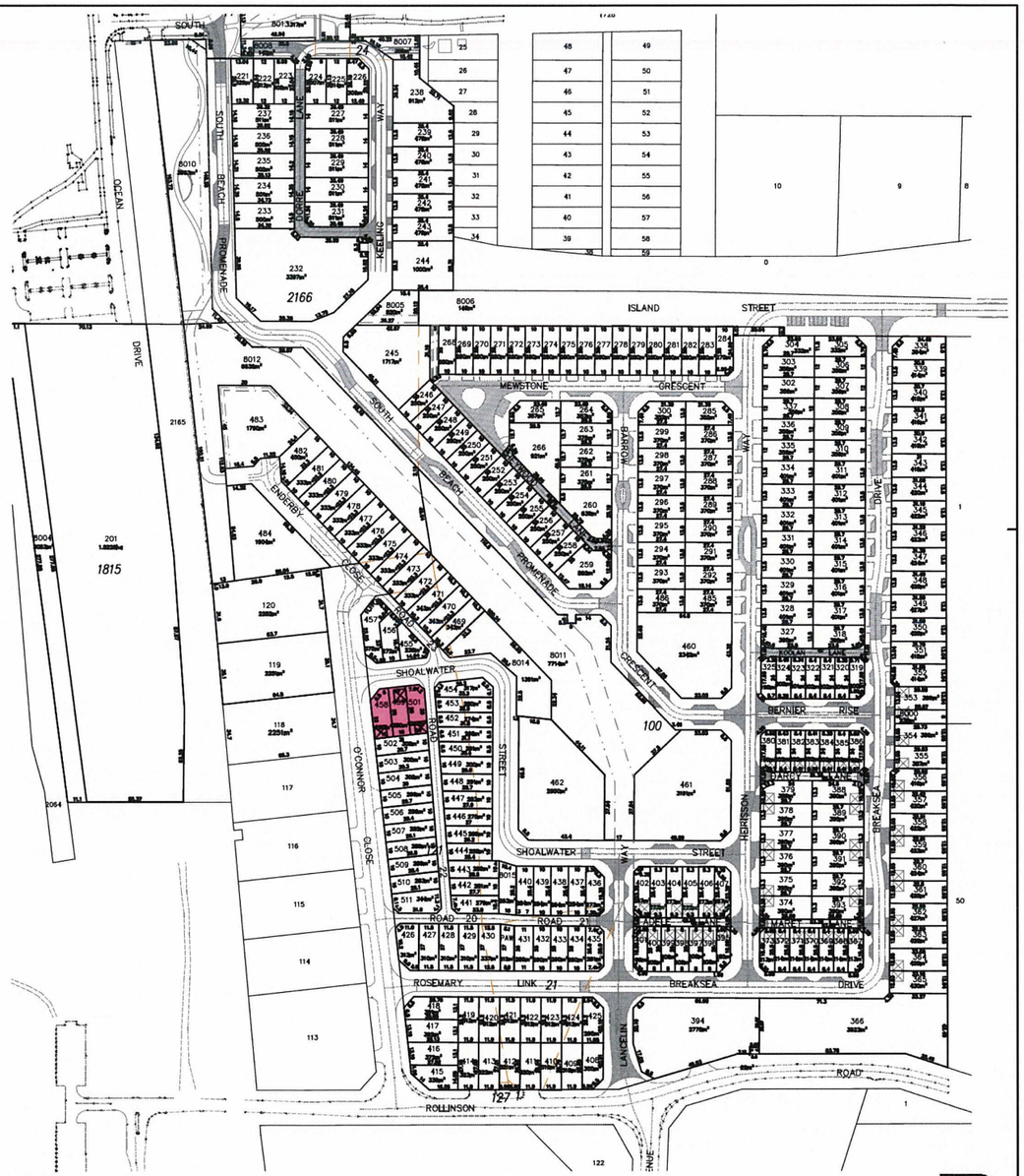
Upper level envelope

Designated garage location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 12.8.09



SCALE 1:3000

Figure No:

Title: DETAIL AREA PLAN - LOTS 458, 459 & 501
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 10 August 2009 Revision No: D

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: SJL

E Reference: 704.226 DA21D type lots 458 459 501.dwg

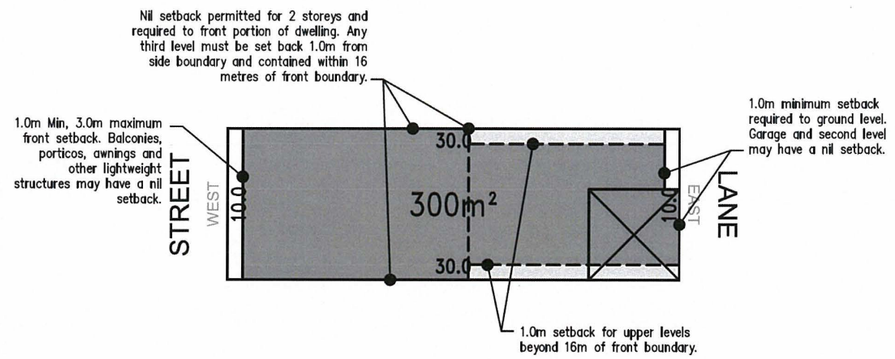
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Setbacks



Lot plan and dimensions are indicative only.

Lot Type 'G'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres. A loft is to be contained within the roof space with the roof pitching point to be no higher than 500mm above the upper floor level.

Garage

- To be accessed from the laneway (excluding corner truncations) and a nil setback is permitted.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to the side of Lot 511 shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.
- The fencing to the laneway (and rear of Lot 511) may be 2m in height and shall be setback 1m from the laneway to allow for landscaping and temporary bin storage.

Other

- Applicable Residential Density Code is R40.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided abutting the northern boundary. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street (or POS where applicable) by way of design, fenestration, entry and must contain major opening(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- Dwellings must be designed to ensure that at least one major opening to a habitable room captures northern winter sunlight.
- Shadows may be cast over more than 35% of the adjoining property.
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

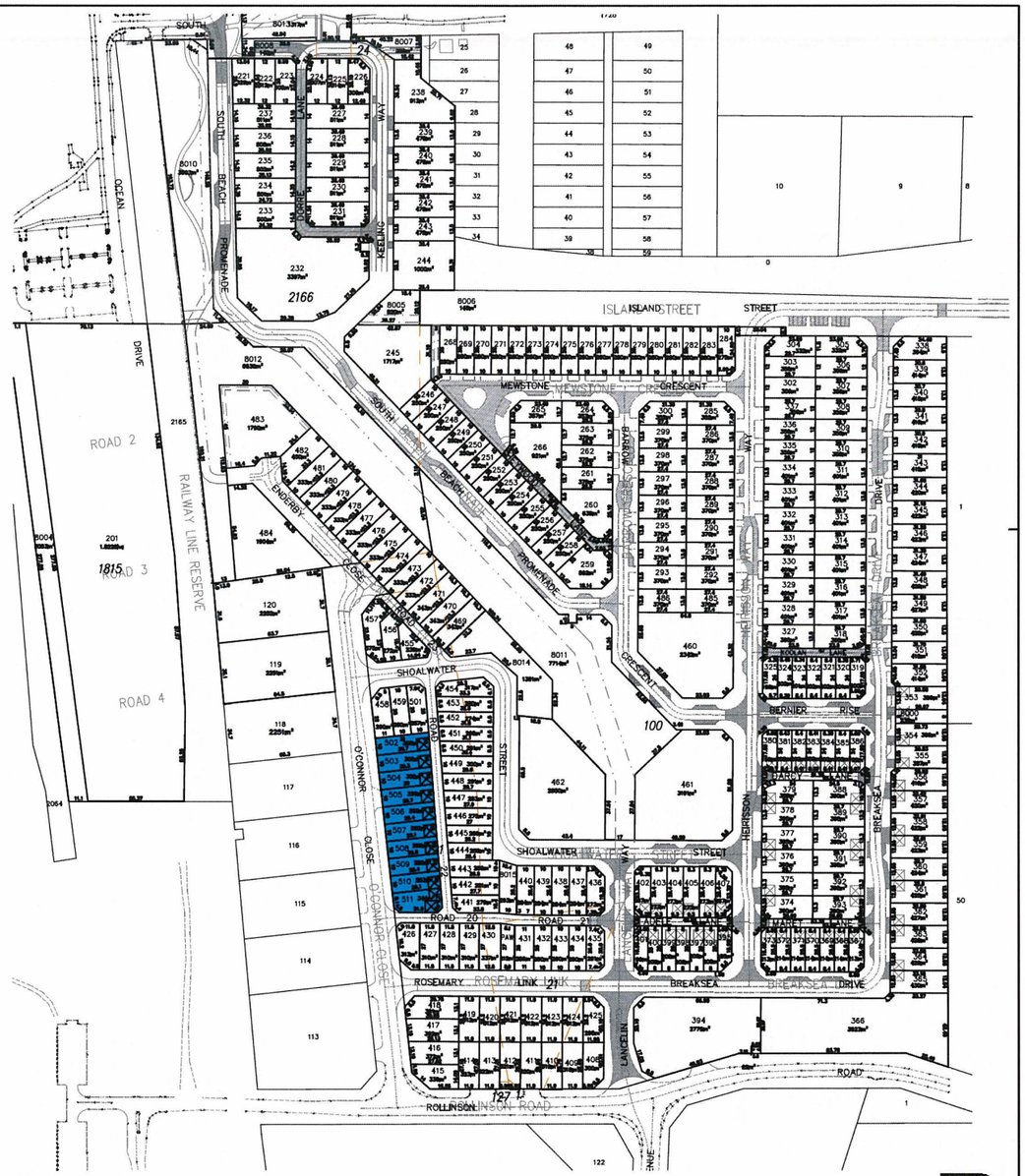
Upper level envelope

Designated garage location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 12-8-09



SCALE 1:3000

Figure No:

Title: DETAIL AREA PLAN - LOT TYPE 'G'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 10 August 2009 Revision No: E

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DA12E typeG.dwg

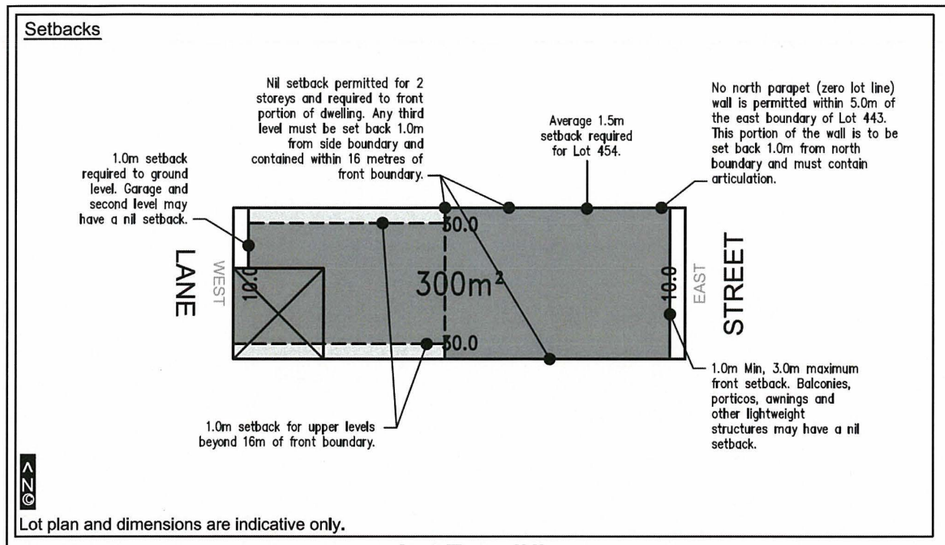
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Document Set ID: 4193241
Version: 2, Version Date: 11/06/2024



Lot Type 'H'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres. A loft is to be contained within the roof space with the roof pitching point to be no higher than 500mm above the upper floor level.

Garage

- To be accessed from the laneway (excluding corner truncations) and a nil setback is permitted.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets (and side laneway to Lot 441) shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.
- The fencing to the laneway may be 2m in height and shall be setback 1m from the laneway to allow for landscaping and temporary bin storage.

Other

- Applicable Residential Density Code is R40.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided abutting the northern boundary. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For Lot 454 the dwelling must also address the side street through design, fenestration, materials and major openings(s).
- All dwellings abutting public open space shall be suitably designed and orientated to ensure passive surveillance. Dwellings shall have one or more major opening(s) to a habitable living room (excludes bedrooms) facing the public open space.
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- Dwellings must be designed to ensure that at least one major opening to a habitable room captures northern winter sunlight.
- Shadows may be cast over more than 35% of the adjoining property.
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper level envelope

Designated garage location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 12.8.09

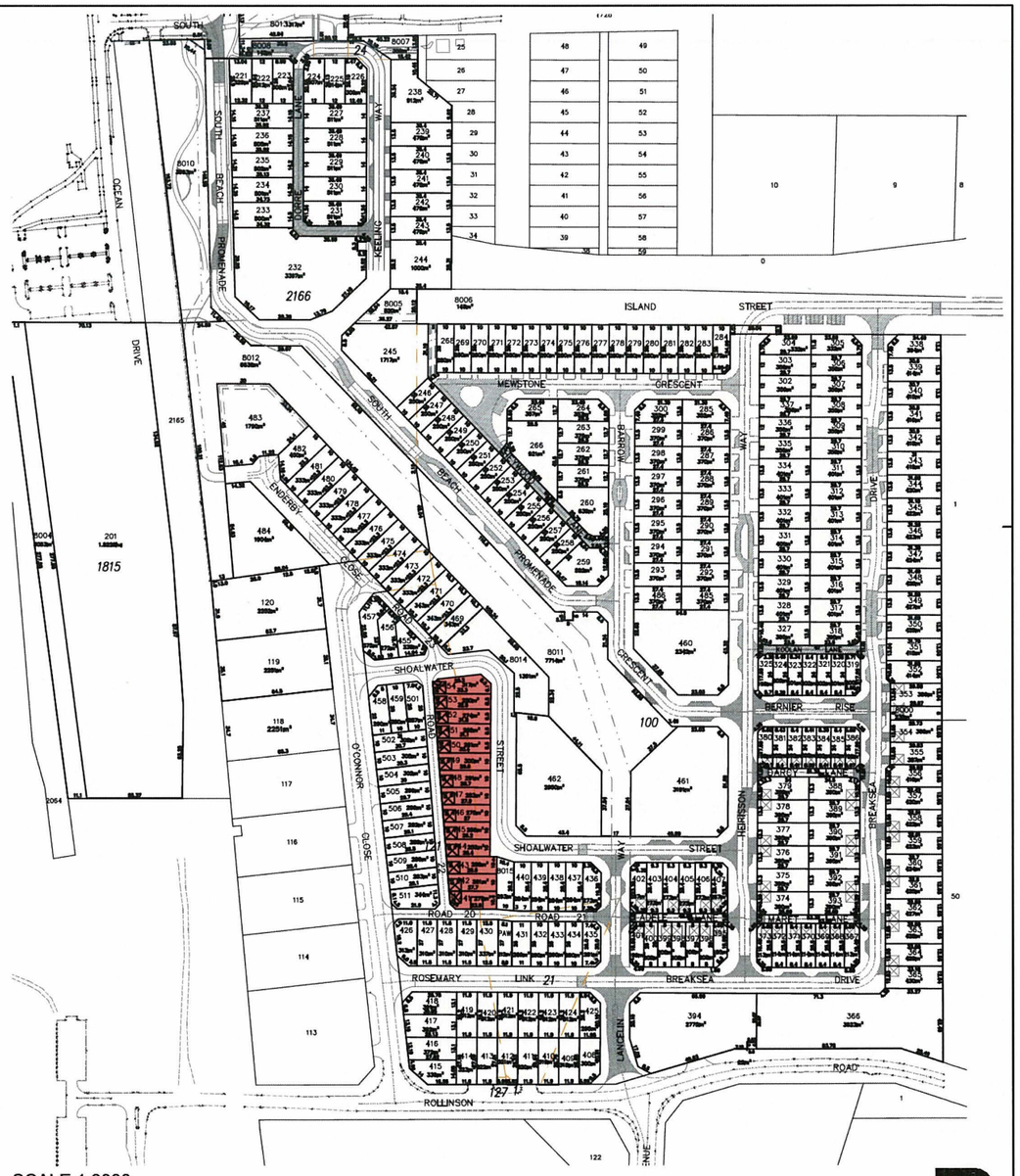


Figure No:

Title: DETAIL AREA PLAN - LOT TYPE 'H'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 11 August 2009 Revision No: E

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

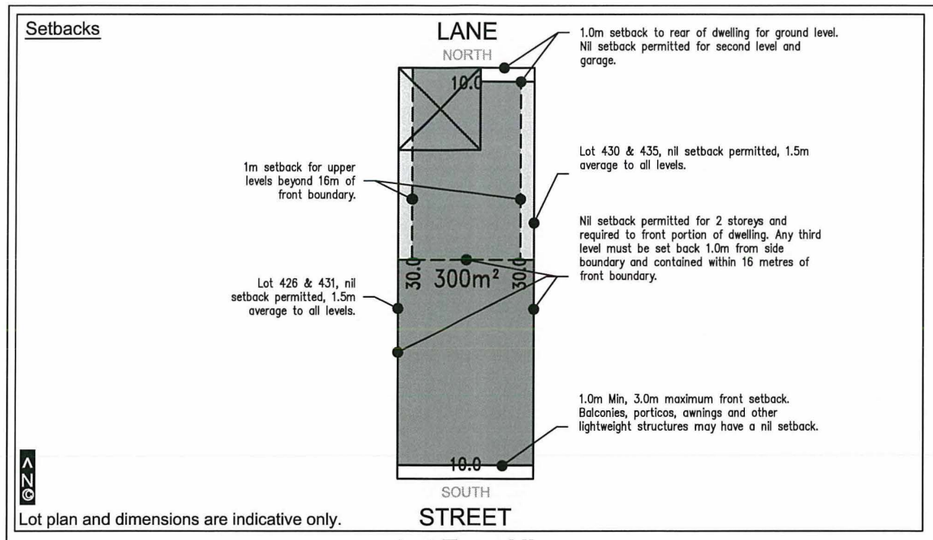
E Reference: 704.226 DA13E typeH.dwg

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Lot Type 'J'

General Design Intent

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Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres.

Garage

- To be accessed from the laneway (excluding corner truncations) and a nil setback is permitted.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to the secondary street and side of lots 430 and 431 shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.
- The fencing to the laneway may be 2m in height and shall be setback 1m from the laneway to allow for landscaping and temporary bin storage.

Other

- Applicable Residential Density Code is R40.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided abutting the eastern boundary (excluding Lots 426 and 431 where the open space may abut the western boundary). A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots the dwelling must also address the side street or PAW through design, fenestration, materials and major openings(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- For Lot 430, no development shall occur within 2.0m of any electrical equipment within the substation area unless adequately fire protected
- Where a development is setback at nil to a secondary street or Public Access Way (PAW) a high degree of architectural articulation is required through the treatment of building bulk, materials, fenestration and major openings.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper level envelope

Designated garage location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 15.1.2010



SCALE 1:3000

Figure No: 69

Title: DETAIL AREA PLAN - LOT TYPE 'J'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 5 January 2010 Revision No: D

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DA19D typeJ.dwg

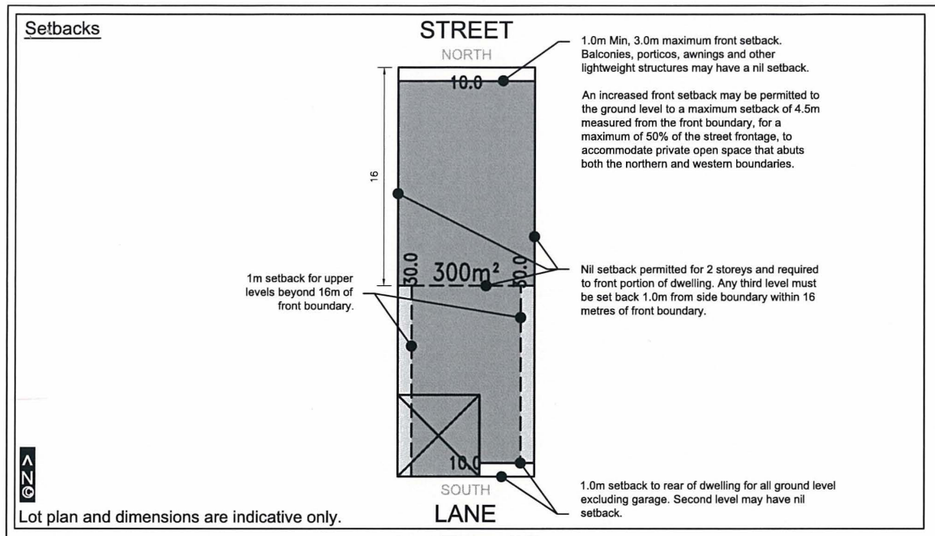
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Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024



Lot Type 'K'

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres.

Garage

- To be accessed from the laneway (excluding corner truncations) and a nil setback is permitted.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to the side of Lots 440 and 436 shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.
- The fencing to the laneway may be 2m in height and shall be setback 1m from the laneway to allow for landscaping and temporary bin storage.

Other

- Applicable Residential Density Code is R40.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided abutting the western boundary except Lot 436. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides.
- An increased front setback may be permitted to the ground level to a maximum setback of 4.5m measured from the front boundary, for a maximum of 50% of the street frontage, to accommodate private open space that abuts both the northern and western boundaries.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For Lot 436 and 440 the dwelling must also address the side street or POS through design, fenestration, materials and major openings(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

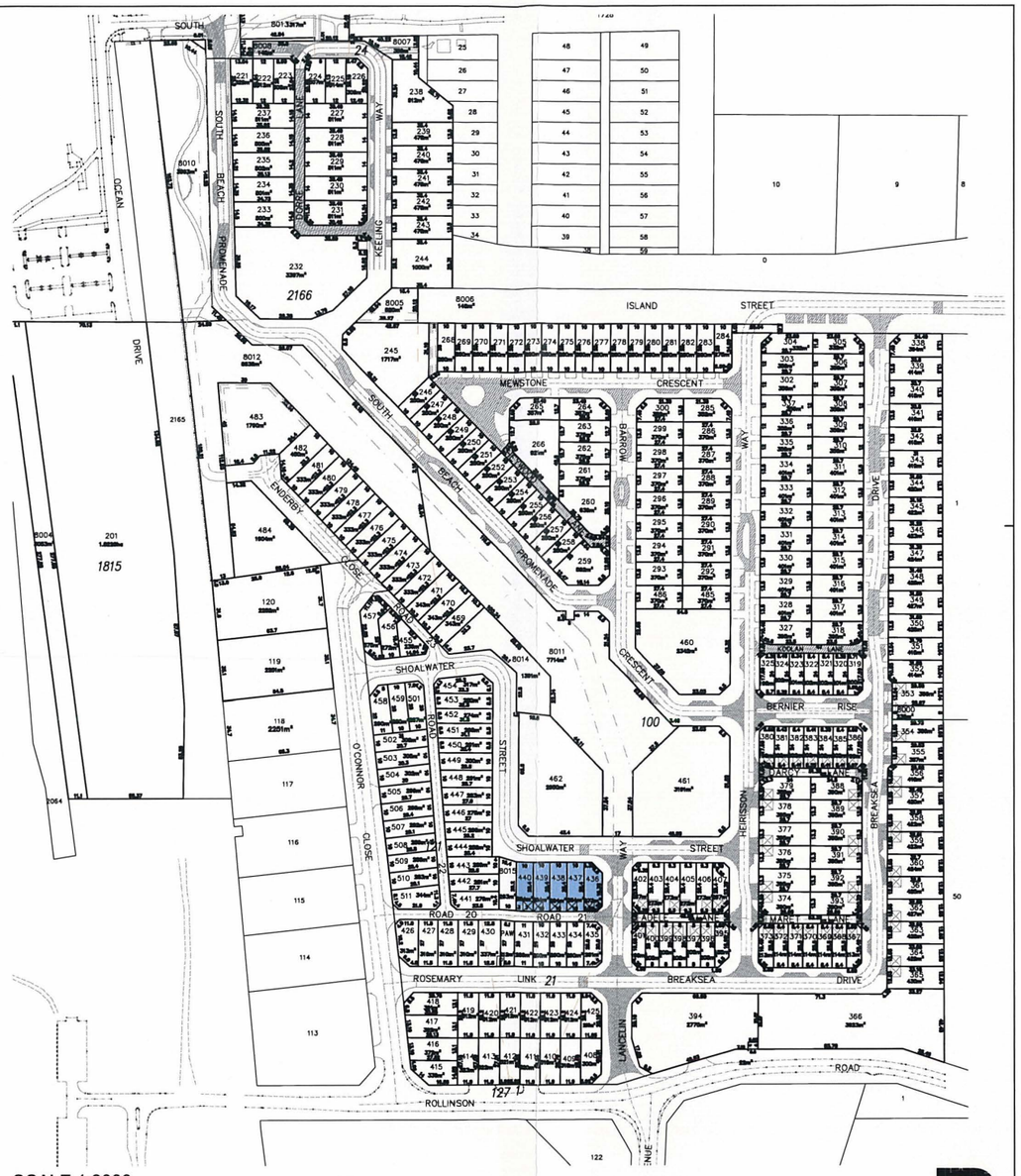
Upper level envelope

Designated garage location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 22.10.2010



SCALE 1:3000

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Figure No: 69

Title: DETAIL AREA PLAN - LOT TYPE 'K'
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 20 October 2010 Revision No: D

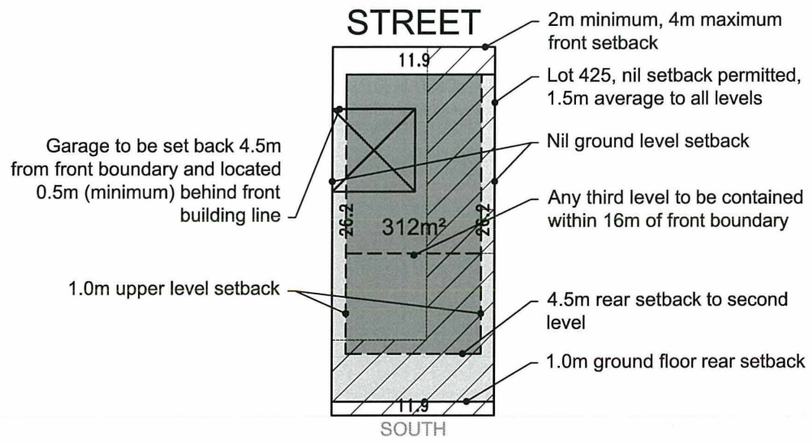
Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L

E Reference: 704.226 DA20D typeK.dwg

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Setbacks



A76

Lot plan and dimensions are indicative only.

Lot Type L

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres.

Garage

- To be located as indicated on the site plan opposite and set back 4.5m from the front property boundary and a minimum of 0.5m behind main building line (average front setback excluding garage).
- For Lot 425, vehicle access shall be obtained via the secondary street where a 1m setback to the garage is then required and a nil rear/side setback is permitted.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code is R60.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided within the zone indicated on the setback plan above. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides. The provision of private open space may be within the front setback area.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots the dwelling must also address the side street through design, fenestration, materials and major openings(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street
- Where a development is setback at nil to a secondary street or Public Access Way (PAW) a high degree of architectural articulation is required through the treatment of building bulk, materials, fenestration and major openings.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Designated garage location

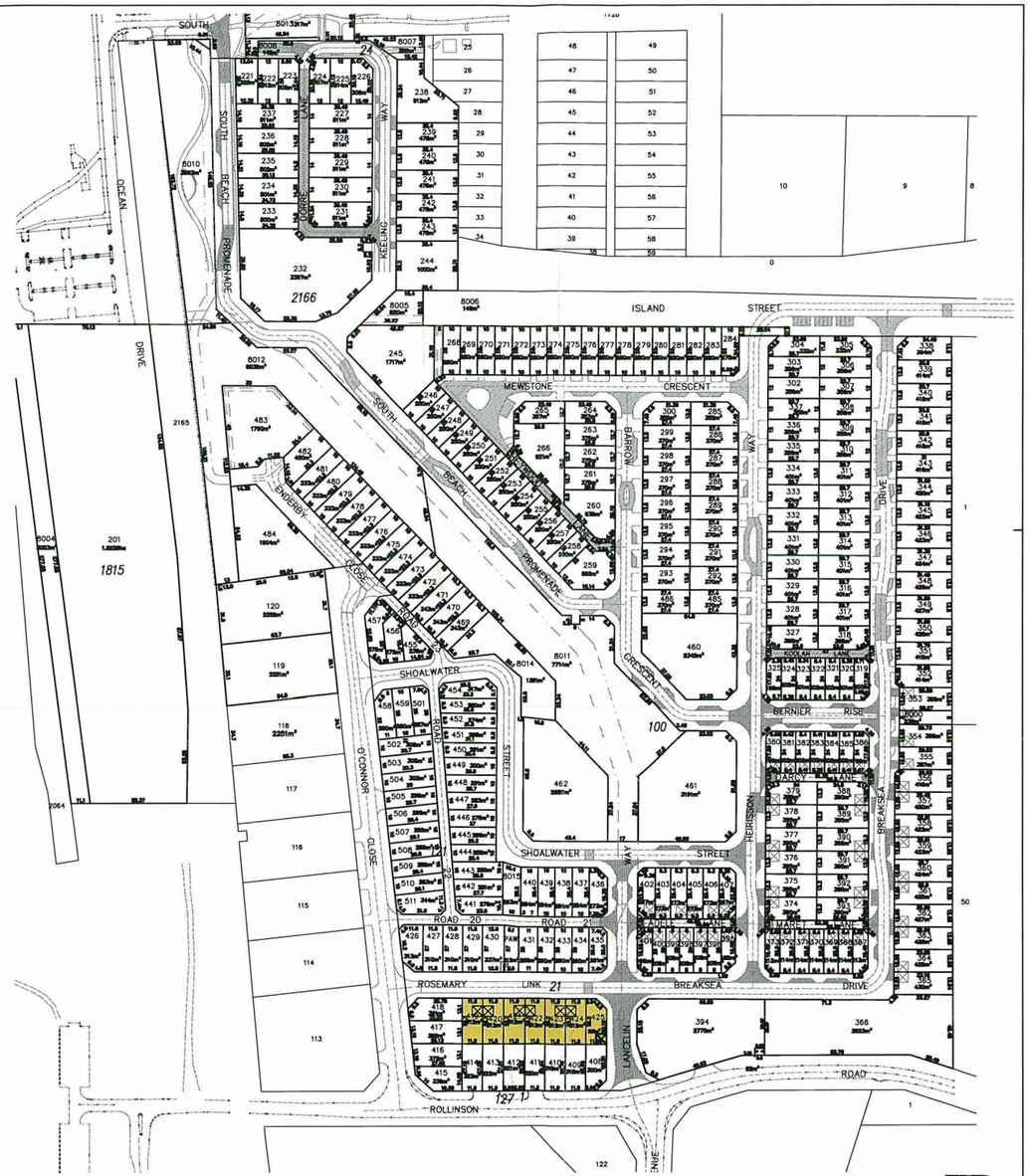
Upper level envelope

Courtyard zone

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 15·1·2010



ANC

Figure No: 69

Title: DETAIL AREA PLAN - LOT TYPE L
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 5 January 2010 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DA24C typeL.dwg

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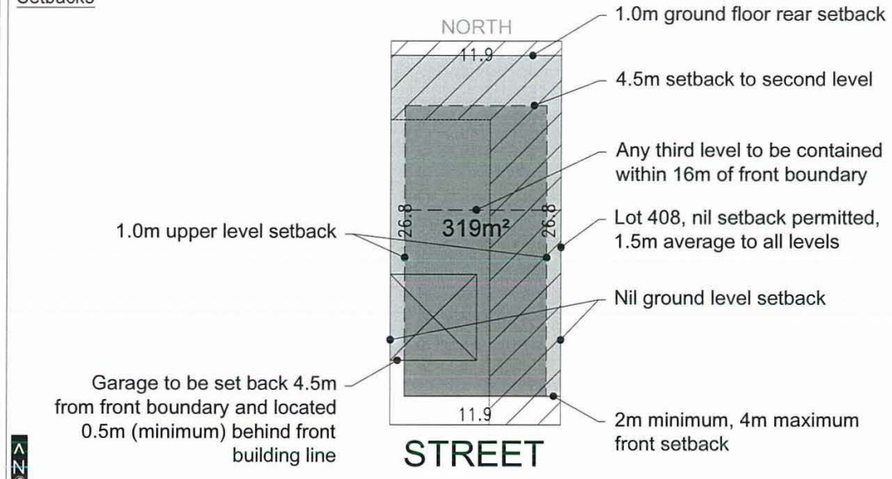
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Document Set ID: 9193471
Version: 2, Version Date: 11/06/2024

Setbacks



Lot plan and dimensions are indicative only.

Lot Type M

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres.

Garage

- To be set back 4.5m from the front property boundary and a minimum of 0.5m behind main building line (average front setback excluding garage).
- For Lot 408, vehicle access shall be obtained via the secondary street where a 1m setback to the garage is then required and a nil rear/side setback is permitted.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code is R60.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided within the zone indicated on the setback plan above. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides. The provision of private open space may be within the front setback area.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots the dwelling must also address the side street through design, fenestration, materials and major openings(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Where a development is setback at nil to a secondary street or Public Access Way (PAW) a high degree of architectural articulation is required through the treatment of building bulk, materials, fenestration and major openings.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope
Designated garage location
Upper level envelope
Courtyard zone

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner ..... Date 10.5.12



SCALE 1:3000

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Figure No:

Title: DETAIL AREA PLAN - LOT TYPE M
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 11 April 2012 Revision No: C

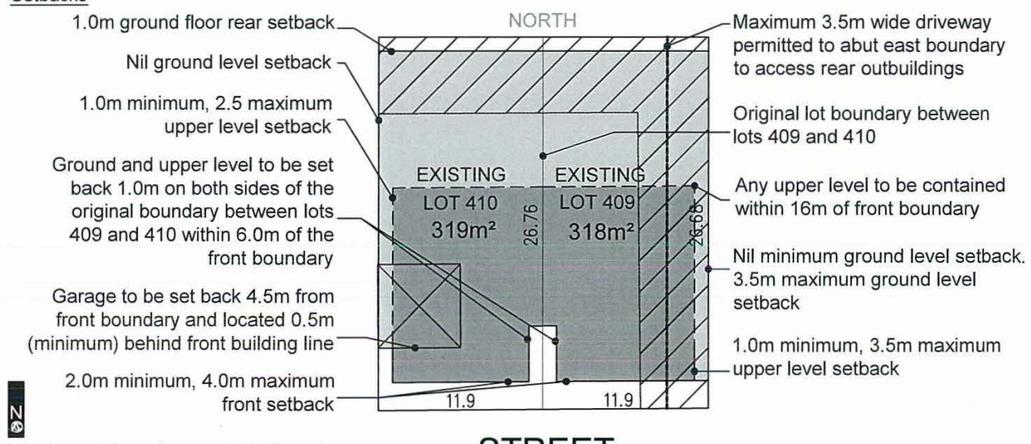
Scale: 1:3000 @ A3 Job No: 704-226

Designer: Drawn: S.L.

E Reference: 704-226 DAP Lots 409-410 110412

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Setbacks



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STREET

Lots 409-410

General Design Intent
- The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Application and Process
- This Detailed Area Plan shall apply only in the event that Lots 409 and 410 are amalgamated into one single lot or if a single dwelling is proposed across the 2 existing lots (prior to amalgamation). In the event that neither scenario occurs, then the provisions of the current Detailed Area Plan for the M type lots 411-414 shall apply to the existing lots 409 and 410 with designated garage locations either side of the original boundary between lots 409 and 410.

Height
- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres.

Building Frontage
- The building shall be constructed to (or forward of) a minimum of 80% of the maximum allowable front setback (measured between the minimum east side setback and the minimum west side setback either side of the orginal lot boundary). The remainder of the built form shall also be set back no greater than 6.0m from the front boundary.
- The dwelling shall be designed to provide the impression from the street of two separate dwellings to maintain the streetscape rhythm of the original lot configuration. This shall be achieved primarily through the articulation of building bulk and reinforced by a variation of materials, colour, and/or form. The intent is for building bulk to be relatively evenly distributed either side of the original boundary between lots 409 and 410.
- Only 1 entry point is required from the street, though the remainder of the elevation at the ground floor level is to be sufficiently punctuated with windows and/or similar openings to ensure the dwelling reads as two (2) dwellings in the streetscape.

Garage/ Outbuildings
- To be set back 4.5m from the front property boundary and a minimum of 0.5m behind main building line (average front setback excluding garage).
- Maximum garage width is 7.0m (double door) including supporting structures.
- Outbuildings (including boat storage shed) shall be constructed with the same design quality and materials as the main dwelling and be contained within the prescribed building envelope at the rear of the dwelling to be constructed on-site.
- The maximum floor area of any outbuilding is 40m2.
- A driveway of a maximum width of 3.5m is permitted along the side boundary (as indicated by the DAP) to access an outbuilding or boat storage shed and shall be appropriately landscaped to maintain visual quality as viewed from the street. A gateway element that frames the entrance to this driveway shall also be provided to screen the driveway and maintain the intended streetscape rhythm of the original lot configuration. This gateway element is intended to reflect a similar form to the masonry element framing the main garage entrance with a maximum setback of 4.5 metres from the front boundary.

Fencing
- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- The design of fencing forward of the dwelling shall be articulated in form, design and/or materiality either side of the original boundary between Lots 409 and 410 to enhance the perception of two separate dwellings being constructed on the amalgamated lot.

Other
- Applicable Residential Density Code is R60.
- Maximum of 2 dwellings is permitted on the lot, which is defined as the single lot area of amalgamated lots 409-410.
- Minimum 40% open space required.
- A minimum private open space area of 40m² with a minimum dimension of 4m is to be provided within the Courtyard zone indicated on the setbacks plan above. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides. The provision of private open space may be within the front setback area.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn

NOTES:

All dimensions and areas are subject to survey

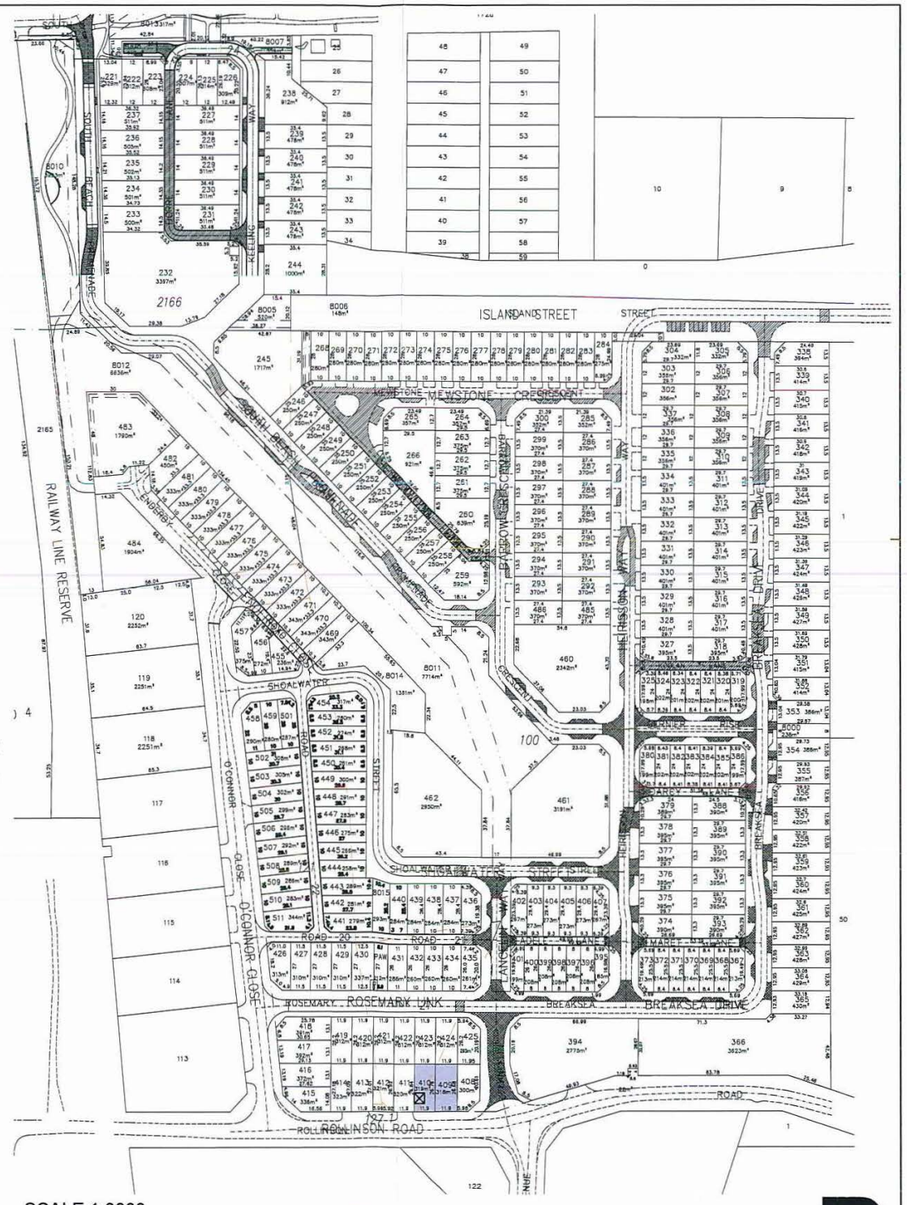
Building Envelope | Designated garage location

Upper level envelope | Courtyard zone

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 10.5.12



SCALE 1:3000

N

Figure No: 69

Title: DETAIL AREA PLAN - LOT 409 AND LOT 410
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 05 May 2012 Revision No: A

Scale: 1:3000 @ A3 Job No: 704-226

Designer: Drawn: S.L.

E Reference: 704-226 DAP Lots 409-410 230412

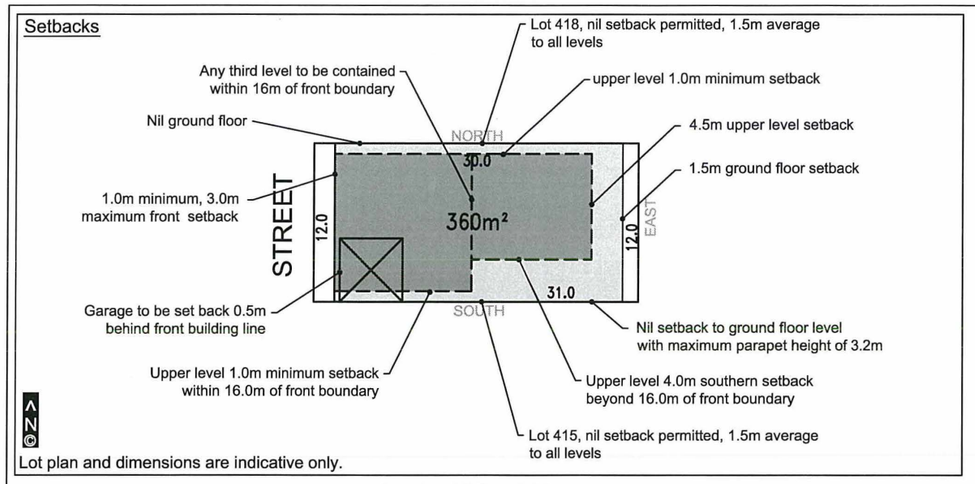
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Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024



Lots 415 - 418

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Minimum of 2 storeys required.
- Maximum height is 3 storeys plus loft and 12 metres.
- Maximum height of any southern wall is 6.5m beyond 16m from the front property boundary and maximum height of any southern zero lot line parapet wall is 3.2m.

Garage

- To be located in the location indicated on the site plan opposite.
- Lots 416 and 417 the garage is to be set back 0.5m behind main building line (average front setback excluding garage).
- Garage for Lot 418 is to be set back a minimum of 1m from the secondary street boundary (Rosemary Link).
- Garage for Lot 415 is to be set back 4.5m from the secondary street boundary (Rollinson Road).
- For lots 415 and 418 the garage may be set back at nil to the rear/side boundary.
- Maximum garage width is 7.0m (double door) including supporting structures.

Fencing

- All fencing forward of the dwelling is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.
- All fencing to secondary streets shall comply with the front fencing requirements except where privacy is required to a courtyard or screening a clothes drying area. In such instances solid fencing up to 2m in height may be permitted where the fence is appropriately articulated or detailed.

Other

- Applicable Residential Density Code is R60.
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- Minimum 40% open space required.
- A minimum private open space area of 20m² with a minimum dimension of 4m is to be provided. A minimum of 50% of this open space is to remain uncovered with the covered area to be open on at least two sides.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedroom) may be included as open space.
- Shadows may be cast over more than 35% of the adjoining property.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots the dwelling must also address the side street through design, fenestration, materials and major openings(s).
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be easily visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and where possible be of a similar colour to the roof.
- Tanks associated with solar hot water units must either be ground mounted or match the roof profile and pitch and not be easily seen from the street.
- Where a development is setback at nil to a secondary street or Public Access Way (PAW) a high degree of architectural articulation is required through the treatment of building bulk, materials, fenestration and major openings.
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper Level Envelope

Designated Garage Location

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been adopted by Council and signed by the Principal Planner _____ Date 15.1.2010



SCALE 1:3000

Figure No: 19

Title: DETAILED AREA PLAN - LOTS 415 - 418
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 5 January 2010 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

E Reference: 704.226 DA25C type lots 415-418.dwg

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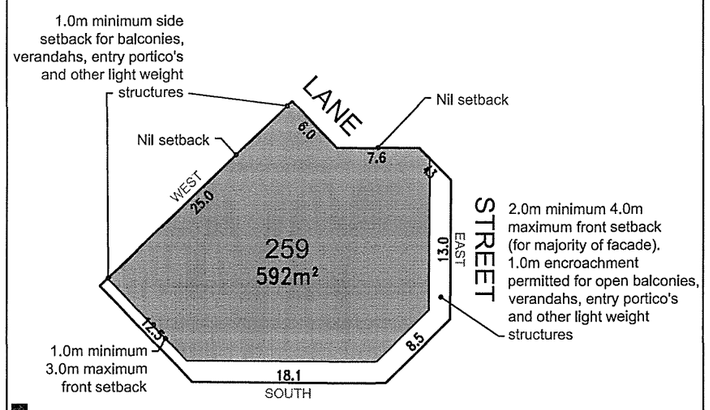
APPENDIX D

Approved Local Development Plans (with R-Code Density Ranges)

(Development Approval used Highest LDP Density Code)

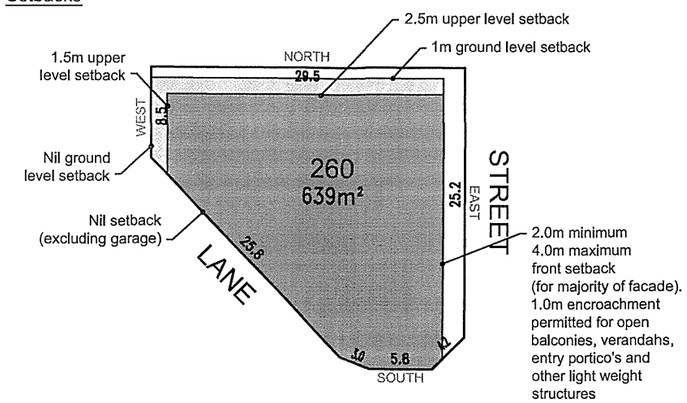
Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

Setbacks



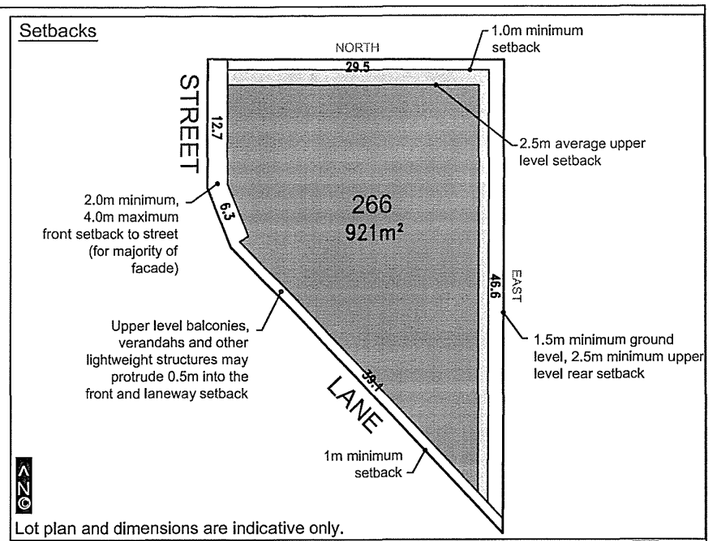
Lot plan and dimensions are indicative only.

Setbacks



Lot plan and dimensions are indicative only.

Setbacks



Lot plan and dimensions are indicative only.

Lots 259, 260 and 266

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the dwelling to the existing ground level immediately below that point. Ground level is the first storey.
- Lot 259 - maximum height is 12m and 3 storeys plus a loft is permitted above third storey. A good proportion of the development must be 3 storeys.
- Lot 260 and 266 - maximum height is 9.5m and 2 storeys plus a loft is permitted above second storey. A minimum of 2 storeys is required.
- Lofts must appear as a room within the roof space (a maximum wall height of 500mm is permitted above the second/third storey floor slab).

Garage

- All garages must be accessed from rear laneway, have a minimum setback of 1.0m and provided with 45° visual truncations.

Fencing

- All fencing forward of the dwelling, including fencing abutting the laneway truncation to Lot 260, both street frontages to Lot 259 and the street (not laneway) frontage to Lot 266, is limited to 1.5m in height above existing ground level. A solid base of a maximum of 900mm above the level of the adjoining footpath is permitted with the remainder being visually permeable.

Other

- Lot 259 applicable Residential Density Code is R40 or R80. Lot 260 applicable Residential Density Code is R40 and Lot 266 the Density Code can be either R20 or R40 (R40 encouraged).
- Lots cannot be subdivided or amalgamated unless consistent with an approved development constructed up to first floor plate height.
- Minimum 40% open space required for R40 lots and 55% for R80 developments.
- An upper level balcony with a minimum dimension of 2.0m, minimum area of 10m² and accessed from a living area (excluding bedrooms) may be included as open space.
- The area of the truncation of any corner lots can be included in the lot area as part of the open space calculations.
- Dwelling to address the street by way of design, fenestration, entry and must contain major opening(s).
- For corner lots, the dwelling must also address the side street or laneway through design, fenestration, materials and major openings.
- Windows should generally have a vertical proportion to the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
- Dwellings must be designed to ensure at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- No major openings permitted where upper level setback is less than 1.5m (unless directly facing a side street or laneway).
- No change in level greater than 200mm above or below the existing ground level is permitted.
- Air conditioners or cooling units must not be visible from the street and positioned to minimise noise impacts on neighbouring residences. Roof mounted units must be below the roof ridge and be of a similar colour to the roof.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch. Solar cells must not be easily seen from the street.
- No blank walls, backs of garages or storage areas to be located to the street.
- Activation of Laneways is required. (e.g. surveillance, open/transparent fencing.)
- Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn where supported by TPG/Stockland and/or the City of Cockburn Principal Planner.

NOTES:

All dimensions and areas are subject to survey

Building Envelope

Upper level envelope

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 19.4.07



SCALE 1:3000

Figure No:

Title: DETAIL AREA PLAN - LOTS 259, 260 and 266
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 12 APRIL 2007 Revision No: C

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: S.L.

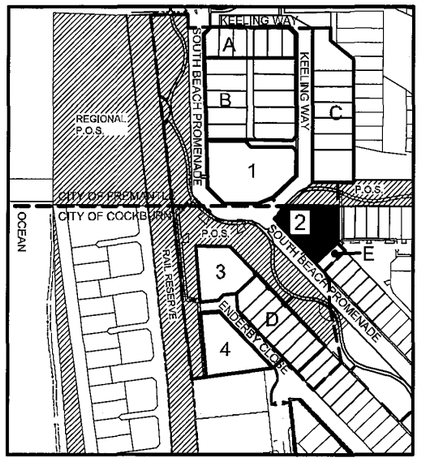
E Reference: 704.226 DA11A type lots 259, 260 and 266.dwg

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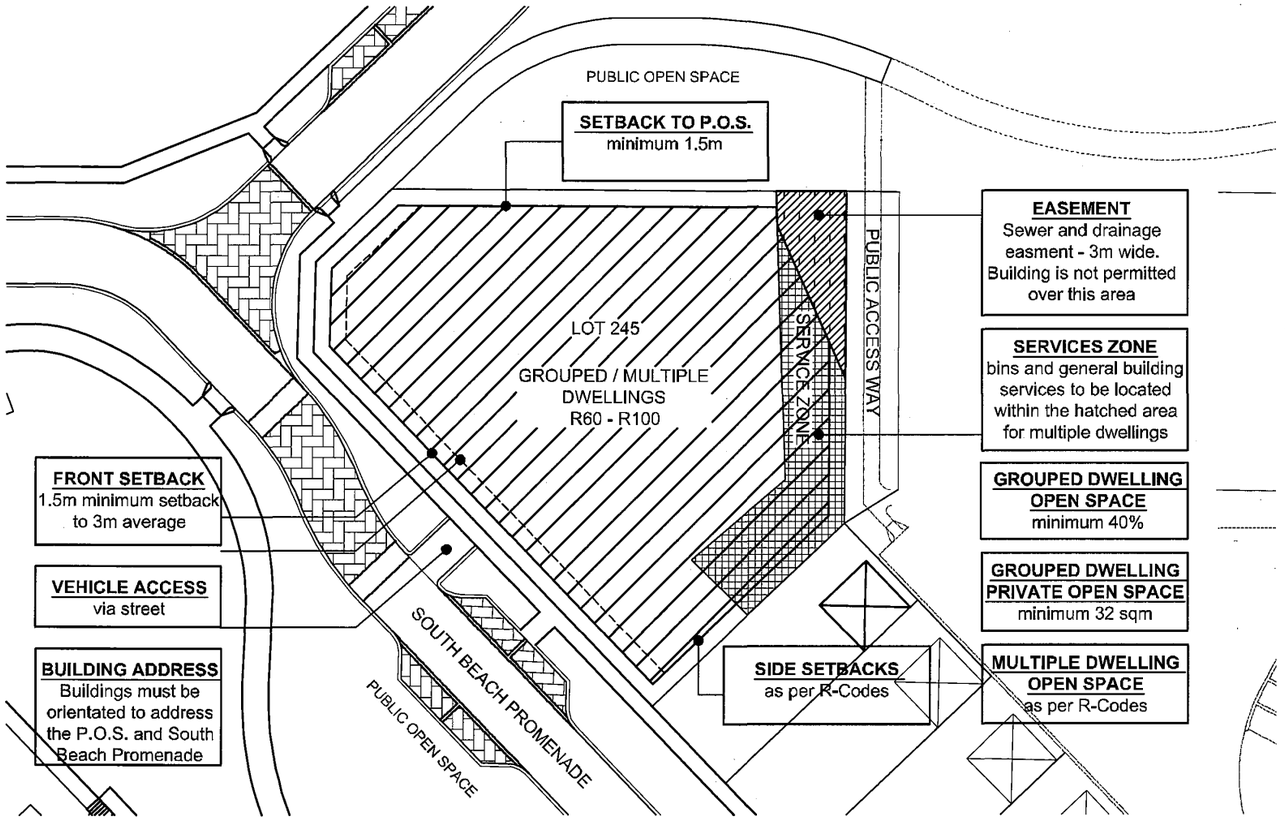
TOWN PLANNING AND URBAN DESIGN
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Level 7, 182 St Georges Terrace
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Perth Western Australia 6850
Telephone +61 08 9289 8300
Facsimile +61 08 9321 4786
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LOCATION PLAN

LEGEND

- BUILDING ENVELOPE
- PUBLIC OPEN SPACE
- SERVICE ZONE
- EASEMENT



CITY of COCKBURN - RESIDENTIAL DENSITY CODES R60-R100

DESIGN INTENT
The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

DENSITY
Development is subject to a base coding of R60-R100.

HEIGHT GROUP DWELLINGS
-12m maximum to the overall roof ridge above ground level.

HEIGHT MULTIPLE DWELLINGS
-20m maximum to the overall roof ridge above ground level.

ROOF PITCH AND ROOF FORM
- 45 degrees maximum pitch.
-Flat and curved roofs are permitted subject to compliance with the insulation requirements (as set below) and providing the roof falls within the building envelope.

FRONT SETBACKS
- An absolute minimum setback of 1.5m is permitted to the P.O.S where indicated on the plans. Other front setbacks with average of 3m to be calculated in accordance with methodology outlined in the Residential Design Codes.

OPEN SPACE GROUP DWELLINGS
40% minimum open space
32m^2 minimum outdoor living area

OPEN SPACE MULTIPLE DWELLINGS
55% minimum open space

CAR PARKING ACCESS LAYOUT - MULTIPLE DWELLING
All parking areas shall be designed in accordance with the relevant Australian Standard. Car parking must be located internally on the lot, and in a manner that minimises visual impact on the streetscape and pedestrian conflicts.

FENCING
Fencing will be in accordance with the codes and generally limited to 1.2m in height above finished subdivision levels, with 50% open area where the fence is forward of the building line. Open style visually permeable fencing is required for all fencing adjoining public open space.

GAS / SOLAR HOT WATER SYSTEMS / AIR CONDITIONING / COOLING UNITS
The installation of solar or gas hot water systems is encouraged for all heating requirements. Gas, solar hot water systems, air conditioning and cooling units should be installed so that they generally are not visible from the street, and minimize noise impact.

INSULATION
All dwellings shall be installed with a minimum R2.5 rating in ceilings or R2 rating together with double sided insulation beneath the roof surface and be of insulated brick cavity or construction with a similar thermal characteristic.

JONES COULTER YOUNG
architects and urban designers

Although care has been taken in the compilation of this drawing, all parties associated with the proposed property development, disclaim any responsibility for errors or omissions. The right is reserved to change the plan at any time. Liability is expressly disclaimed by Jones Coulter Young Architects for any loss or damage that may be sustained by any person acting on visual impression gained from this drawing.

TYPE 2 - LOT 245

NORTH

0 2.5 5 10 25m

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No.3 - apply except for variations shown on this plan.

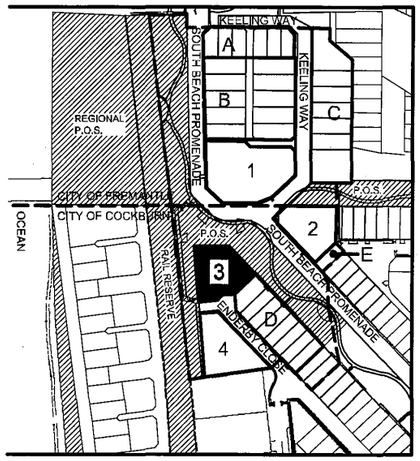
This Detailed Area Plan has been adopted by Council and signed by the Principal Planner

Principal Planner ____ *date* 11.10.2007

PROJECT NO: 0358
PROJECT: SOUTH BEACH - LANDCORP
DRAWING: DETAILED AREA PLAN - TYPE 2- LOT 245
DRAWING NO: j:/projects/0358/guidelines20041018 / DAPS
SCALE: 1:500 @A3
DATE: OCT 2007

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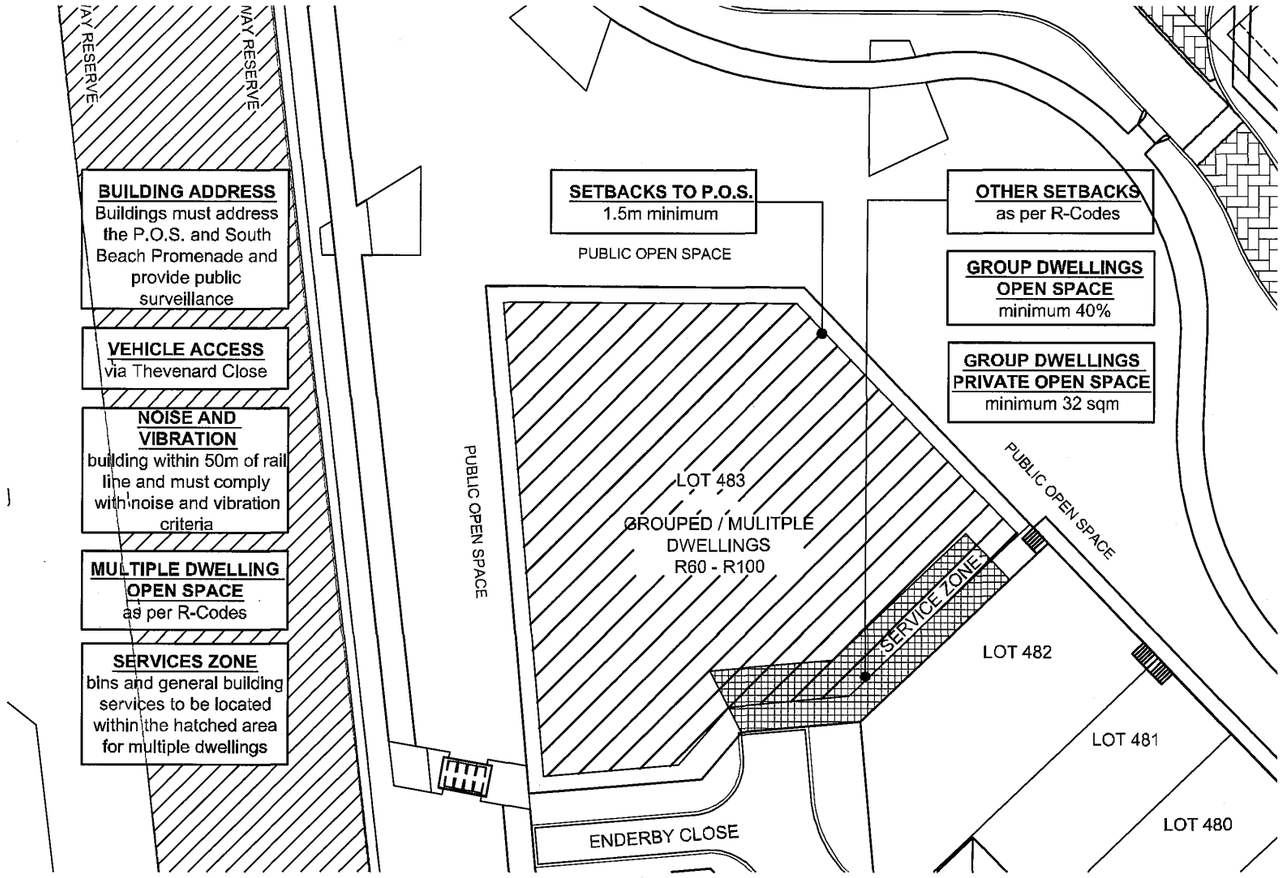
Document Set ID: 9193241
Version: 2, Version Date: 11/06/2024



LOCATION PLAN

LEGEND

- BUILDING ENVELOPE
- PUBLIC OPEN SPACE
- SERVICE ZONE



CITY of COCKBURN - RESIDENTIAL DENSITY CODES R60-R100

DESIGN INTENT
The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

DENSITY
Development is subject to a base coding of R60-R100.

HEIGHT GROUP DWELLINGS
-12m maximum to the overall roof ridge above ground level.

HEIGHT MULTIPLE DWELLINGS
-20m maximum to the overall roof ridge above ground level.

ROOF PITCH AND ROOF FORM
- 45 degrees maximum pitch.
-Flat and curved roofs are permitted subject to compliance with the insulation requirements (as set below) and providing the roof falls within the building envelope.

FRONT SETBACKS
- An absolute minimum setback of 1.5m is permitted to the P.O.S where indicated on the plans. Other front setbacks with average of 3m to be calculated in accordance with methodology outlined in the Residential Design Codes.

OPEN SPACE GROUP DWELLINGS
40% minimum open space
32m^2 minimum outdoor living area

OPEN SPACE MULTIPLE DWELLINGS
55% minimum open space

CAR PARKING ACCESS LAYOUT - MULTIPLE DWELLING
All parking areas shall be designed in accordance with the relevant Australian Standard. Car parking must be located internally on the lot, and in a manner that minimises visual impact on the streetscape and pedestrian conflicts.

FENCING
Fencing will be in accordance with the codes and generally limited to 1.2m in height above finished subdivision levels, with 50% open area where the fence is forward of the building line. Open style visually permeable fencing is required for all fencing adjoining public open space.

GAS / SOLAR HOT WATER SYSTEMS / AIR CONDITIONING / COOLING UNITS
The installation of solar or gas hot water systems is encouraged for all heating requirements. Gas, solar hot water systems, air conditioning and cooling units should be installed so that they generally are not visible from the street, and minimize noise impact.

INSULATION
All dwellings shall be installed with a minimum R2.5 rating in ceilings or R2 rating together with double sided insulation beneath the roof surface and be of insulated brick cavity or construction with a similar thermal characteristic.

NOISE AND VIBRATION
Any residential development within 50m of the rail line will be required to demonstrate compliance with noise and vibration criteria setout in the Noise Management Plan required under Statement No 560 published by the Minister for the Environment on 22 December 2002 (South Beach Village Noise Management Strategy, August 2002, and accompanying qualifying correspondence approved by WAPC on 11th March 2003).

JONES COULTER YOUNG
architects and urban designers

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TYPE 3 - LOT 483

NORTH

0 2.5 5 10 25m

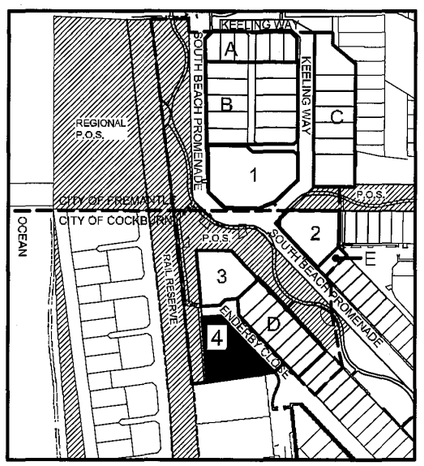
Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No.3 - apply except for variations shown on this plan.

This Detailed Area Plan has been adopted by Council and signed by the Principal Planner

Principal Planner ____ *date* 11·10·2007

PROJECT NO: 0358
PROJECT: SOUTH BEACH - LANDCORP
DRAWING: DETAILED AREA PLAN - TYPE 3- LOT 483
DRAWING NO: j:/projects/0358/guidelines20041018 / DAPS
SCALE: 1:500 @A3
DATE: OCT 2007

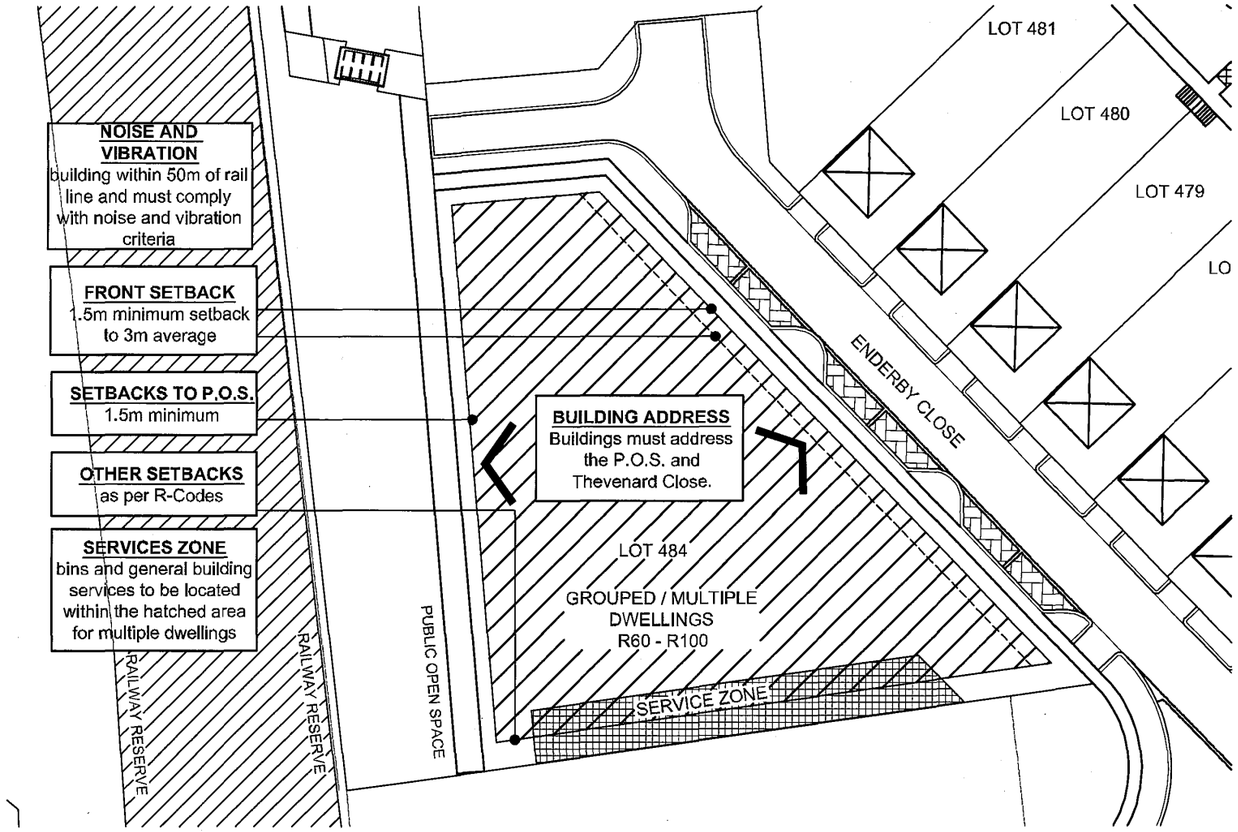
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LOCATION PLAN

LEGEND

- GARAGE
- BUILDING ENVELOPE
- PUBLIC OPEN SPACE
- SERVICE ZONE
- EASEMENT



CITY of COCKBURN - RESIDENTIAL DENSITY CODES R60-R100

DESIGN INTENT
The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

DENSITY
Development is subject to a base coding of R60-R100.

HEIGHT GROUP DWELLINGS
-12m maximum to the overall roof ridge above ground level.

HEIGHT MULTIPLE DWELLINGS
-20m maximum to the overall roof ridge above ground level.

ROOF PITCH AND ROOF FORM
- 45 degrees maximum pitch.
-Flat and curved roofs are permitted subject to compliance with the insulation requirements (as set below) and providing the roof falls within the building envelope.

FRONT SETBACKS
- An absolute minimum setback of 1.5m is permitted to the P.O.S where indicated on the plans. Other front setbacks with average of 3m to be calculated in accordance with methodology outlined in the Residential Design Codes.

OPEN SPACE GROUP DWELLINGS
40% minimum open space
32m^2 minimum outdoor living area

OPEN SPACE MULTIPLE DWELLINGS
55% minimum open space

CAR PARKING ACCESS LAYOUT - MULTIPLE DWELLING
All parking areas shall be designed in accordance with the relevant Australian Standard. Car parking must be located internally on the lot, and in a manner that minimises visual impact on the streetscape and pedestrian conflicts.

FENCING
Fencing will be in accordance with the codes and generally limited to 1.2m in height above finished subdivision levels, with 50% open area where the fence is forward of the building line. Open style visually permeable fencing is required for all fencing adjoining public open space.

GAS / SOLAR HOT WATER SYSTEMS / AIR CONDITIONING / COOLING UNITS
The installation of solar or gas hot water systems is encouraged for all heating requirements. Gas, solar hot water systems, air conditioning and cooling units should be installed so that they generally are not visible from the street, and minimize noise impact.

INSULATION
All dwellings shall be installed with a minimum R2.5 rating in ceilings or R2 rating together with double sided insulation beneath the roof surface and be of insulated brick cavity or construction with a similar thermal characteristic.

NOISE AND VIBRATION
Any residential development within 50m of the rail line will be required to demonstrate compliance with noise and vibration criteria setout in the Noise Management Plan required under Statement No 560 published by the Minister for the Environment on 22 December 2002 (South Beach Village Noise Management Strategy, August 2002, and accompanying qualifying correspondence approved by WAPC on 11th March 2003).

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TYPE 4 - LOT 484

NORTH

0 2.5 5 10 25m

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No.3 - apply except for variations shown on this plan.

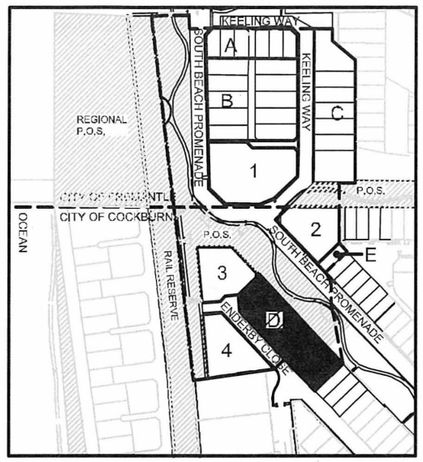
This Detailed Area Plan has been adopted by Council and signed by the Principal Planner

Principal Planner *date* 11.10.2007

PROJECT NO: 0358
PROJECT: SOUTH BEACH - LANDCORP
DRAWING: DETAILED AREA PLAN - TYPE 4- LOT 484
DRAWING NO: j:/projects/0358/guidelines20041018 / DAPS
SCALE: 1:500 @A3
DATE: OCT 2007

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Version: 2, Version Date: 11/06/2024



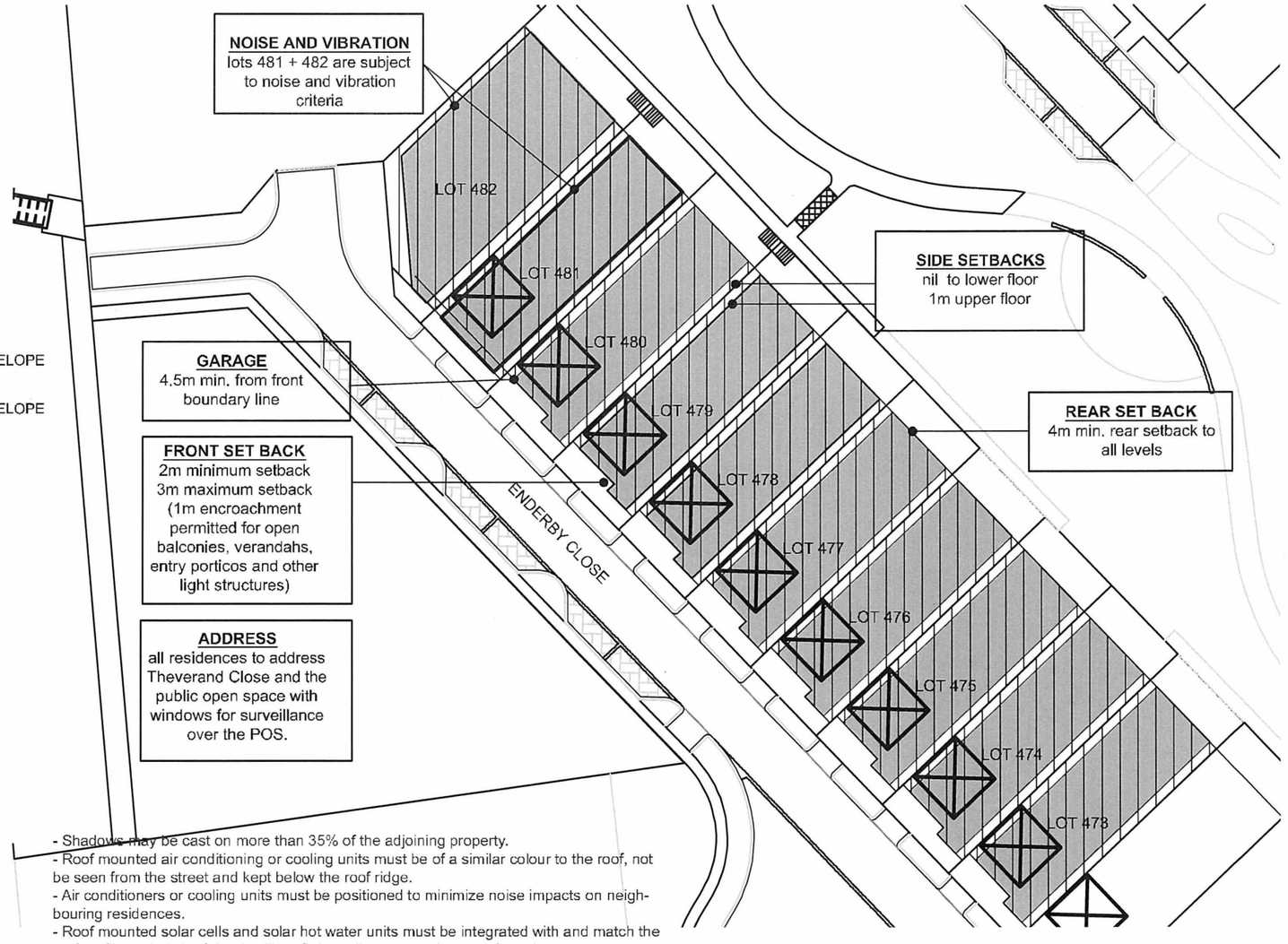
LOCATION PLAN

LEGEND

GARAGE

BUILDING ENVELOPE

UPPER FLOOR BUILDING ENVELOPE



CITY of COCKBURN - RESIDENTIAL DENSITY CODES R20/40

DESIGN INTENT

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

HEIGHT

-Measured from existing ground level to highest part of dwelling. Ground floor is first storey
-12m maximum
-Minimum of 2 storeys required, additional loft permitted.
-Three storeys plus loft permitted.

GARAGE

-To be located in line with constructed crossover
- to be located min. 4.5m behind front boundary line
-Maximum garage width is 7m (double door)

FENCING

- no fencing permitted to the street

OTHER

- 60% maximum site coverage
- dwelling to address both Thevenard Close and the public open space by way of design, fenestration, entry and must contain major opening(s).
- Applicable Residential Density Code R20/40
- Maximum of 1 dwelling per lot.
- Lots cannot be subdivided or amalgamated.
- A minimum of 40m^2 open space with a minimum dimension of 4m is to be provided along the rear boundary. Any additional open space will preferably abut the northern boundary.
-Dwellings must be designed so the at least one major opening to a living area (excluding bedrooms) captures northern winter sunlight.
- Shadows may be cast on more than 35% of the adjoining property.
- Roof mounted air conditioning or cooling units must be of a similar colour to the roof, not be seen from the street and kept below the roof ridge.
- Air conditioners or cooling units must be positioned to minimize noise impacts on neighbouring residences.
- Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch of the dwelling. Solar cells must not be seen from the street.
- Where it can be demonstrated that windows, balconies or terraces do not create an overlooking concern, the cone of vision requirements may be relaxed.
- An upper balcony with a minimum dimension of 2m, minimum area of 10m^2 and accessed from a living area (excluding bedroom) may be included as open space.
-The area of truncation of any corner lots can be included on the lot area in open space calculations.
-Minor variations to the requirements of the Residential Design codes may approved by the principal planner.

NOISE AND VIBRATION

Any residential development within 50m of the rail line will be required to demonstrate compliance with noise and vibration criteria setout in the Noise Management Plan required under Statement No 560 published by the Minister for the Environment on 22 December 2002 (South Beach Village Noise Management Strategy, August 2002, and accompanying qualifying correspondence approved by WAPC on 11th March 2003).

JONES COULTER YOUNG
architects and urban designers

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TYPE D

NORTH

0 2.5 5 10 25m

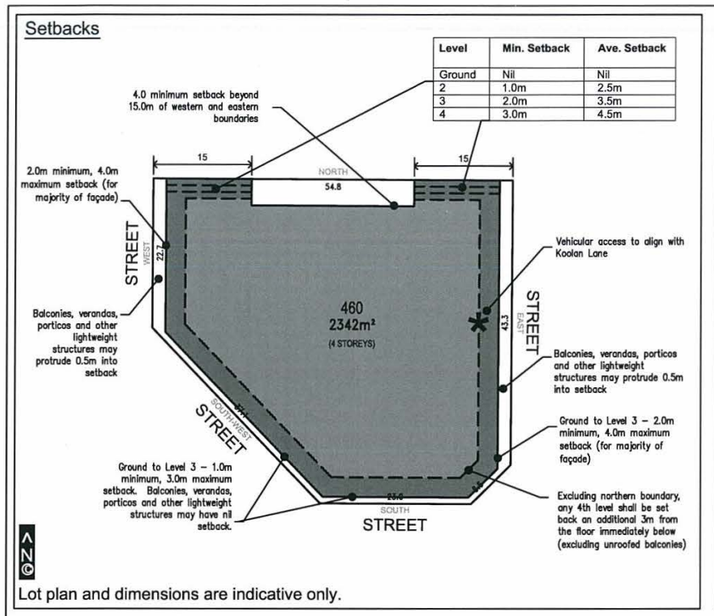
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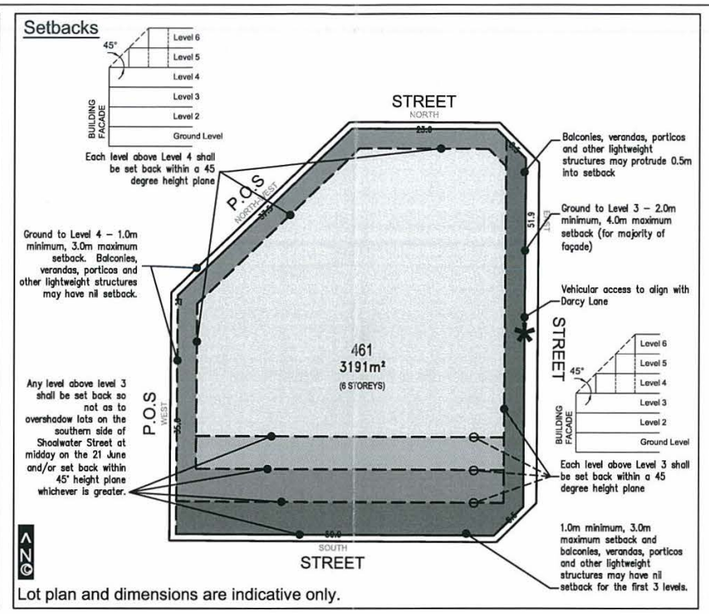
This Detailed Area Plan has been adopted by Council and signed by the Principal Planner

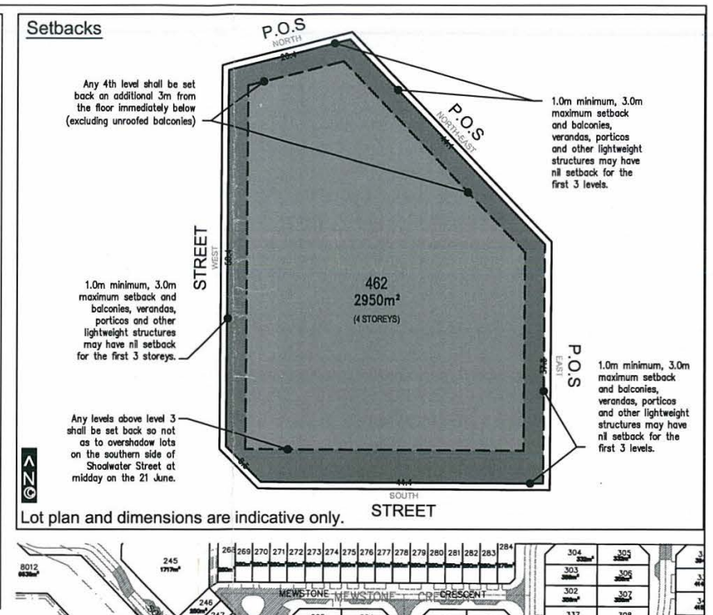
Principal Planner Ape *date* 11.10.2007

PROJECT NO:	0358
PROJECT:	SOUTH BEACH - LANDCORP
DRAWING	DETAILED AREA PLAN - TYPE D
DRAWING NO:	j:/projects/0358/guidelines20041018 / DAPS
SCALE:	1:500 @A3
DATE	aug. 2007

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Lots 460, 461 and 462

General Design Intent

The design intent is outlined by the South Beach Site Design Guidelines. All development must give due regard to the requirements and intent of these guidelines.

Height

- Maximum height measured from the highest point of the building(s) to the existing ground level immediately below that point. Ground level is the first storey.
- Lot 460, Lot 461 and Lot 462 minimum 2 storeys required.
- Lot 460 and Lot 462 maximum height of 16 metres and 4 storeys.
- Lot 461 maximum height of 21 metres and 6 storeys.
- Finished Floor Level of the ground floor (i.e. podium) is to be no greater than 1.25m above NGL immediately below each point. NGL for Lot 460 is 9.0 AHD, Lot 461 is 8.7AHD and Lot 462 is 8.7AHD

Car Parking

- Lots 460 & 461 vehicle access to be provided as shown on the DAP.
- Lot 462 access shall be determined in conjunction with the City of Cockburn.
- All tenant parking must be screened from view from the public domain.

Fencing

Fencing to the adjoining public open space is to be to the same design and specification as the existing fencing abutting the south-western portion of the central public open space spine to provide a consistent finish to the open space when viewed from the public domain. Fencing shall conform with drawings entitled 'Boundary Fencing Details – Type 1 Wall 46 (Drawing Number LC-05 and LC-06) prepared by Plan E, attached to this DAP

Other

1. Applicable Residential Density Code R60 or R100.
2. Minimum 40% open space (R60 grouped dwellings), 45% (R60 multiple dwellings) or 55% open space (R100).
3. The area of the truncation up to a maximum of 20m² of any corner lots can be included on the lot area in open space calculations.
4. An upper level balcony with a minimum dimension of 2.0m and a minimum area of 10m2 may be included as open space.
5. Building(s) to address the street by way of design, fenestration, entry and must contain major opening(s) and active elements such as balconies that provide additional articulation and detailing.
6. All ventilation grills to semi-basement parking must be landscaped, screened and/or artistically designed and built to not detract from the appearance of the building.
7. Northern solar access and cross ventilation opportunities shall be maximised.
8. Air conditioners or cooling units must not be visible from the street or adjoining public open space and be positioned to minimise noise impacts on neighbouring residences. Roof mounted units on pitched roofs must also be below the roof ridge and be a similar colour to the roof.
9. Roof mounted solar cells and solar hot water units must be integrated with and match the roof profile and pitch of the building(s). Solar cells must not be easily seen from the street.
10. Where it can be demonstrated that windows balconies or terraces do not create an overlooking concern the City of Cockburn may relax the cone of vision requirements.
11. Minor variations to the requirements of the Residential Design Codes and this Detailed Area Plan may be approved by the City of Cockburn.

NOTES:

All dimensions and areas are subject to survey

Ground - Level 3
Level 4
Level 5
Level 6

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been signed by Director of Planning and Development

Date 05/02/09

This concept has been prepared for the purpose of meeting client specifications. The drawing does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever.

Although care has been taken in the compilation of this drawing by The Planning Group WA Pty Ltd, all parties associated with the proposed property development, disclaim all responsibility for any errors or omissions. The right is reserved to change the plan at any time.

Liability is expressly disclaimed by The Planning Group WA Pty Ltd for any loss or damage which may be sustained by any person acting on any visual impression gained from this drawing.

Title: DETAIL AREA PLAN - LOTS 460, 461 and 462
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 14 January 2009 Revision No: B

Scale: 1:3000 @ A3 Job No: 704.226

Designer: Drawn: SL

E Reference: 704.226 DA15C TYPE LOTS 460 - 462.DWG

TOWN PLANNING AND URBAN DESIGN
Perth
Level 7, 182 St Georges Terrace
PO Box 7375 Cloisters Square
Perth Western Australia 6850
Telephone +61 08 9289 8300
Facsimile +61 08 9321 4786
planning@tpgwa.com.au
www.tpgwa.com.au

Document Set ID: 9193241
Version: 2, Version Date: 11/06/2024

APPENDIX E

'The Islands' Development Complex
(Approved Strata Plan Extract)

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

STRATA PLAN 52597

SHEET 1 OF 3 SHEETS

PLAN OF
RE-SUBDIVISION OF LOT 66
ON SP 52597

CERTIFICATE OF TITLE
VOL. 2950 FOL. 405

LOCAL GOVERNMENT
CITY OF COCKBURN

FIELD RECORD
144759

NAME OF SCHEME
ISLANDS APARTMENTS

ADDRESS OF PARCEL
25 OCEAN DRIVE
NORTH COOGEE WA 6163

MANAGEMENT STATEMENT YES

SURVEYOR'S CERTIFICATE - REG 54

I, MICHAEL CUNNINGHAM
hereby certify that this plan is accurate and is a correct representation of the -
(a) *survey; and/or
(b) *calculations from measurements recorded in the field records,
[* delete if inapplicable]
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.

Michael Cunningham 2018.06.19 14:26:46 +08'00'

LICENSED SURVEYOR DATE

LODGED

31.5.18

DATE FEE PAID ASSESS No.

EXAMINED

SG 22-Jun-18

DATE

FORM 26 W.A.P.C. REF: 953-17

STRATA TITLES ACT 1985 - SECTIONS 25(1), 25(4)
CERTIFICATE OF GRANT OF APPROVAL BY
WESTERN AUSTALIAN PLANNING COMMISSION TO STRATA PLAN

It is hereby certified that the approval of Western Australian Planning Commission has been granted pursuant to section 25(1) of the *Strata Titles Act 1985* to the strata plan submitted on 22-Jun-18 and relating to the property described herein.

For Chairman, Western Australian Planning Commission 27-Jun-2018 Date

PLAN APPROVED

INSPECTOR OF PLANS AND SURVEYS 28-Jun-18
(S.18 Licensed Surveyors Act 1909) DATE

IN ORDER FOR DEALINGS

SUBJECT TO

Prior approval SP52597.3; Lodgement of Restrictive Covenant & Notification docs

28-Jun-18

FOR REGISTRAR OF TITLES DATE

REGISTERED

N936662
APPLICATION

4-Jul-18
DATE REGISTRAR OF TITLES SEAL

GOVERNMENT OF WESTERN AUSTRALIA

Landgate

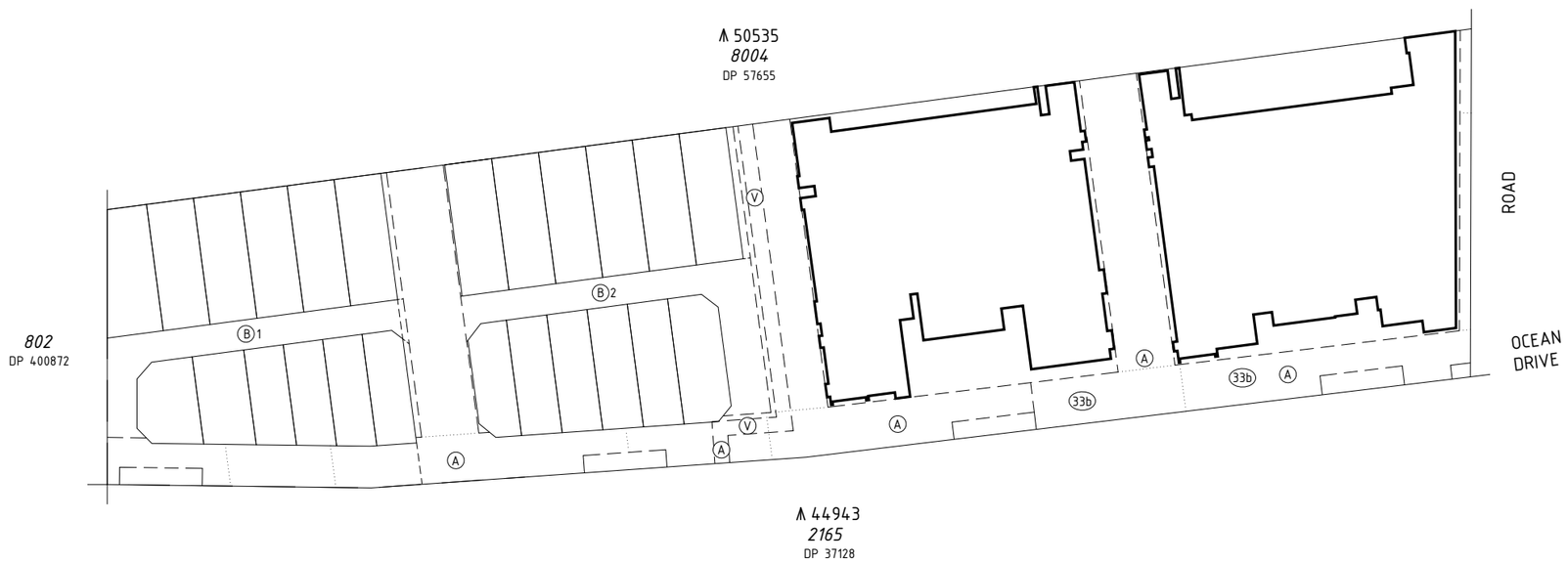
VER.	AMENDMENT	AUTHORISED BY	DATE
2	PLAN EXAMINATION REQUIREMENTS	M. CUNNINGHAM	19/06/18

LandSurveys
19 Brennan Way
Belmont WA 6104
PO Box 746 Belmont WA 6984
T (08) 9477 4477 E projects@landsurveys.net.au
F (08) 9477 4499 www.landsurveys.net.au

CAD File: SP52597 - RE-SUB - STAGE 4.dwg
JOB No: 1501385

LIMITED IN DEPTH TO 60.96 METRES

FOR EASEMENT DETAILS SEE SHEET 2



LOCATION PLAN

0 15 30 45

1:750 @ A2

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INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
33b	EASEMENT (WATER SUPPLY)	SEC 167 OF THE P & D ACT REG 33 (b)	DP 57655	COMMON PROPERTY	WATER CORPORATION	SEE SHEET 2 FOR HEIGHT LIMITS
V	EASEMENT (WATER SUPPLY PURPOSES)	SEC 136C OF THE TLA	DP 57655	LOT 65 AND COMMON PROPERTY	CITY OF COCKBURN	LIMITED IN DEPTH TO 6.2m A.H.D.
A	EASEMENT	SEC 195 & 196 OF THE LAA	DP 57655 AND DOC L230882	COMMON PROPERTY	CITY OF COCKBURN AND THE PUBLIC AT LARGE	SEE SHEET 2 FOR HEIGHT LIMITS MODIFIED IN DOC N931871
B1 & B2	EASEMENT	SEC 195 OF THE LAA	DOC N931872	COMMON PROPERTY	CITY OF COCKBURN	LIMITED IN HEIGHT BETWEEN TO 7.50 AHD & 19.85 AHD
	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC N931877	LOTS 67-78	CITY OF COCKBURN	DEVELOPMENT RESTRICTION
	NOTIFICATION	SEC 165 OF THE P & D ACT	DOC N931874	LOTS 67-78		BUSHFIRE MANAGEMENT PLAN

Document Set ID: 11062491
Version: 2, Version Date: 11/06/2024

STRATA PLAN 52597

SHEET 2 OF 3 SHEETS

SEE SHEET 1 FOR INTERESTS AND NOTIFICATIONS

Land Surveys
19 Brennan Way
Belmont WA 6104
PO Box 746 Belmont WA 6984
T (08) 9477 4477 E projects@landsurveys.net.au
F (08) 9477 4499 www.landsurveys.net.au

CAD File: SP52597 - RE-SUB - STAGE 4.dwg
JOB No: 1501385

EASEMENT (A) HEIGHT LIMITATIONS Grades evenly between points		
Pt LABEL	LOWER	UPPER
'B'	6.8	Nil
'C'	6.9	Nil
'D'	7.0	Nil
'E'	7.1	Nil
'F'	7.2	Nil
'G'	7.3	Nil
'H'	7.3	Nil
'J'	Nil	8.5
'K'	Nil	8.5

AREAS LABELLED (A)M ,(A)N ,(A)O &(A)P HAVE NO HEIGHT LIMITATIONS

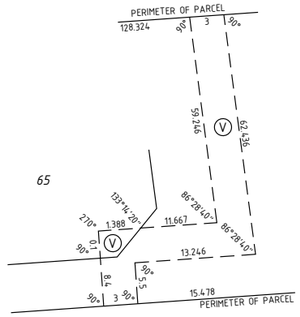
DATUM OF HEIGHTS LISTED ABOVE IS THE AUSTRALIAN HEIGHT DATUM

SEE ENLARGEMENT 'Y' FOR LOCATION OF HEIGHT LIMITS

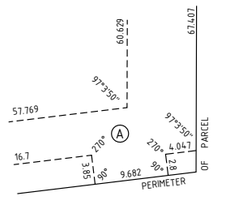
EASEMENT (33b) HEIGHT LIMITATIONS Grades evenly between points		
Pt LABEL	LOWER	UPPER
'F'	6.3	Nil
'G'	6.4	Nil
'H'	6.5	Nil

DATUM OF HEIGHTS LISTED ABOVE IS THE AUSTRALIAN HEIGHT DATUM

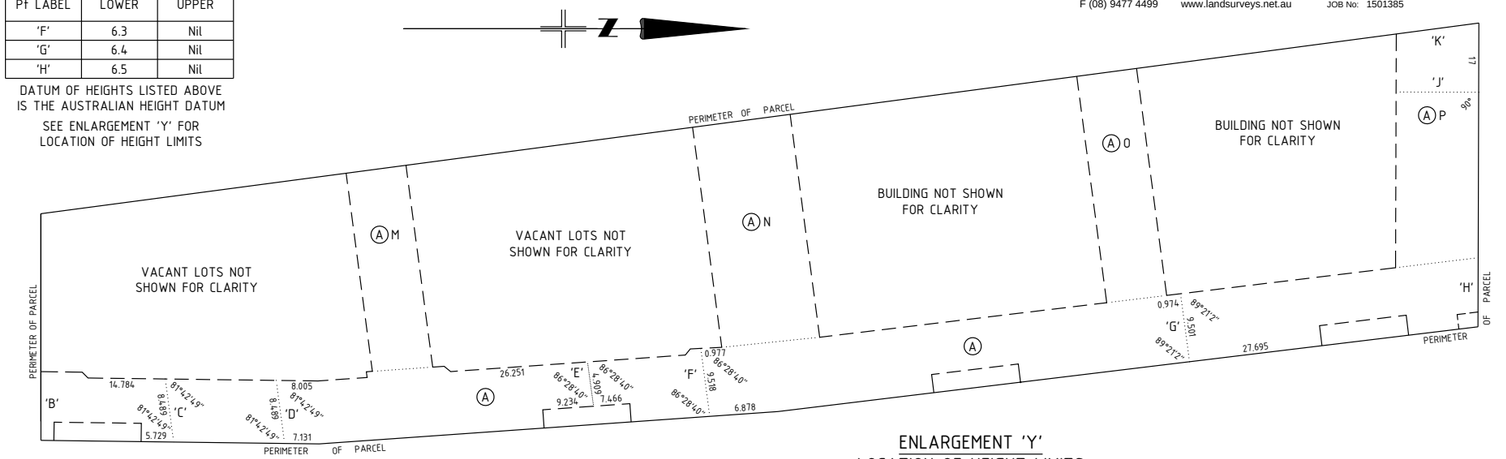
SEE ENLARGEMENT 'Y' FOR LOCATION OF HEIGHT LIMITS



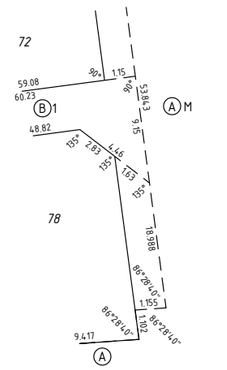
ENLARGEMENT 'U'
WATER SUPPLY PURPOSES EASEMENT
NOT TO SCALE



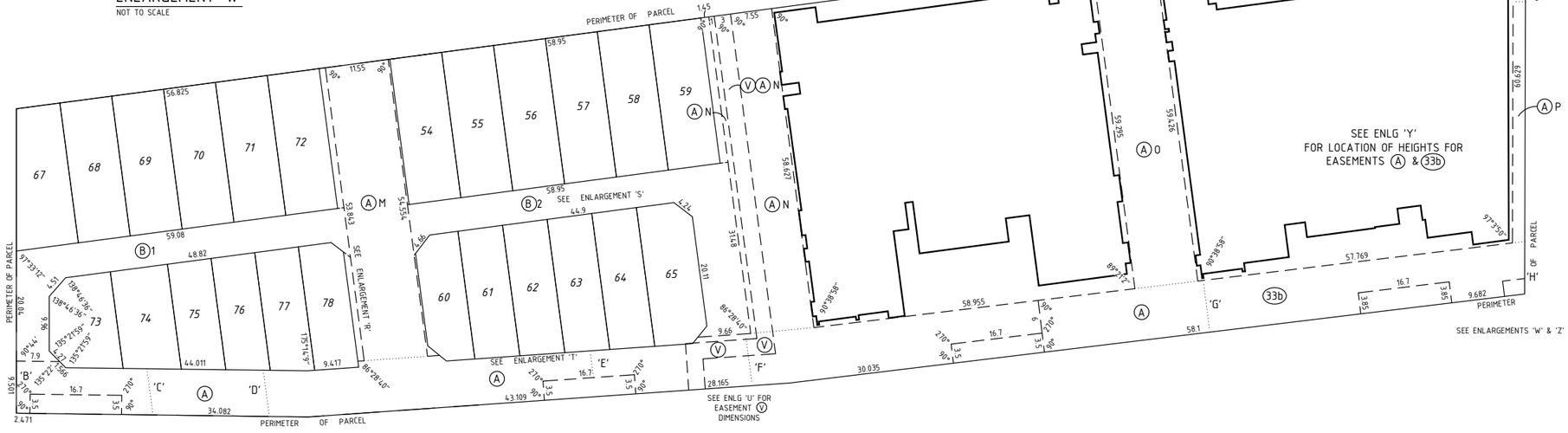
ENLARGEMENT 'W'
NOT TO SCALE

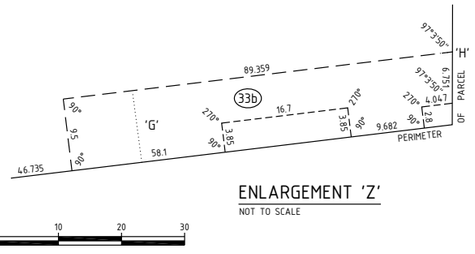


ENLARGEMENT 'Y'
LOCATION OF HEIGHT LIMITS FOR BOTH EASEMENTS (A) & (33b)
NOT TO SCALE

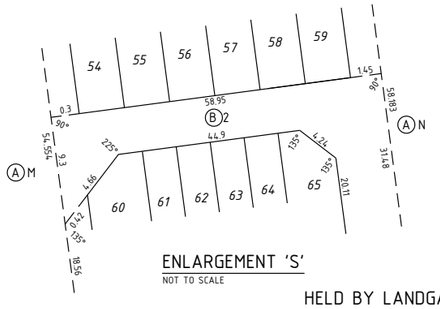


ENLARGEMENT 'R'
NOT TO SCALE

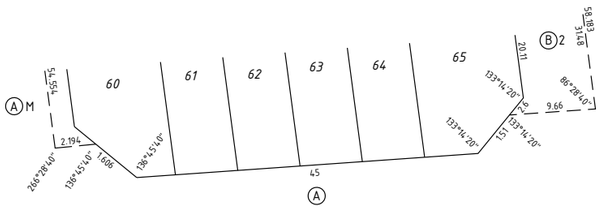




ENLARGEMENT 'Z'
NOT TO SCALE



ENLARGEMENT 'S'
NOT TO SCALE



ENLARGEMENT 'T'
NOT TO SCALE

10 0 10 20 30

1:600 @ A2

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14.1.3 Initiation of (Standard) Amendment No.177 to Town Planning Scheme No.3 - Partial Rationalisation of Development Area 16 (South Beach Village)

Executive	Director Planning and Sustainability
Author	Strategic Planning Officer
Attachments	1. Draft Scheme Amendment No.177 Report ⇩
Location	North Coogee (South Beach Locality)
Owner	Various
Applicant	City of Cockburn
Application Reference	109/177

RECOMMENDATION
That Council:

(1) INITIATES, pursuant to section 75 of the *Planning and Development Act 2005*, an amendment to the City of Cockburn Town Planning Scheme No.3 (Scheme) for the following purposes:

1. Rezoning Lot 30 (No.59) Breaksea Drive, North Coogee, within 'Development Area 16' from 'Development' to 'Residential (R100)', as depicted on the Scheme Amendment Map.
2. Reducing the extent of the 'Development Area 16' (DA16) special control area boundary, as depicted on the Scheme Amendment Map.

(2) DETERMINES that the Amendment is 'standard' under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* as it satisfies the following criteria of Part 5, Division 1, Regulation 34:

- *an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- *an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;*
- *an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*

and REFERS the Amendment to the Western Australian Planning Commission, pursuant to Part 5, Division 3, Regulation 46 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for its consideration;

(3) REFERS the Amendment to the Environmental Protection Authority (EPA), pursuant to Section 81 of the *Planning and Development Act 2005*, by giving to the EPA written notice of this resolution and such written information about the amendment as is sufficient to enable the EPA to comply with Section 48A of the *Environmental Protection Act 1986* in relation to the proposed scheme amendment;

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(4) REFERS the Amendment to the Minister for Planning, pursuant to Section 83A of the *Planning and Development Act 2005*, for permission to advertise the proposed Scheme Amendment;

(5) Upon compliance with Sections 81, 82 and 83A of the *Planning and Development Act 2005*, ADVERTISES the proposed Amendment pursuant to the details prescribed within Part 5, Division 3, Regulation 47 of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Regulation 47 specifies advertising must not be less than a period of 42 days; and

(6) NOTES pursuant to Part 5, Division 1, Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015,* the intention to partially revoke the following Structure Plan *(*via clause 29A of Schedule 2 / *Deemed Provisions*) upon the approval of Amendment No.177:

Structure Plan #	Address	Latest WAPC Endorsement	WAPC Reference
16	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	16 February 2017	SPN/0821M-1

Background

Structure plans are important planning instruments, regularly used to coordinate the subdivision and development of land, particularly in new, greenfield locations and post-industrial brownfield locations.

Reflective of its rapid urbanisation over the past 20+ years, the City currently has over 150 local structure plans operating within its scheme area, many of which are substantially subdivided and/or have been built out.

When the Planning and Development (Local Planning Scheme) Regulations were released in 2015, a key change involved the introduction of a 10-year time limit to the validity of structure plans.

Structure plans approved prior to this date were automatically given a 10-year timeframe for approval, from when the Regulations came into effect.

Under the State Planning Framework, once a structure plan has served its purpose (typically once all the lots have been subdivided and physically created), the zones and reserves are to be transferred into the Scheme and the structure plan revoked.

This process, commonly referred to as a structure plan 'rationalisation', ensures the City retains appropriate planning mechanisms to guide and control future use and/or redevelopment of the land (including the same range of permissible land uses and associated development standards as currently apply) into the future, consistent with community expectations.

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This proposal is part of a series of Scheme Amendments required to rationalise large portions of the City's urban areas ahead of several existing structure plans expiring on the 10-year anniversary of the Regulations coming into effect (19 October 2025).

Submission

N/A

Report

The following Local Structure Plan (LSP) has been substantially implemented:

#	Structure Plan Name
16A	South Beach Village: Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee

In conjunction with Scheme Amendment #176 the purpose of this amendment is to:

- transfer the zones and reserves shown on the approved structure plan for the completed development areas into Town Planning Scheme No.3 (TPS3);
- identify appropriate residential density codings for each site (based on approved Development and/or Local Development Plans where density ranges are shown on the Structure Plan);
- revoke the above structure plan (as it relates to the completed areas); and
- adjust the boundary of the Development Area 16 (DA16) Special Control Area to match the above outcome (i.e. to only include those portions that still require a structure plan to guide further subdivision and development).

<u>Development Area 16</u>

DA16 was initially created upon gazettal of TP3 in December 2002.

Upon the cessation of industrial activities in the late 1990s, its purpose was to facilitate comprehensive redevelopment of the area into a vibrant urban village comprising diverse environmentally, socially, and economically sustainable high-quality medium-to-high density housing and commercial spaces with convenient access to public open space and surrounding areas.

The special provisions for DA16 included in Table 9 of TPS3 are relatively basic, simply reinforcing the need for a structure plan to first be prepared to guide future subdivision and development of the former industrial land, and to ensure that all residential development is designed to mitigate noise impacts from the freight rail line in accordance with the South Beach Noise Management Plan 2002.

As there remain portions of DA16 yet to redevelop, complete deletion of DA16 and its special provisions are not proposed, rather just a reduction to the extent of the special control area boundary to reflect the outcomes of this proposal.

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South Beach Village Local Structure Plan

Structure Plan 16A – South Beach Village (which covers all the DA16 area), identifies a comprehensive local road network servicing low-to-medium (R20-R80) density single residential houses and medium-to-high (R60-R125) density townhouses and apartments, principally clustered around a central spine of public open space (POS) that leads back to district level recreational facilities at South Beach.

A secondary linear POS corridor runs along the eastern edge of the freight railway line that continues to operate through the area.

This amendment specifically focuses on the 'Move' Apartment complex located between Breaksea Drive and Rollinson Road in the southeast corner of the LSP. This site was deliberately excluded from Amendment #176 to allow a replacement residential density coding ('R-Code') to be advertised for public comment, as the current *Residential Design Codes* do not include an R125 code.

Based on a review of the approved development plans, and how R-Code development standards have evolved since the 'Move' Apartment Complex was initially approved, an R100 coding is proposed as the closest comparable code to what has been developed on the site.

Further detail on DA16, the structure plan and excerpts of the relevant development approvals are included in the draft Scheme Amendment No.177 Report (refer Attachment 1).

Type of Amendment

This amendment is considered a 'Standard' Amendment under the provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, on the basis that it involves:

a) zoning land consistent with an approved local structure plan, albeit with a slightly different coding that better reflects the approved development on site;
b) in a manner that will have minimal impact on surrounding land, or any significant environmental, social, economic or governance impacts on any other land within the scheme area.

Strategic Plans/Policy Implications

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
• A City that is 'easy to do business with'.

Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• Best practice Governance, partnerships and value for money.

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Budget/Financial Implications

Not applicable - the scheme amendment documentation has been prepared, and the proposal will be progressed by the administration under its FY24-25 budget allocation.

Legal Implications

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015*

Community Consultation

The *Planning and Development (Local Planning Schemes) Regulations 2015* identifies three amendment types: basic, standard, and complex.

Scheme Amendment No.177 meets the definition of 'Standard' Scheme Amendment. Part 5, Division 3, Regulation 47 requires advertising for a minimum period of 42 days.

Risk Management Implications

The officer recommendation considers the relevant planning matters associated with the proposal. It is considered the officer recommendation is appropriate.

If the Scheme Amendment does not proceed (or is ultimately refused by the Minister for Planning):

- an opportunity will be missed to simplify the planning framework and remove additional layers of planning (structure plans) that have served their purpose; and
- the City will need to consider alternatives to ensure an appropriate local planning framework is in place to guide future land use and/or redevelopment proposals in the area ahead of the structure plan expiring on 19 October 2025.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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Town Planning Scheme No. 3

Amendment No.177

(Standard)

Partial Rationalisation of South Beach Village Structure Plan

Development Area 16 (North Coogee)

JUNE 2024

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Planning and Development Act 2005
RESOLUTION TO AMEND A TOWN PLANNING SCHEME

City of Cockburn
Town Planning Scheme No.3
Amendment No.177

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

1. Rezoning Lot 30 (No.59) Breaksea Drive, North Coogee, within 'Development Area 16' from 'Development' to 'Residential (R100)', as depicted on the Scheme Amendment Map.
2. Reducing the extent of the 'Development Area 16' (DA16) special control area boundary, as depicted on the Scheme Amendment Map.

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

- *It is an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- *It is an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and*
- *It is an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan:

Structure Plan#	Address	Latest WAPC Endorsement	WAPC Reference
16	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	16 February 2017	SPN/0821M-1

Upon the amendment taking effect 'partial' revocation of the above approved structure plan is to occur.

Dated this ..... day of 2024

_____

CHIEF EXECUTIVE OFFICER

Document Set ID: 11982471
Version: 2, Version Date: 11/06/2024

AMENDMENT REPORT

1.0 INTRODUCTION

Structure Plan No.16A (South Beach Village) has largely been implemented.

The purpose of this 'standard' scheme amendment is to transfer additional zones shown on this structure plan area into Town Planning Scheme No.3 (TPS3), to ensure the City maintains appropriate development control ahead of the structure plan expiring on 19 October 2025.

This process is referred to as the rationalisation of a structure plan.

2.0 BACKGROUND

Development Area 16 (DA16) was created in December 2002, upon gazettal of Town Planning Scheme No.3 (red dashed outline in **Figure 1**).

In essence, it is the result of Amendment No.201 to former District Zoning Scheme No.2, which in response to the 2001 gazettal of Metropolitan Region Scheme (MRS) Amendment 1008/33, transferred land from 'Industrial' and 'Railways' Reservation to the 'Urban' zone and 'Regional Parks and Recreation' reservation.

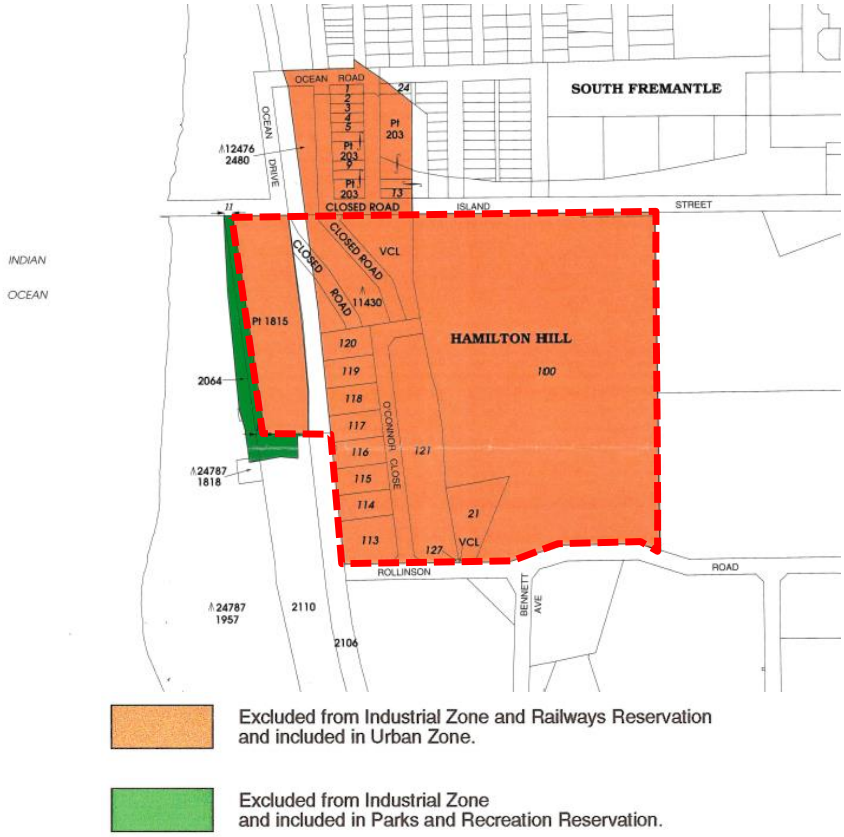


Figure 1 – Detail Plan for MRS Amendment No. 1008/33

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Previously the substantive portion of a heavy industrial and railyard area that extended northward into the City of Fremantle, the land was significantly remediated to comply with environmental conditions imposed by the Minister for Environment to facilitate its redevelopment for urban purposes.

The adopted vision for the area was to deliver a vibrant urban village comprising diverse environmentally, socially, and economically sustainable high-quality medium to high density housing and commercial spaces with convenient access to public open space and surrounding areas.

DA16 currently includes one endorsed structure plan as per the table below:

Structure Plan #	**Address**	**Latest Approval *(& Expiration Date*)**	**Proposed Action**
16A	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	WAPC: 16/02/2017 *(Expires 19/10/2025)*	Basic & Standard Amendments

Rationalisation of most of this structure plan forms the subject of a separate 'basic' Scheme Amendment (#176). This proposal seeks to rationalise a further portion of land that couldn't be included in the 'basic' amendment due to the need to advertise a replacement residential density coding ('R-Code'), as the current *Residential Design Codes* do not include an R125 code.

The extent of DA16 (thick black dashed line), the structure plan (red solid line), and the boundaries of the two complimentary scheme amendment proposals (yellow dashed line), are depicted on **Figures 2 and 3.**

Lots outlined in blue are yet to develop or redevelop in accordance with the approved Structure Plan. Of importance, they incorporate important public reserves yet to be constructed and ceded into public ownership. As a result, they have been excluded from both scheme amendments, will retain their existing 'Development' zoning, and a Structure Plan extension for that area was lodged with the WAPC in January 2024.

The structure plan area includes various Local Development Plans (LDPs). This amendment has no effect on the operation of those instruments which will remain in effect until they expire on (or after) 19 October 2025.

Consistent with the proposed Structure Plan outcome, the City will need to consider the benefits (or otherwise) of extending the approval of an existing LDP for the undeveloped landholdings.

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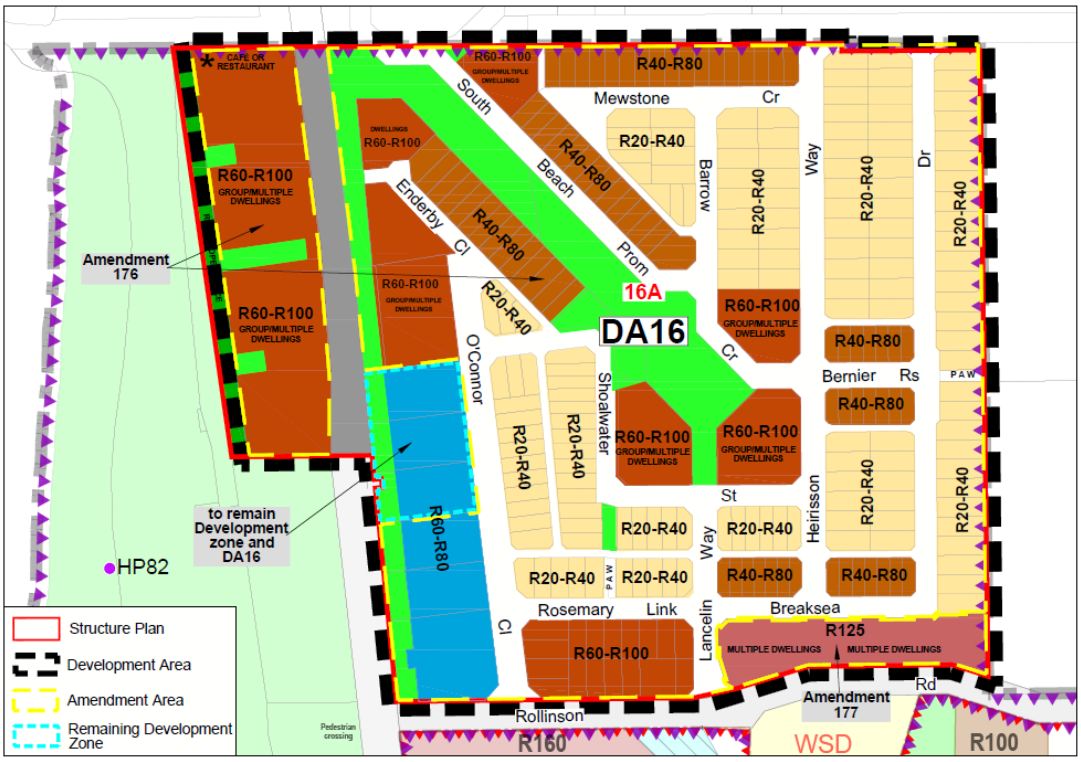


Figure 2 – DA16, Structure Plan 16A and Scheme Amendment #176 & #177 Extents

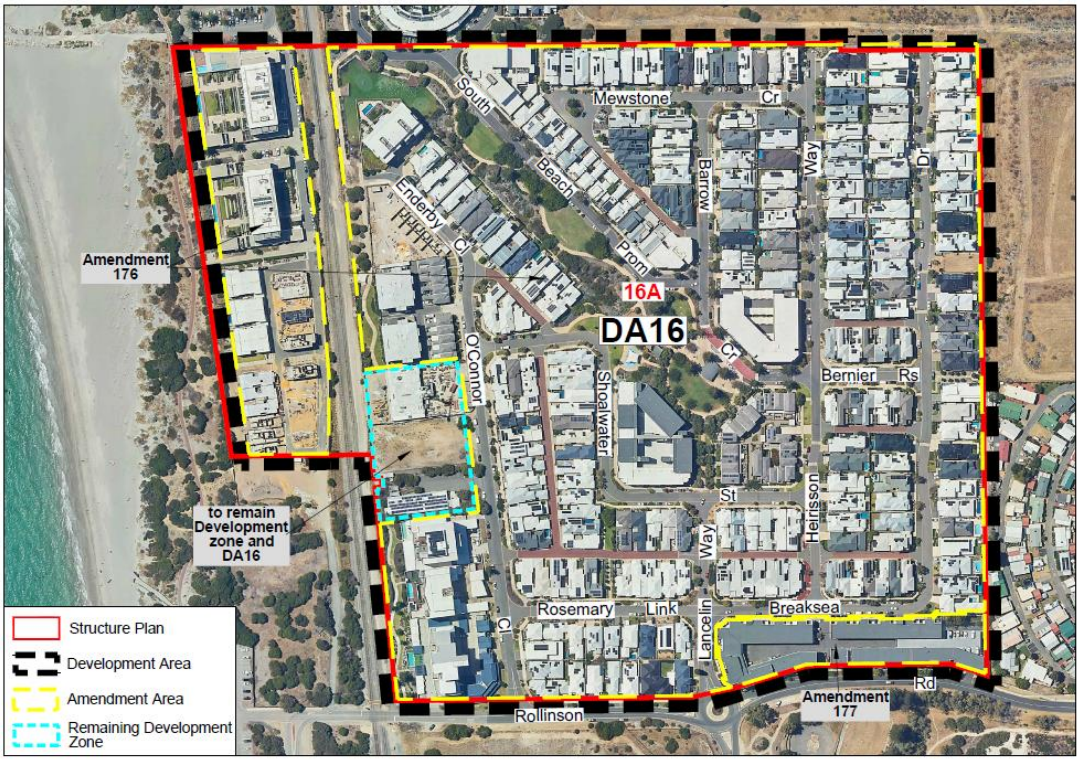


Figure 3 – Aerial Photograph showing extent of completed Subdivision and Development

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Version: 2, Version Date: 11/06/2024

3.0 AMENDMENT TYPE

Part 5, Division 1, Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015, identifies different amendment types: basic, standard and complex.

Regulation 35(2) requires the local government to specify in their resolutions to prepare or adopt an amendment what type of amendment it is, as well as the explanation for forming that opinion.

This proposed amendment is considered a 'standard' amendment, which Regulation 34 describes as any of the following amendments to a local planning scheme:

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

This proposed amendment satisfies parts d), e) and f) of the above criteria.

Specifically, it is an amendment that involves zoning land consistent with the intent, subsequent land use and built form outcome of an approved structure plan for the same land, in a manner that does not have any significant environmental, social, economic or governance impact on surrounding land.

4.0 TOWN PLANNING CONTEXT

4.1 State Planning Framework

The entirety of DA16 is identified in the *South Metropolitan Peel Sub-Regional Planning Framework* and zoned 'Urban' under the Metropolitan Region Scheme.

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Version: 2, Version Date: 11/06/2024

4.2 City of Cockburn Local Planning Framework

Under TPS3, the area is zoned 'Development' and identified on the Scheme Map and in Table 9 of the Scheme Text as Development Area 16 (DA16).

The purpose of the 'Development' zone is to trigger the requirement for a Structure Plan to guide further subdivision and/or development.

Table 9 allows specific 'provisions' to then be applied to defined Development Areas to inform the subsequent structure planning and subdivision processes. For DA16 it includes the following:

TABLE 9 – DEVELOPMENT AREAS		
REF. NO.	**AREA**	**PROVISIONS**
DA 16	South Beach (Development Zone)	1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision, land use and development in accordance with clause 27(1) of the Deemed Provisions. 2. To provide for uses consistent with the zonings and reservations in the MRS. 3. All residential development must be designed and constructed to comply with the South Beach Village Noise Management Plan dated August 2002.

5.0 PROPOSAL

Subdivision and development of almost all land within DA16 is now complete, meaning that the structure plan has largely served its purpose.

This amendment therefore seeks to remove those areas from DA16 and transfer the structure plan-identified zones and reservations for the land into the Scheme, ahead of the structure plans expiry date of 19 October 2025.

Development Area 16:

As there remains portions of DA16 yet to be redeveloped, in particular Lots 116-118 (#15, #19 & #23) O'Connor Close, complete deletion of DA16 and its special provisions are not proposed at this time, rather just a further reduction to the extent of the DA16 special control area boundary to reflect the outcome of this proposal. A more significant refinement is proposed via Scheme Amendment #176.

Local Structure Plan (LSP):

Details on Structure Plan 16A (including extracts of the relevant Local Development Plan and Development Approval for this specific site) are provided in this section to demonstrate our reasoning for rationalisation in the manner proposed.

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Version: 2, Version Date: 11/06/2024

Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee – South Beach Village Estate (16A)

Lying along the southern boundary of South Fremantle, west of the Fremantle Village Holiday Park, north of Rollinson Road and east of the CY O'Connor Foreshore Reserve, this Structure Plan identifies a comprehensive network of local roads servicing low-to-medium (R20-R80) density single residential houses and medium-to-high (R60-R125) density apartments, principally clustered around a central spine of public open space (POS) that leads back to district level recreational facilities at South Beach.

Density ranges were adopted for most street blocks, with the final coding (and specific Design Guidelines and R-Code development standard variations) deferred to Local Development Plans (prepared in response to conditions of Subdivision Approval) or subsequent Development Approval.

The higher codings are generally located in high-amenity locations, such as directly adjacent or opposite the ocean foreshore, the primary (central) or secondary (freight rail adjacent) linear POS corridors, or along Rollinson Road (which provides a direct connection to the CY O'Connor Foreshore reserve).

A Mixed Use precinct (reduced in size and rezoned from Mixed Business via a series of LSP Amendments over the Estate's lifetime), is located in the southwest corner along the eastern edge of the operating freight rail line.

This proposal specifically focuses on the 'Move' Apartment complex located between Breaksea Drive and Rollinson Road in the southeast corner of the LSP.

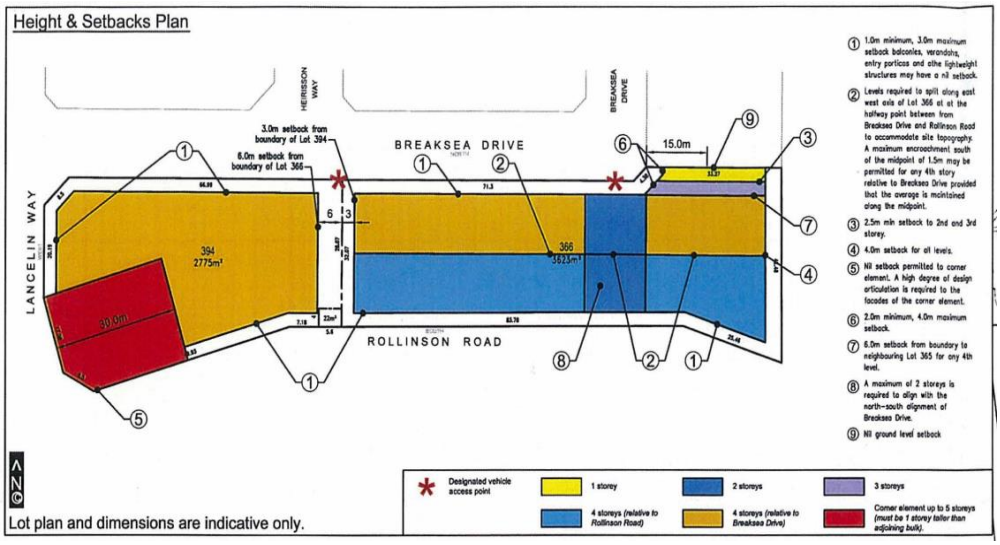
Aerial Photo



This site was deliberately excluded from Amendment #176 to allow a replacement residential density coding ('R-Code') to be advertised for public comment, as the current *Residential Design Codes* do not include an R125 cod**e** as currently shown on the Structure Plan Map.

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Los 366-394 Breaksea Drive – Local Development Plan (DAP17D)



An approved Local Development Plan (former Detailed Area Plan) further guides development of the site. In terms of density, it simply reflects the current LSP assigned 'R125' density coding of the land.

Development History

Lots 366-394 were originally assigned an R-Code range of 'R60-R100' under the original (2002) Local Structure Plan.

In 2009, the City issued development approval for an 81-dwelling apartment complex incorporating approximately 5,652m^2 of floor area, or a plot ratio of 0.88 (ref: DA09/0742). A condition of that approval required adjustments to bring the proposal into compliance with the maximum 'R100' code.

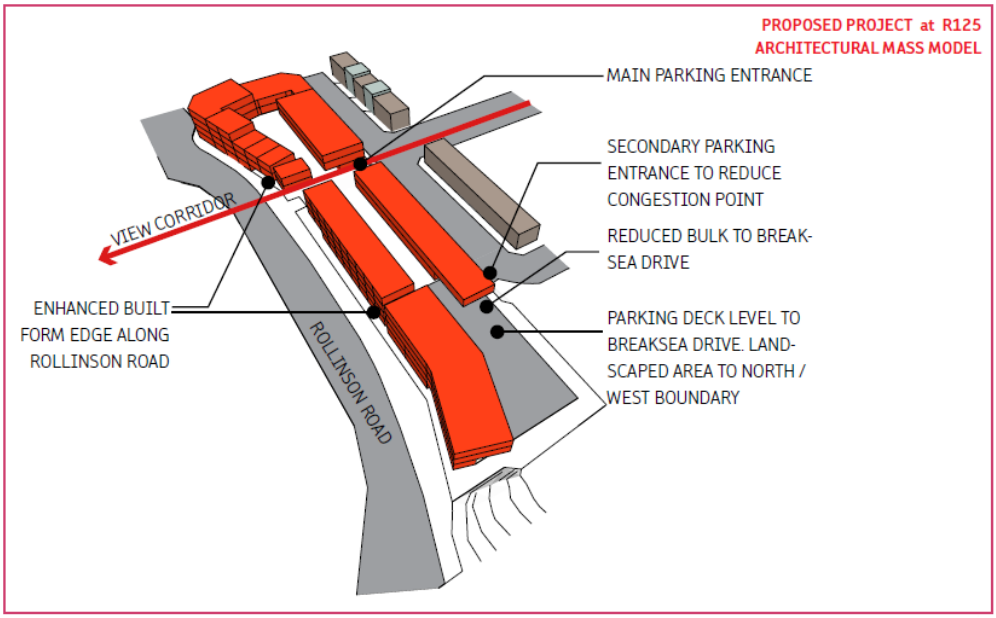
Instead, in 2010 the land was successfully up-coded to 'R125', to facilitate an enlarged proposal, involving a maximum plot ratio 1.56 (ref: DA10/0853). At the time this was considered an acceptable limit beyond the 1.25 permitted under R100, but below the 2.0 allowed by the next applicable density code (R160).

The proponent reasoned that the additional plot ratio was justified on the basis that it would assist in resolving access issues to the car park, provide an extended built edge to Rollinson Road, and allow a greater number of apartments (106) involving a wider diversity of typologies and configuration.

Ultimately, the City accepted that the proposal was a more efficient use of highly valuable urban land, that would better respond to the challenging narrow and undulating characteristics of the site.

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Architectural Massing Provided for 2010 LSP Amendment



Of importance to this proposal, through the subsequent detailed design process the development was modified to reduce portions of the building height and decrease setbacks, resulting in a final plot ratio of just 1.17.

Since the development was completed, plot ratio thresholds have also been adjusted in the *Residential Design Codes*, to the point that the achieved plot ratio now sits comfortably between the maximum limits applicable for R80 and R100.

This is also true of the other Primary Control most relevant to residential density, being the 3-4 storey building height.

Excerpt of Development Approval (Southern Elevation)



It is therefore proposed that an ‘R100’ coding be applied to this site, on the basis that of the codes available, the development standards contained in Volume 2 most comfortably reflect the constructed built form outcome. A comparison of the development against those key primary controls is outlined in the table below.

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R-Codes (Vol.2) – Primary Controls Table				
	Applies to R-Code areas, default settings apply unless alternative provisions defined in local planning instruments			'Move' Apartments
Streetscape contexts and character *refer A2*	Medium-rise	Higher density residential		
Site R-Coding	R80	R100	R160	
Building height (storeys) *refer 2.2*	4	4	5	3-4 storeys (with 5th storey protrusions)
Plot ratio [7] *refer 2.5*	1.0	1.3	2.0	1.17

A full copy of the Structure Plan Map, Local Development Plan and extracts from the Development Approval and Strata Plan for this site are attached as **Appendix A-B**.

6.0 CONCLUSION

Assigning a fixed density code to the subject site will improve certainty for landowners, residents, and the immediate community. Development of the site was completed over ten years ago with no new development applications received since. It is suggested that the site is ready to be removed from the 'Development' zone and governance of Structure Plan 16A as subdivision and development is now complete.

Rationalising the land to the 'Residential' zone with a density code of 'R100' under TP3 will remove a redundant layer of planning control whilst still ensuring that the City maintains appropriate mechanisms to guide and control future redevelopment of the land (including the same range of permissible land uses and comparable development standards as currently apply), consistent with current community expectations.

It will also reduce the risk of the City having to apply for a future extension of time for Structure Plan 16A in respect to this particular site.

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Planning and Development Act 2005

City of Cockburn
Town Planning Scheme No.3
Amendment No.177

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

1. Rezoning Lot 30 (No.59) Breaksea Drive, North Coogee, within 'Development Area 16' from 'Development' to 'Residential (R100)', as depicted on the Scheme Amendment Map.
2. Reducing the extent of the 'Development Area 16' (DA16) special control area boundary, as depicted on the Scheme Amendment Map.

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

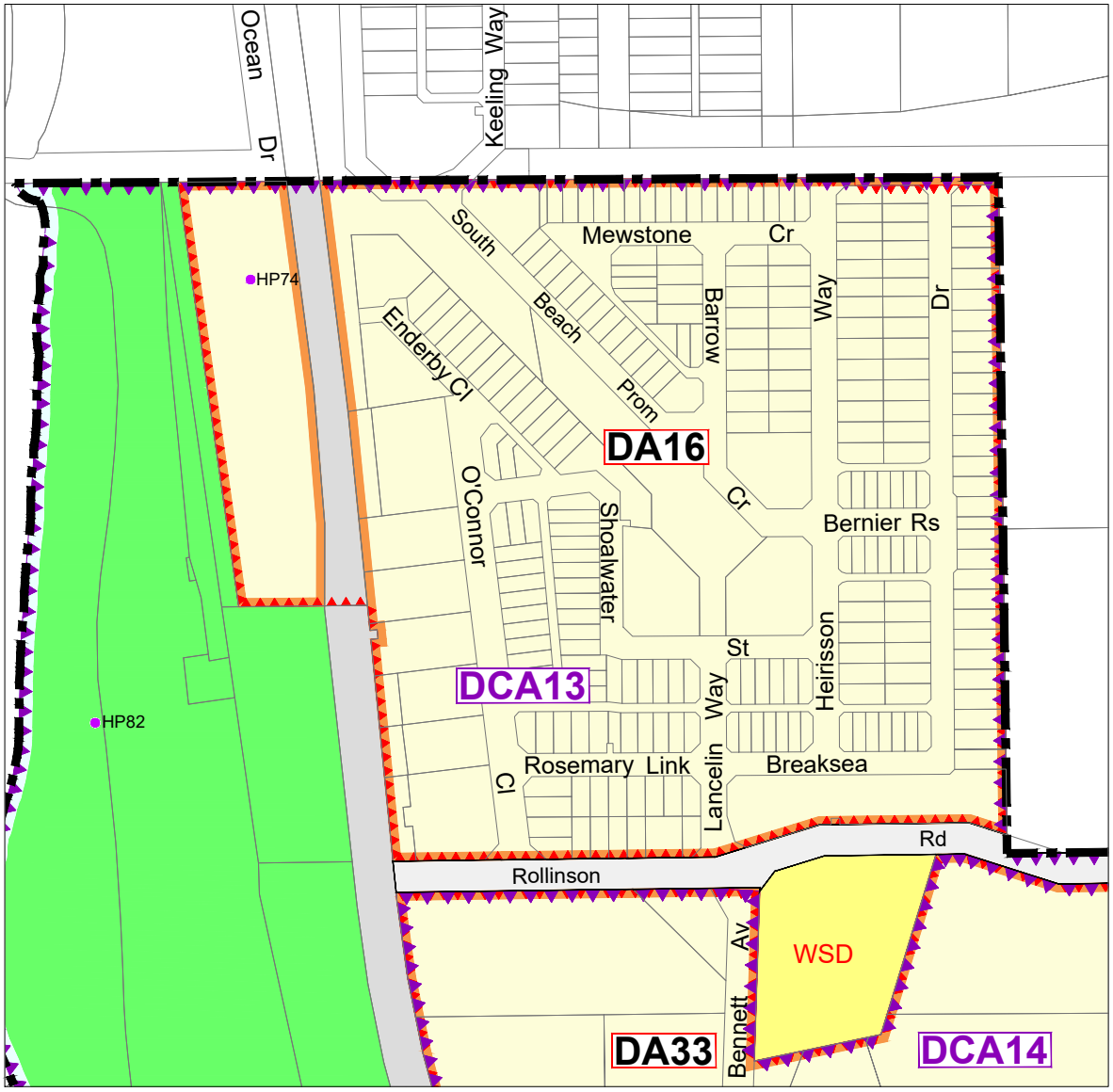
- *It is an amendment to the scheme map that is consistent with a structure plan or local development plan that has been approved under the scheme for the land to which the amendment relates if the scheme does not currently include zones of all the types that are outlined in the plan;*
- *It is an amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment; and*
- *It is an amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area.*

Pursuant to Regulation 35A of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the amendment to the above Local Planning Scheme affects the following structure plan:

Structure Plan#	Address	Latest WAPC Endorsement	WAPC Reference
16	Lot 113 Rollinson Road, Lots 114-118 O'Connor Close, North Coogee	16 February 2017	SPN/0821M-1

Upon the amendment taking effect 'partial' revocation of the above approved structure plan is to occur.

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Current Scheme Map

GENERAL
- Scheme Boundary
- HP1 Heritage Place

SPECIAL CONTROL AREAS:
- DA1 Development Areas
- DCA1 Development Contribution Areas

REGION RESERVES
- Parks & Recreation
- Railways
- Waterways
- WSD Public Purposes - Water Authority of WA

LOCAL RESERVES
- Local Road

ZONES
- Development

City of Cockburn
wetlands to waves

GNA
May 2024
0 75m
Scale

Amendment No.177
Town Planning Scheme No.3



Scheme Amendment Map

GENERAL
R20 Residential Density Codes

REGION RESERVES

LOCAL RESERVES
Local Road

ZONES
Residential

City of Cockburn
wetlands to waves

N
GNA
May 2024
0 75m
Scale

Amendment No.177
Town Planning Scheme No.3

Document Set ID: 11982471
Version: 2, Version Date: 11/06/2024

ADOPTION

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

_____

MAYOR

_____

CHIEF EXECUTIVE OFFICER

FINAL APPROVAL

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

_____

MAYOR

(Seal)

_____

CHIEF EXECUTIVE OFFICER

Recommended/Submitted for Final Approval

_____

DELEGATED UNDER S.16 OF
THE P&D ACT 2005

DATE _____

Final Approval Granted

_____

MINISTER FOR PLANNING

DATE _____

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

APPENDIX A

Current Approved Structure Plan

Document Set ID: 11982471
Version: 2, Version Date: 11/06/2024


SOUTH BEACH RECREATION
OCEAN DRIVE
SOUTH BEACH PROMENADE
DORNE WAY
LANE
CAR PARK
KEELING
ISLAND STREET
TY OF FREMANTLE
TY OF COCKBURN
CAFÉ OR RESTAURANT
POS
R60-R100 GROUP/MULTIPLE DWELLINGS
R40-R80
MEWSTONE CRESCENT
SOUTH BEACH PROMENADE
ENDERBY CLOSE
HEYWOOD LANE
BARROW WAY
R20-R40
DRIVE
REGION OPEN SPACE
PICARD LANE
O'CONNOR
SHOALWATER WAY
KOOLAN LANE
BERNIER RISE
P A W
DARCY LANE
DOWNES
STREET
MIXED USE R60-R80
CY O'CONNOR RESERVE
SABLE LANE
ADELE LANE
MARET LANE
HEIRISSON WAY
BREAKSEA DRIVE
ROSEMARY LINK
BREAKSEA
LANCELIN CLOSE
ROLLINSON ROAD
BENNETT AVENUE
NOTE:
Any future development of lots 366 and 394 Breaksea Drive, North Coogee is to ensure that a suitable notification is placed on the Certificate of Title regarding the nearby proximity of Bennett Avenue waste water pumping station. This notification is to be prepared under Section 165 of the Planning and Development Act 2005, and is to advise of the existence of the waste water pumping station and that this may affect the use and enjoyment of the land by way of odour impacts.
Amendment 1 to Structure Plan Lot 113 Rollinson Road, Lots 114-118 O'Connor Close North Coogee has been approved by the Western Australian Planning Commission on 16 February 2017.
Signed by an officer duly authorised by the Western Australian Planning Commission pursuant to Section 16 of the Planning and Development Act 2005
City of Cockburn
wetlands to waves
GNA 4/2016
0 50m
scale
Structure Plan Boundary
Residential R20-R40
Residential R40-R80
Residential R60-R100 Group/Multiple Dwelling Site
Residential R125 Multiple Dwelling (subject to DAP)
Public Open Space
Region Open Space
Mixed Use R60-R80
Railways
Proposed Location For Café or Restaurant
Structure Plan Amendment Area
STRUCTURE PLAN
SOUTH BEACH VILLAGE

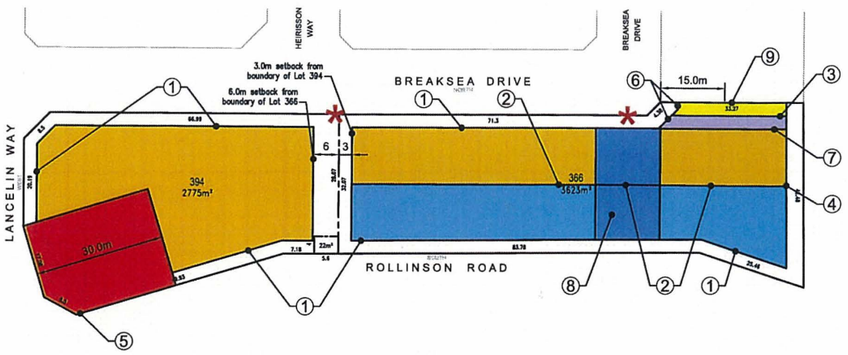
APPENDIX B

'Move' Apartment Complex

(Approved Local Development Plan & Development Extract)

Document Set ID: 11982471
Version: 2, Version Date: 11/06/2024

Height & Setbacks Plan



1. 1.0m minimum, 3.0m maximum setback balconies, verandahs, entry portices and othe lightweight structures may have a nil setback.
2. Levels required to spill along east west axis of Lot 366 at at the halfway point between from Breaksea Drive and Rollinson Road to accommodate site topography. A maximum encroachment south of the midpoint of 1.5m may be permitted for any 4th story relative to Breaksea Drive provided that the average is maintained along the midpoint.
3. 2.5m min setback to 2nd and 3rd storey.
4. 4.0m setback for all levels.
5. Nil setback permitted to corner element. A high degree of design articulation is required to the facades of the corner element.
6. 2.0m minimum, 4.0m maximum setback.
7. 6.0m setback from boundary to neighbouring Lot 365 for any 4th level.
8. A maximum of 2 storeys is required to align with the north–south alignment of Breaksea Drive.
9. Nil ground level setback

Designated vehicle access point | 1 storey | 2 storeys | 3 storeys | 4 storeys (relative to Rollinson Road) | 4 storeys (relative to Breaksea Drive) | Corner element up to 5 storeys (must be 1 storey taller than adjoining bulk).

Lot plan and dimensions are indicative only.

Lots 366 & 394

General Design Intent

The design intent is outlined by the South Beach Design Guidelines. All development must give due regard to the requirements and intent of these Guidelines.

Building Height

- Maximum height measured from the highest point of the building(s) to the existing ground level immediately below that point. Ground level is the first storey.
- The height of the required corner element at the corner of Rollinson Road and Lancelin Way is to be one storey taller than the adjoining building bulk. The corner element is to be contained within 30 metres of Lancelin Way.
- Maximum building height is as per the Height and Setbacks Plan.
- For any portion of the development that is restricted to 5 storeys in height, the maximum wall height shall not exceed 16 metres above natural ground level (NGL).
- For any portion of the development that is restricted to 4 storeys in height, the maximum wall height shall not exceed 13 metres above NGL.
- For any portion of the development that is restricted to 3 storeys in height, the maximum wall height shall not exceed 9.5 metres above NGL.
- For any portion of the development that is restricted to 2 storeys in height, the maximum wall height shall not exceed 6.5 metres above NGL.
- For any portion of the development that is restricted to 1storey along the boundary adjoining Lot 365, the maximum wall height shall not exceed 3.2m above NGL.

Car Parking and Access

- All tenant parking must be screened from view from the public domain. All residential tenants parking for grouped and multiple dwellings not contained within a basement level shall be concealed or adequately screened from public view.
- Visitor car parking is to be provided on site and in accordance with R-Codes. Such car parking shall be easily accessible and available in perpetuity for such purposes.
- Vehicle access for grouped and multiple dwellings is required to be from the prescribed access points on Breaksea Drive on the above plan.
- Vehicle access to Rollinson Road for Lot 366 will only be considered by the City where supported by a traffic report that addresses amoungst matters, safety and management of vehicle access/egress off/to Rollinson Road. The report is to be prepared by a suitably qualified traffic engineer.
- Shared access between Lots 366 and 394 is strongly encouraged, particularly if the lots are developed by one developer.

Fencing

- Front fencing not required. If proposed, the maximum height forward of the building(s) is 1.5m and all fencing/ retaining above 900mm to be 70% visually permeable. These heights are taken from NGL and not from any terrace constructed forward of the building line.
- A fence above a raised terrace forward of the building line may be 1.0m in height provided it is 75% visually permeable. Raised terraces and retaining shall be no higher than 900mm from NGL.

Open Space

- Minimum open space provisions shall be as per R-Codes requirements for R60, R80 and R100 development (whichever is relevant). Where R60 development is proposed, a 5% reduction in open space requirements may be permitted as per the provisions of the City of Cockburn Town Planning Scheme No. 3.
- Any upper level balcony with a minimum dimension of 2.5m, a minimum area of 10m2 and accessed from an internal living space (excluding bedrooms) may be included as open space provided it is open on at least one (1) side.

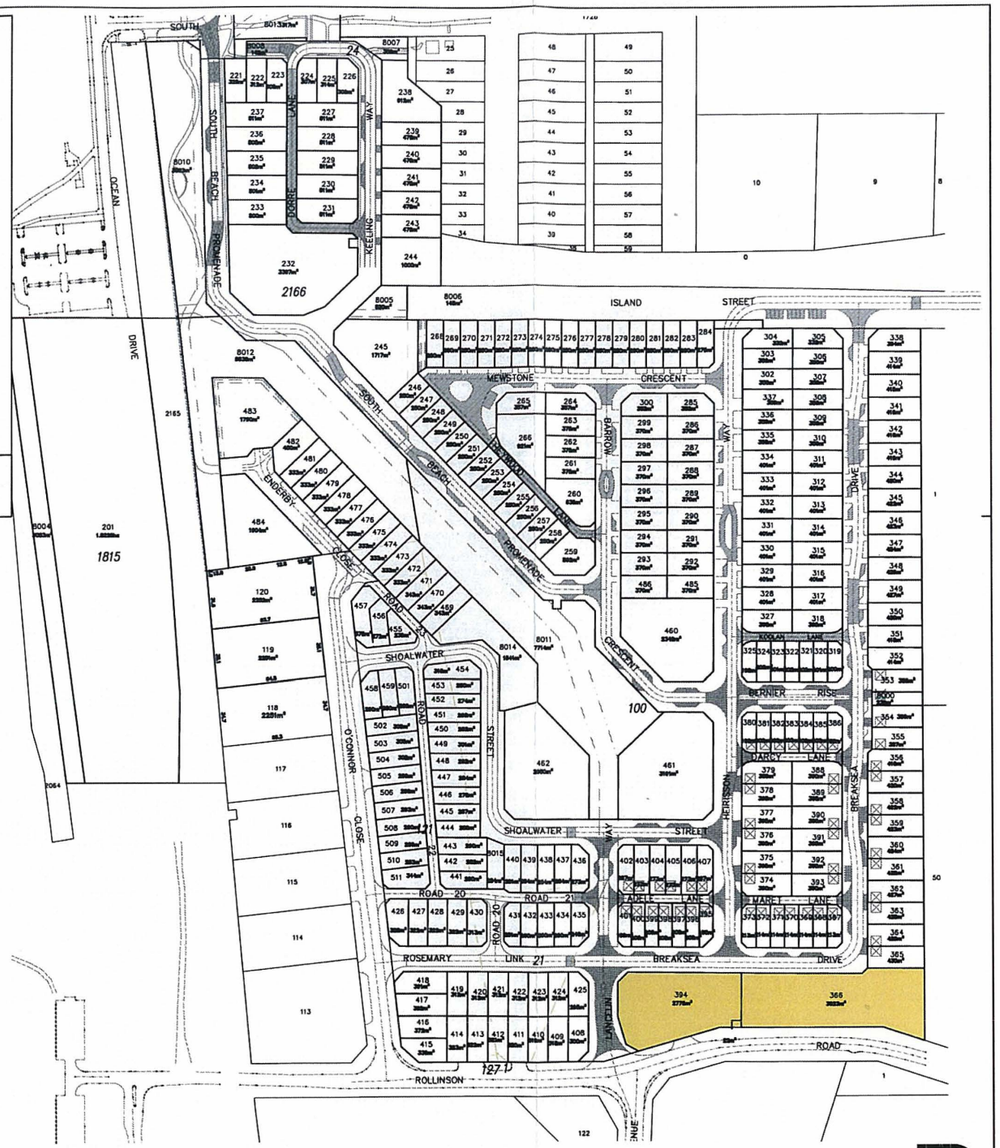
Other

- Applicable residential density code is R125.
- A 'P' soil classification exists over the entirety of Lots 366 and 394. The landowner is required to undertake appropriate geotechnical and engineering investigations with particular regard to soil type and classification to ensure all development on the site(s) conforms with the relevant requirements of the Building Code of Australia (BCA).
- A corner gateway design element shall be provided at the corner of Rollinson Road and Lancelin Way.
- Building(s) to address all streets by way of design, fenestration, entry and must contain major opening(s) and active elements such as balconies that provide additional articulation and detailing.
- Balconies and/or major openings shall be designed to maximise passive surveillance over Breaksea Drive, Lancelin Way and Rollinson Road and must be designed to provide protection from excessive solar gain and the impact of the wind.
- All ventilation grills or openings to semi-basement parking must be landscaped, screened and/or artistically designed and built to not detract from the appearance of the building and/or the adjoining public domain.
- Windows should generally have a vertical proportion to the street and articulation shall be provided through vertical design elements to the façade of the building.
- Materials used in construction shall be coastal in nature, durable, suitable for the coastal environment and in accordance with the materials palette outlined within the South Beach Estate Design Guidelines.
- North solar access and cross ventilation opportunities shall be maximised.
- Roof mounted solar cells, solar hot water units, air conditioners, condensers, cooling units and mechanical plant equipment shall not be visible from the street or public places. Roof mounted units must also be below the roof ridge and when located on any pitched roof shall, where possible, be of a similar colour to the roof.
- Minor variations to the requirements of the Residential Design Codes and the DAP may be approved by the City of Cockburn.

Provisions of the Residential Design Codes and City of Cockburn Town Planning Scheme No. 3 apply except for the variations shown on this plan.

This Detailed Area Plan has been Adopted by Council and Signed by the Principal Planner

Date 10.12.2010



SCALE 1:3000

Figure No:

Title: DETAIL AREA PLAN - LOTS 366 and 394
SOUTH BEACH for STOCKLAND DEVELOPMENT PTY LTD

Date: 12 August 2010 Revision No: E

Scale: 1:3000 @ A3 Job No: 704.226

Designer: KW Drawn: KW

E Reference: 704.226 DA17D type lots 366 - 394.dwg

This concept has been prepared for the purpose of meeting client specifications. The drawing does not constitute an invitation, agreement or contract (or any part thereof) of any kind whatsoever.

Although care has been taken in the compilation of this drawing by The Planning Group WA Pty Ltd, all parties associated with the proposed property development, disclaim all responsibility for any errors or omissions. The right is reserved to change the plan at any time.

Liability is expressly disclaimed by The Planning Group WA Pty Ltd for any loss or damage which may be sustained by any person acting on any visual impression gained from this drawing.

TOWN PLANNING AND URBAN DESIGN
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Perth Western Australia 6850
Telephone +61 08 9289 8300
Facsimile +61 08 9321 4786
planning@tpgwa.com.au
www.tpgwa.com.au

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www.landgate.wa.gov.au

STRATA PLAN
65319
SHEET 1 OF 6 SHEETS

VER	AMENDMENT	AUTHORISED BY	DATE
2	AUDIT REQUIREMENTS	P.J. BURTON	15.05.2014

PLAN OF
RE-SUBDIVISION OF LOT 56
ON STRATA PLAN 65319

CERTIFICATE OF TITLE
VOL 2842 FOL 757

LOCAL GOVERNMENT
CITY OF COCKBURN

INDEX PLAN
SEE SMART PLAN

FIELD BOOK
125403

SCALE AS SHOWN

NAME OF SCHEME
MOVE

ADDRESS OF PARCEL
59 BREAKSEA DRIVE,
NORTH COOGEE, WA 6163

MANAGEMENT STATEMENT ○ ~~YES~~ ◉ NO

LODGED
DATE 2-May-2014
FEE PAID $3570
ASSESS No. 14967350

CERTIFIED CORRECT 19.5.14
COR. FILE TRIM NP

IN ORDER FOR DEALINGS
SUBJECT TO REGISTRATION OF SP 65319
19.5.14
FOR REGISTRAR OF TITLES DATE

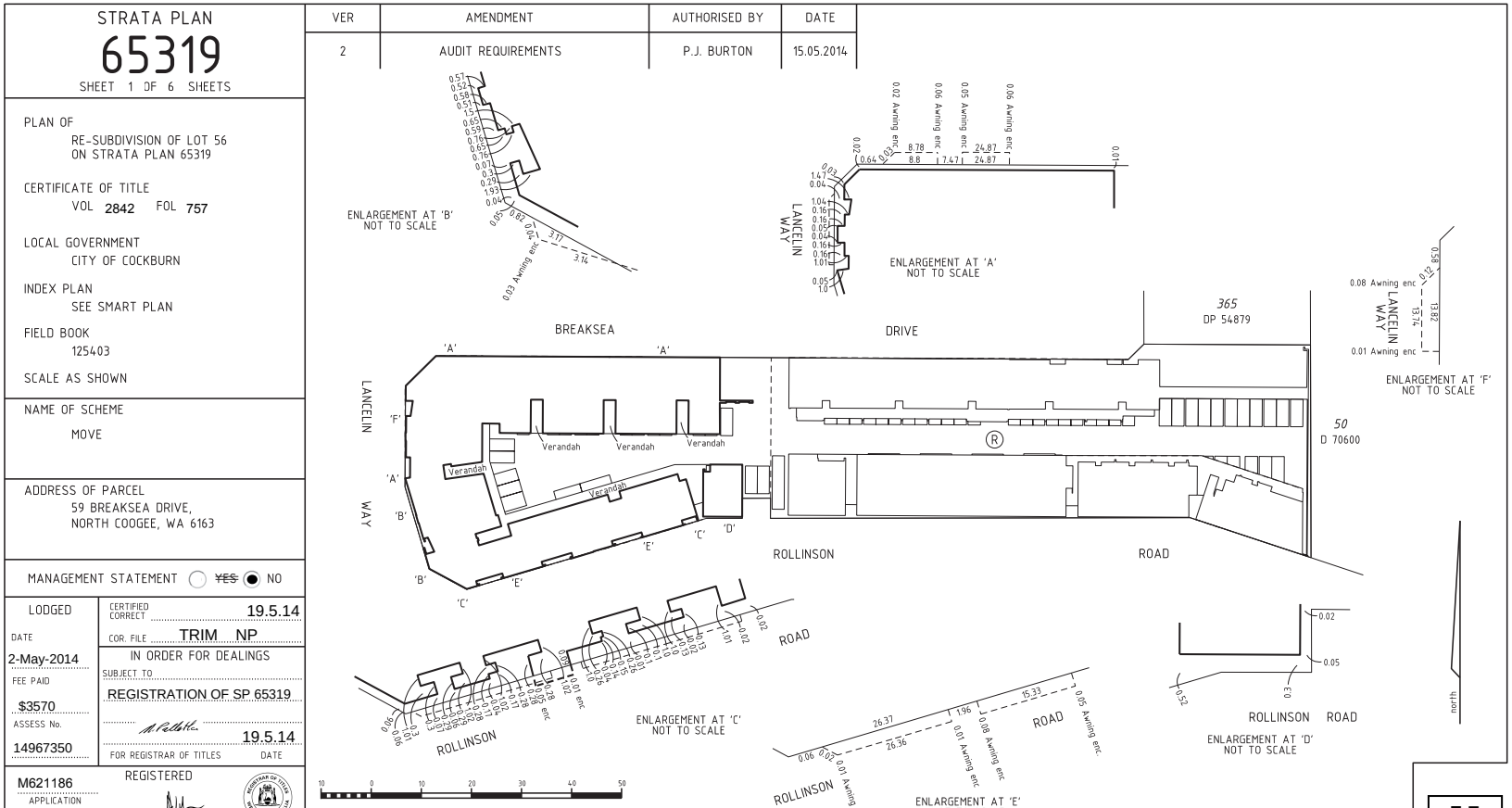
M621186
APPLICATION
19.5.14
DATE

REGISTERED
REGISTRAR OF TITLES SEAL

WESTERN AUSTRALIAN PLANNING COMMISSION
W.A.P.C. REF:
Certificate of Approval of W.A.P.C. under Section 25B(2) of *Strata Titles Act 1985*
Delegated under S.16 P&D 2005 DATE

Western Australian Land Information Authority

SURVEYORS CERTIFICATE - Reg 54
I, PATRICK JAMES BURTON
hereby certify that this plan is accurate and is a correct representation of the -
(a) *survey; and/or
(b) *calculations from measurements recorded in the field records,
(*delete if inapplicable)
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.
Patrick James Burton
2014.05.15 11:32:53 +08'00'
LICENSED SURVEYOR DATE



LOCATION PLAN
SCALE 1:750 AT A3 SIZE

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
Ⓡ	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC K960033	LOT 1-55, 57-59, 67-77, 86-93 & 107	CITY OF COCKBURN	NOISE & VIBRATION

whelans
Suite 4, First Floor, 40 Hasler Road, Osborne Park WA 6017
Ph (08) 6241 3333 Fax (08) 6241 3300
s:/projects/14/14075/carto/statutory drafting/14075bsp1.dgn
FP-14075-003-VER 2.0

HELD BY LANDGATE
IN DIGITAL FORM ONLY.

Document Set ID: 11082491
Version: 2, Version Date: 11/06/2024

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www.landgate.wa.gov.au

STRATA PLAN
65319
SHEET 1 OF 11 SHEETS

PLAN OF
LOT 30 ON DP 69438

CERTIFICATE OF TITLE
VOL FOL

LOCAL GOVERNMENT
CITY OF COCKBURN

INDEX PLAN
SEE SMART PLAN

FIELD BOOK
125403

SCALE AS SHOWN

NAME OF SCHEME
MOVE

ADDRESS OF PARCEL
59 BREAKSEA DRIVE,
NORTH COOGEE, WA 6163

MANAGEMENT STATEMENT (●) YES ( ) ~~NO~~

LODGED
DATE 10/10/2014
FEE PAID $4180
ASSESS No. 14956367

CERTIFIED CORRECT 19.5.14
COR. FILE TRIM NP

IN ORDER FOR DEALINGS
SUBJECT TO LODGEMENT OF MANAGEMENT STATEMENT; APPROVAL OF DP69438
19.5.14
FOR REGISTRAR OF TITLES DATE

M621183 REGISTERED
APPLICATION 19.5.14
DATE REGISTRAR OF TITLES SEAL

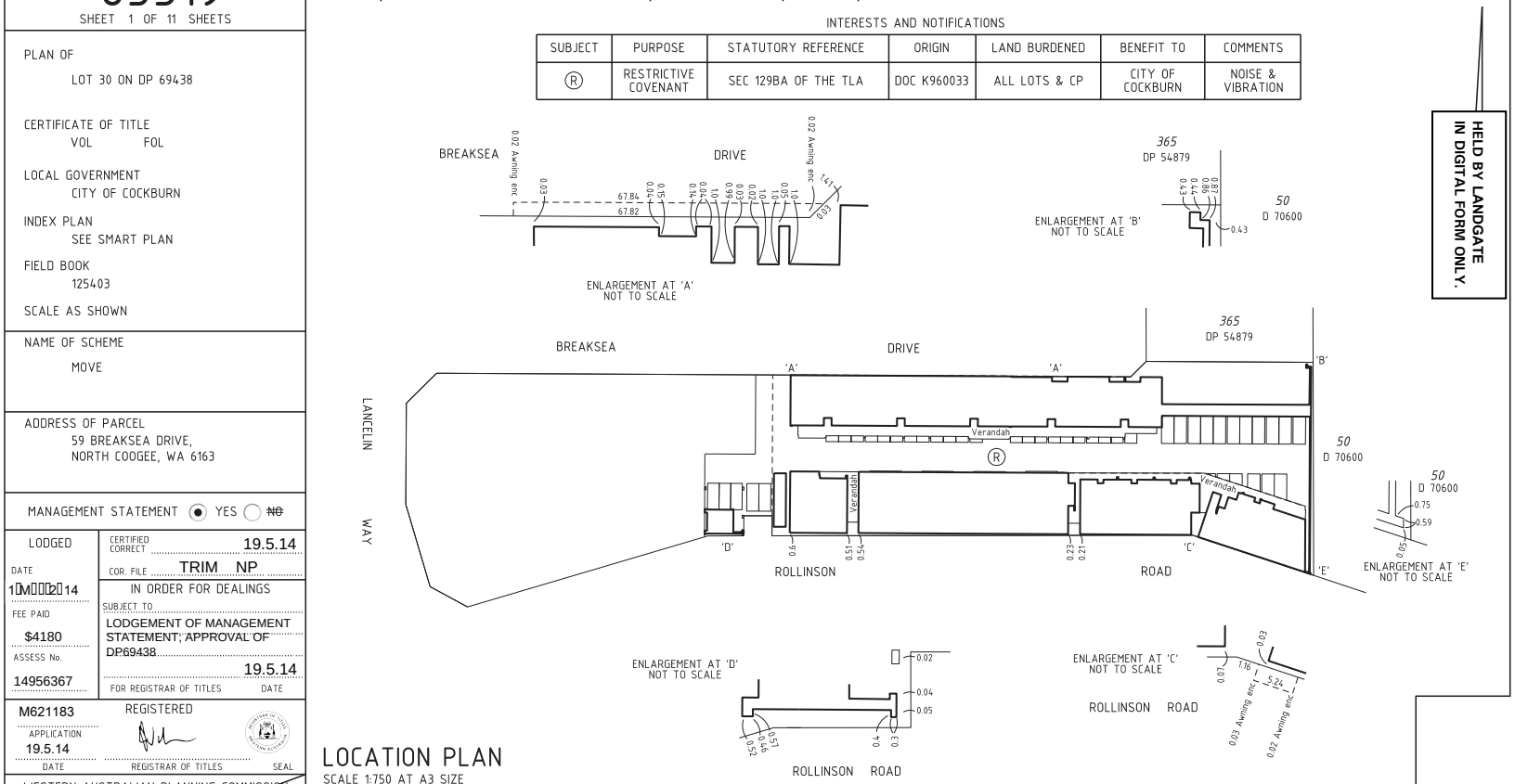
WESTERN AUSTRALIAN PLANNING COMMISSION
W.A.P.C. REF:
Certificate of Approval of W.A.P.C. under Section 25B(2) of *Strata Titles Act 1985*
Delegated under S.16 P&D 2005 DATE

Landgate
Western Australian Land Information Authority

VER	AMENDMENT	AUTHORISED BY	DATE
2	AUDIT REQUIREMENTS	P.J. BURTON	15.05.2014

INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
(R)	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC K960033	ALL LOTS & CP	CITY OF COCKBURN	NOISE & VIBRATION

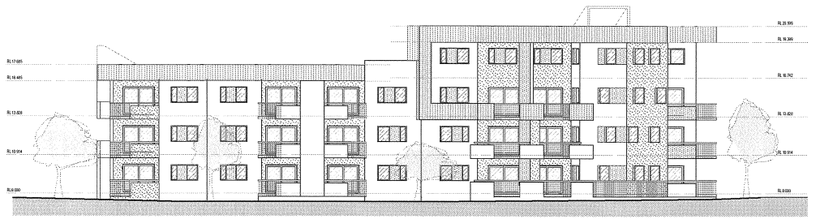


LOCATION PLAN
SCALE 1:750 AT A3 SIZE
0 10 20 30 40 50

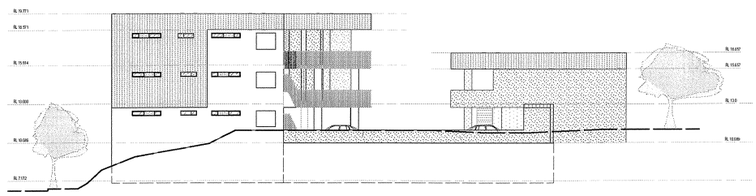
SURVEYORS CERTIFICATE - Reg 54
I, PATRICK JAMES BURTON
hereby certify that this plan is accurate and is a correct representation of the -
(a) *survey, and/or
(b) *calculations from measurements recorded in the field records,
(*delete if inapplicable)
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.
Patrick James Burton 2014.05.15 11:01:38 +08'00'
LICENSED SURVEYOR DATE

HELD BY LANDGATE IN DIGITAL FORM ONLY.

whelans
Suite 4, First Floor, 40 Hasler Road, Osborne Park WA 6017
Ph (08) 6241 3333 Fax (08) 6241 3300
s:/projects/14/14075/carto/statutory drafting/14075bsp1.dgn
FP-14075-003-VER 2.0

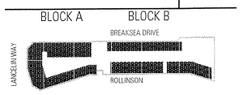


WEST ELEVATION - LANCELIN WAY



EAST ELEVATION - SITE BOUNDARY

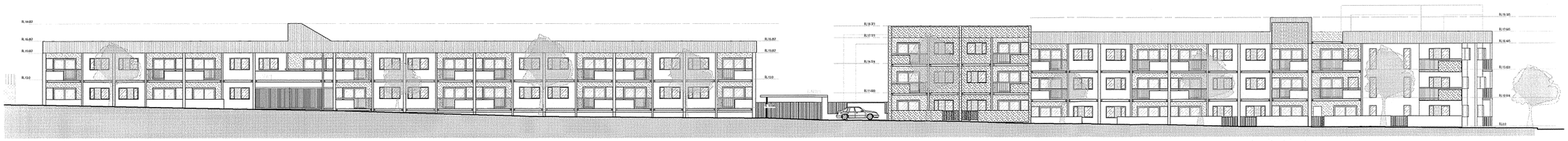
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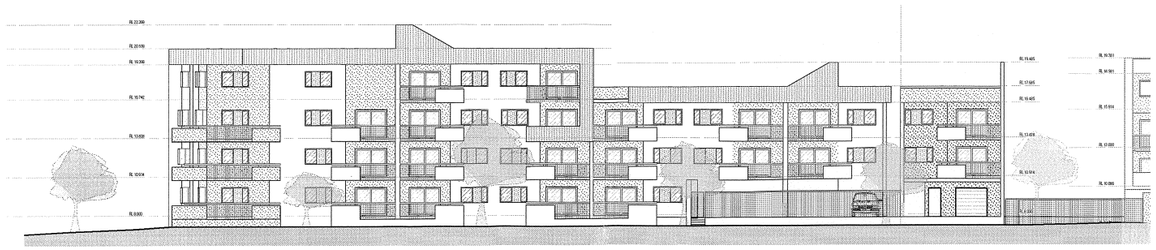
Location Plan

MATERIALS LEGEND

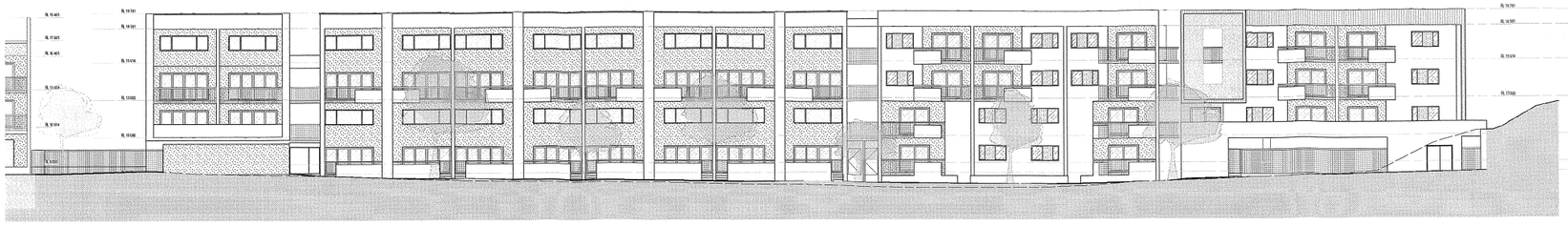
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- COLOURED RENDER FEATURE
- PROFILED SHEET METAL



NORTH ELEVATION - BREAKSEA DRIVE



SOUTH ELEVATION - ROLLINSON ROAD
BLOCK A



SOUTH ELEVATION - ROLLINSON ROAD
BLOCK B

CITY OF COCKBURN
DEVELOPMENT APPLICATION
SUBJECT TO ANY AMENDMENTS SHOWN IN RED AND COMPLIANCE WITH CONDITIONS OF APPROVAL
APPROVED
0 9 DEC 2010
DA 10/0853
FILE REF. 6011078 / 6011079
PLAN 6 OF 15

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2 5 OCT 2010

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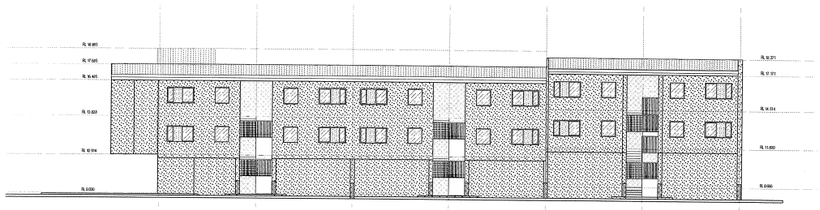
PROJECT: NORTH COOGEE
SUBDIVISION: MATCH / LOT 366 & 394 ROLLINSON ROAD
DRAWING: STREET ELEVATIONS

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SCALE AT A3:		DATE PRINTED:	13.10.2010
DRAWN: CODA	CHECKED:	DWG No: DA4.01	ISSUE: L
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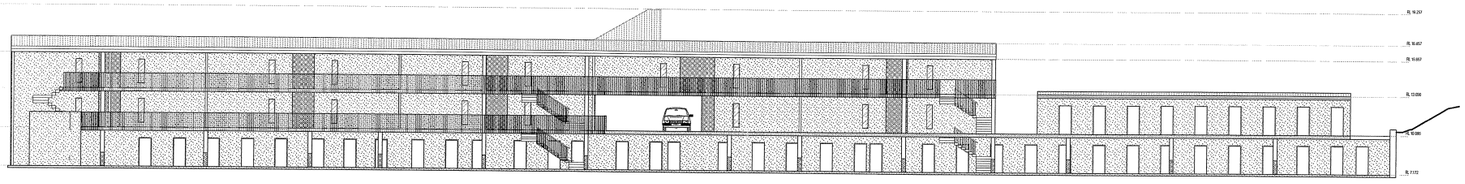
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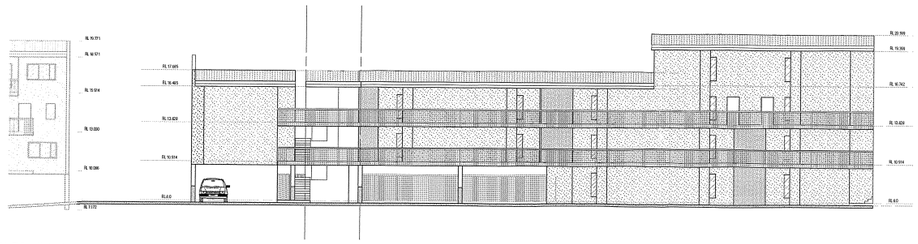
INTERNAL ELEVATION 1



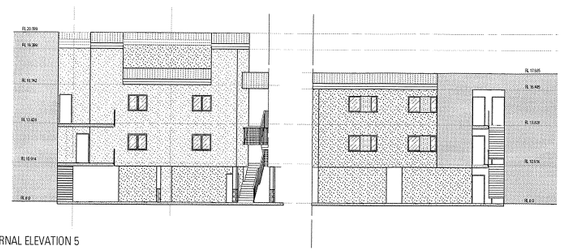
INTERNAL ELEVATION 2



INTERNAL ELEVATION 3

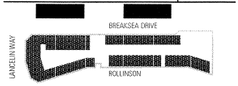


INTERNAL ELEVATION 4



INTERNAL ELEVATION 5

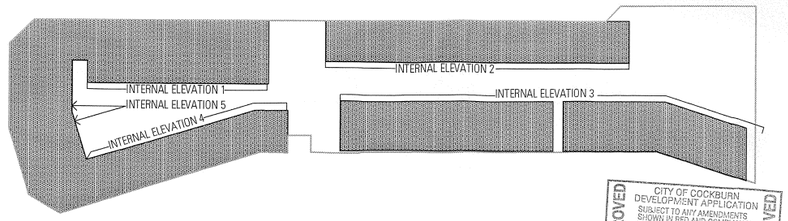
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Location Plan

MATERIALS LEGEND

- RENDERED FINISH
- FACE BRICK
- COLOURED RENDER FEATURE
- PROFILED SHEET METAL



APPROVED
CITY OF COCKBURN
DEVELOPMENT APPLICATION
SUBJECT TO ANY AMENDMENTS SHOWN IN RED AND COMPLIANCE WITH CONDITIONS OF APPROVAL
0 9 DEC 2010
DA 10/0953
FILE REF 60/078 / 60/079
PLAN 7 OF 15
APPROVED

RECEIVED
25 OCT 2010

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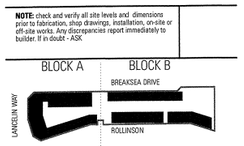
CODA Studio Pty Ltd atf The CRAVA Trust

PROJECT: NORTH COOGEE
CLIENT'S SITE: MATCH / LOT 366 & 394 ROLLINSON ROAD
DRAWING: INTERNAL ELEVATIONS
SCALE AT A1: 1:250
JOB No: A10030
SCALE AT A3:
DATE PRINTED: 22.10.2010
DRAWN: CODA
CHECKED:
DRG No: DA4.02
ISSUE: L
ZONE:

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Location Plan



SOUTH ELEVATION - ROLLINSON ROAD



NORTH ELEVATION - BREAKSEA DRIVE



WEST ELEVATION - LANCELIN WAY

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APPROVED
CITY OF COCKBURN
DEVELOPMENT APPLICATION
SUBJECT TO ANY AMENDMENTS SHOWN IN RED AND COMPLIANCE WITH CONDITIONS OF APPROVAL
09 DEC 2010
DA 10/0853
FILE REF. 6111078/6111079
PLAN 9 OF 15
APPROVED

RECEIVED
25 OCT 2010

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PROJECT: NORTH COOGEE

NAME / DEC: MATCH / LOT 366 & 394 ROLLINSON ROAD

DRAWING: STREET ELEVATIONS

SCALE AT A1:	JOB NO:
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DRAWN:	DWG No.: DA.4.03
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Document Set ID: 11962491
Version: 2, Version Date: 11/06/2024

14.1.4 Development Application - DA23/0685 - 'Use Not Listed' (Self-Storage) 6 Emplacement Crescent, Hamilton Hill

Executive	Director Planning and Sustainability
Author	Planning Officer
Attachments	1. Development Plans ⇩ 2. Schedule of Submissions ⇩
Location	6 Emplacement Crescent Hamilton Hill
Owner	Tirrenia Nominees Pty Ltd
Applicant	Shipaus Pty Ltd
Application Reference	DA23/0685

RECOMMENDATION
That Council:

1) APPROVES the proposal for 'Use Not Listed – Self Storage Facility', on a temporary basis, subject to the following conditions:

Conditions:

1. This is a temporary approval only, valid for a period of five (5) years from the date of this decision.

   Upon expiry of this date, the structures (as identified in yellow), comprising of 56 sea containers, and associated equipment shall be removed, the use ceased, and the land reinstated to its former condition, unless otherwise approved by the City.
2. Development shall be carried out in accordance with the approved plans
3. Prior to the lodgement of a Building Permit application, a detailed Management Plan, detailing the mitigation measures implemented to address potential impacts on surrounding land, incurred from the operation of the approved use, shall be submitted to and approved by the City.
4. Measures identified within the approved Management Plan shall be implemented and maintained, in perpetuity, to the satisfaction of the City. The City reserves the right to request amendments to the Management Plan at any given time.
5. The development is approved as 'Use Not Listed - Self Storage Facility' defined as follows:

   'A premises containing self-managed units, each used for the storage of goods by a lessee/occupier.'
6. All stormwater being contained and disposed of on-site to the satisfaction of the City.
7. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City.

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8. No building or construction activities shall be carried out before 7.00am or after 7.00pm, Monday to Saturday, and not at all on Sunday or Public Holidays.
9. The parking bays, driveway, loading areas and points of ingress and egress shall be maintained as sealed, kerbed, drained, line marked and available for use in accordance with the approved plans.
10. Car parking, vehicle access ways, driveways and landscaped areas shall not be used for lay down or storage of goods or materials. Storage of goods and/or materials shall be solely within each unit.
11. The hours of operation are limited to 07:00am to 09:00pm on Monday to Friday and 09:00am to 07:00pm Saturdays and Sundays.
12. All services and service-related hardware, including antennae, satellite dishes and air conditioning units, being suitably located away from public view and/or screened to the satisfaction of the City.
13. Any process, equipment and/or activities that are causing a dust nuisance shall be stopped until the process, equipment and or activity has been altered to prevent the dust, to the satisfaction of the City.

Footnotes:

1. This is a Development 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, or with any requirements of the City of Cockburn *Town Planning Scheme No. 3* or with the requirements of any external agency.
2. In accordance with Clause 26 of the Metropolitan Region Scheme (MRS) text, this development approval under Town Planning Scheme No.3 is also deemed to be an approval under the Metropolitan Region Scheme.
3. With regard to Condition 1, upon expiry of the approval, all works and equipment related to the operation of the approved use shall be removed from the site, including:
    i. All 56 sea containers and associated footings;
    ii. Associated footings and/or foundations;
    iii. Machinery and/or vehicles associated with the use;
    iv. Loading bays.

    Upon completion of the removal of the above items, the site shall be returned to it's original condition.
4. With regard to Condition 3, the Management Plan shall detail the measures of which intend to mitigate potential amenity impacts to the surrounding properties, including, but not limited to:
    i. The onsite provision/display of 24-hour emergency contact details, for public access;
    ii. Implementation of a complaints register and management procedure;
    iii. Types and sizes of permitted vehicles on site;

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iv. Noise mitigation measures;
v. Max. number of customers onsite at any one time;
vi. Security and surveillance measures.

5. With reference to Condition 6, 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, 24 hour duration storm event.

6. With regard to Condition 10, all parking bays, driveways and points of ingress and egress shall be in accordance with the Australian Standards for Off-Street Car Parking (AS 2890).

7. The applicant/landowner is advised that the proposed use of the sea containers, for semi-permanent storage, renders the structure a 'building'. Therefore, a building permit is required for a Class 7b building. Please contact the City's Public Health and Building Services for further information.

(2) NOTIFIES the applicant and those who made a submission of Council's decision.

Background

The City received a development application (DA) for a 'Use Not Listed – Self Storage' on the subject site. Specifically, the applicant seeks development approval for fifty-six (56) sea containers, to be used as self-managed individual storage units.

The applicant, SHIP-AUS, currently operates a business onsite, entailing the hire of equipment and services associated with cleaning of ships docked at various coastal ports.

The proposal varies the objectives of the approved *Emplacement Local Structure Plan* (2014), which ultimately promotes future Mixed Use (Residential R100) development. However, there is merit in conditionally supporting a temporary approval of the proposal. In light of this, the application has been referred to Council for determination accordingly, in line with the City's delegations.

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Figure 1: Aerial Image of Subject Land & Surrounds, April 2024

Community Consultation

The proposal was advertised by letter to all landowners and occupiers within a 200m radius of the site, pursuant to Clause 64(3) of the deemed provisions.

The proposal was also featured on the City's *Comment on Cockburn* site between 24 January and 22 February 2024 (28 days total).

A total of 3 objections and 3 non-objections were received. A schedule of submissions has been attached with officer and proponent comments (see attachment 2).

Primary concerns raised pertained to traffic levels and potential noise impacts to surrounding residential uses.

Submission

N/A

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Report

Planning Framework

Town Planning Scheme No. 3 ("the Scheme")

Pursuant to the Scheme, the site is zoned Development Zone and is located within Development Area 33 - Cockburn Coast (DA 33). The objectives of the Development Zone are:

> *To provide for future residential, industrial or commercial development to be guided by a comprehensive Structure Plan prepared under the Scheme.*

Cockburn Coast Emplacement Structure Plan

The site is situated within the Cockburn Coast Emplacement Structure Plan area which identifies the property as falling within the Mixed Use (R100) zone (figure 1).

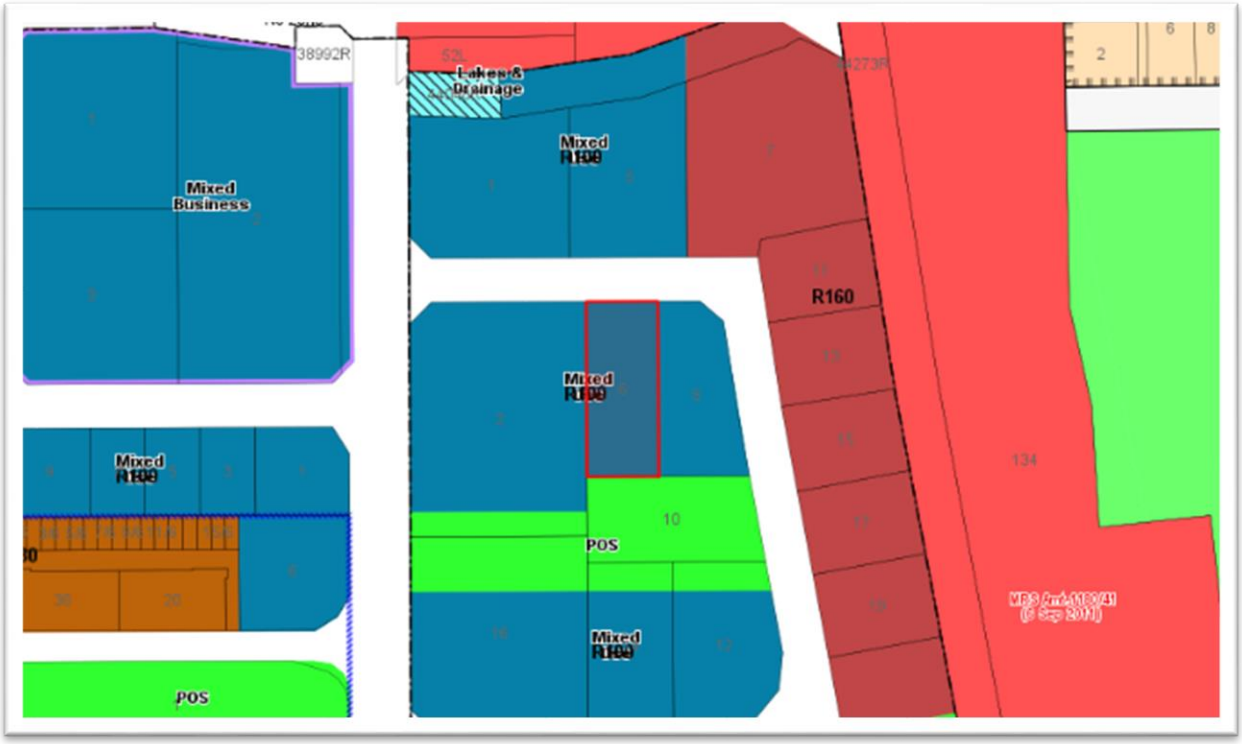


Figure 2: Subject site outlined in red.

The purpose and objective of the Mixed Use zone are defined below -

'The mixed use zone will promote sustainable and affordable living opportunities by allowing people to pursue a lifestyle that integrates living, working and leisure in one location.

Within the Emplacement LSP area, the mixed use zone is located along Cockburn Road to provide for flexibility in the type of land uses that may benefit from its prominence and accessibility.

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This being said, the mixed use classification needs to be carefully managed so that it does not detract or disperse activity from the two centralised activity centres.

In accordance with the DSP2 the prescribed definition of a Mixed Use is not overly prescriptive and is guided by a number objectives. Objectives include promoting a vibrant mixed use environment, providing a continuous active frontage in the public realm, encouraging pedestrian use of Cockburn Road through the provision of awnings /canopies and active frontages and promoting and supporting rather than detract from the two primary activity centres.'

It is considered the proposal is inconsistent with the purpose and objectives of the Mixed Use Zone, as it does not provide for the provision of residential development. Additionally, the proposed development of the land does not include the redesign of the frontage, where the existing building fails to provide an active street frontage.

Notwithstanding, the proposal is recommended on a temporary approval (5-year) basis for the following reasons:

1. Development along Emplacement Crescent currently consists of existing likewise commercial and industrial units and is yet to be developed in line with the applied Structure Plan. The site is bordered to the east and west by existing development of which both are built to the boundary, for the majority of the site's length. It is considered that the proposed development is a more suitable response to the current condition of the site than that of residential/mixed use.



Figure 3: Surrounding commercial development up to boundaries, April 2024

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Figure 4: Existing development to east boundary (8 Emplacement Cres.), Nov. 2021



Figure 5: Existing development to west boundary (2 Emplacement Cres.), Nov. 2021

2. Given the temporary nature of the development and its construction, it is considered the development is an appropriate response to the current site conditions whilst not adversely impacting the future development potential of the land and intentions of the Structure Plan.

3. The proposal can be reconsidered at the completion of the temporary period and removed if necessary.

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LPP 4.6 – Cockburn Coast Design Guidelines for Rob Jetty & Emplacement Precincts

Development on the site is subject to the requirements of the Cockburn Coast Design Guidelines for Rob Jetty & Emplacement Precincts.

Pursuant to LPP 4.6, the site is located within the Mixed Use – Cockburn Road Typology, which is defined as below –

'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'.

The applied design guidelines for the Mixed Use – Cockburn Road Typology are reflective of the purpose and objectives of the Mixed Use zone. Given the proposal does not include a Mixed Use/Residential outcome, the design guidelines do not apply.

Proposal Details

Summary of Proposal

The proposal consists of the development of land with 56 storage units, constructed from sea containers. The sea containers are proposed to be stacked up to two levels, at a total height of 5.80m, in a horseshoe configuration along the west, south and east boundaries. The containers will be finished in a blue paint with no proposed signage.

The development is proposed to be setback accordingly:

- Approximately 43m from the primary street (Emplacement Crescent)
- Nil to boundary to the west and east (side) boundaries
- 3.80m from the southern (rear) boundary.

A single loading bay and four additional visitor spaces are proposed within the existing car park area.

The shipping containers are to be used as individual storage units for commercial and marine industry specific storage.

The proposed storage is not intended for the general public however, personal residential storage may be considered on a case-by-case basis.

The proposed storage is pre-empted as long-term storage and not expected for multi-day or daily access.

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The proposed supervised operation hours are 09:00am – 17:00pm Monday to Friday and as per appointment on weekends. It is proposed that customers may access the site, via remote access, outside of the stated hours as described below:

- Commercial storage access 24/7
- Residential storage access from
  - 09:00am – 17:00pm Monday to Friday
  - 09:00am – 15:00pm Saturday to Sunday
- Access to level 1 containers restricted to weekday operation hours only with the assistance of staff.
- After hours and emergency contact provided.

Land Use Definition

'Self-Storage' is not specifically mentioned within Town Planning Scheme No. 3 (the Scheme). Therefore, the proposal is considered as a 'Use Not Listed'. A use of this type is subject to Clause 3.4.2 of the Scheme -

If a person proposes to carry out any use that is not specifically mentioned in the:

a) Zoning Table - Table 1 and cannot reasonably be determined as falling within the type, class or genus of activity of any other use category in the table the local government may –

(i) determine that the use is consistent with the objectives of the particular zone and is therefore permitted;

(ii) determine that the use may be consistent with the objectives of the zone and thereafter follow the advertising procedures of clause 64(3) of the deemed provisions in considering an application for planning approval; or

(iii) determine that the use is not consistent with the objectives of the particular zone and is therefore not permitted.

Whilst it is determined the proposal is inconsistent with the residential outcome prescribed by the structure plan, it is considered consistent with the current established commercial/industrial use of the Emplacement Crescent area.

In this specific case, the City recommends approval of the proposal on a temporary basis only, allowing for an extension to the existing use whilst not restricting future redevelopment in accordance with the structure plan vision.

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Car Parking

As a *Self-Storage Facility* is not defined within the Scheme, there is no prescribed car parking rate applicable for the development. Therefore, the proposal is subject to discretion in this regard.

The City assesses parking rates for “Self-Storage Facilities” against the "Self-Storage Facility Traffic and Parking Study", prepared by Aurecon. The report recommends a parking rate of 0.18 spaces per 100 square metres of gross floor area (GFA).

Based on an approximate GLA of 826m², a total of two (2) customer bays is required for the proposed development. The development provides a total of eleven (11) car bays servicing an existing office, dome shelter and open storage.

The City is satisfied that the proposed parking is sufficient for the proposal, specifically on weekend visits where staff car parks are vacant for use.

Traffic

The assumed traffic increase and use of large vehicles is the most significant point of concern raised during the public consultation period.

The applicant confirms that the only vehicle permitted to enter the site beyond 10ft in size, is the site’s existing commercial vehicle. Further, temporary access to large trucks will be required initially, to transport sea containers to the site.

The City’s Traffic Engineer advises that the facility is expected to generate less than ten (10) vehicles during both AM and PM peak hours. Therefore, in accordance with WAPC guidelines, the traffic impact is considered low, and is not expected to affect the existing road network.

Furthermore, the Structure Plan identifies a number of land uses, permissible within the Mixed Use Zone, which anticipate a far greater traffic impact than what will be experienced by the proposal, including; ‘Multiple Dwellings’, ‘Office’, ‘Public Amusement’, ‘Recreation Private’ and ‘Restaurant.’

The intended use is for long term commercial storage and not for daily access, therefore, it is not expected that traffic would be increased greatly.

Operation of the business further restricts access to the upper containers to weekday office hours only, resulting in a lesser traffic generation on weekends.

In consideration of the above, the City is satisfied with the information provided and intended trip generation and does not deem there to be any concern for excess traffic on the Access Road.

Notwithstanding, the City recommends a temporary approval with conditions mitigating risks and the implementation of a management plan. Both of which will provide a future mechanism to review traffic considerations, such as generation rates and vehicle types allowed on site.

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Version: 2, Version Date: 11/06/2024

Acoustics and Noise Attenuation

Concern was raised regarding the potential noise impacts incurred on the nearby residential properties should the operation allow 24/7 access.

The area is earmarked for Mixed Use and Residential with a number of residential properties within 300m to the north and south which may be affected by any noise associated with the loading/unloading and access of containers.

The applicant has further advised that the intention of the storage is for other marine businesses to store excess goods and is not intended to be a regularly accessed development.

Considering this, the City believes the 24/7 access to be unnecessary and requested the applicant consider limiting the commercial access to –

- 07:00am to 09:00pm Weekdays; and
- 09:00am to 07:00pm Weekends

Whilst it is considered the noise impacts would be no greater than that already experienced from the surrounding commercial/industrial uses, a condition will be applied to the approval to enforce the creation and implementation of a Management Plan.

The Management Plan will aid in the mitigation of potential noise impacts by way of operating hours, visitors on site, access requirements and complaint procedures.

Development Contribution Areas

The site is located within Development Contribution Area 13 and 14.

DCA13 liability is not applicable to this proposal.

Pursuant to Clause 5.3.13.3 (ii) of the Scheme, the proposal is exempt from the requirements of the DCA14 as it is proposed the approval be issued on a temporary basis. There is no foreseeable situation for which the proposal would be considered permanently.

Strategic Plans/Policy Implications

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
• Increased Investment, economic growth and local employment.
• Thriving local commercial centres, local businesses and tourism industry.

City Growth and Moving Around
A growing City that is easy to move around and provides great places to live.
• Cockburn Central as the capital of Perth's South Metro Region.

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Budget/Financial Implications

N/A

Legal Implications

N/A

Risk Management Implications

The applicant has the right to review Council's decision through the State Administrative Tribunal.

Should the applicant exercise this right, there may be financial implications, particularly where legal counsel is required.

Appropriate and implementable conditions of approval have been recommended to address the relevant matters raised in the assessment.

Advice to Proponent(s)/Submitters

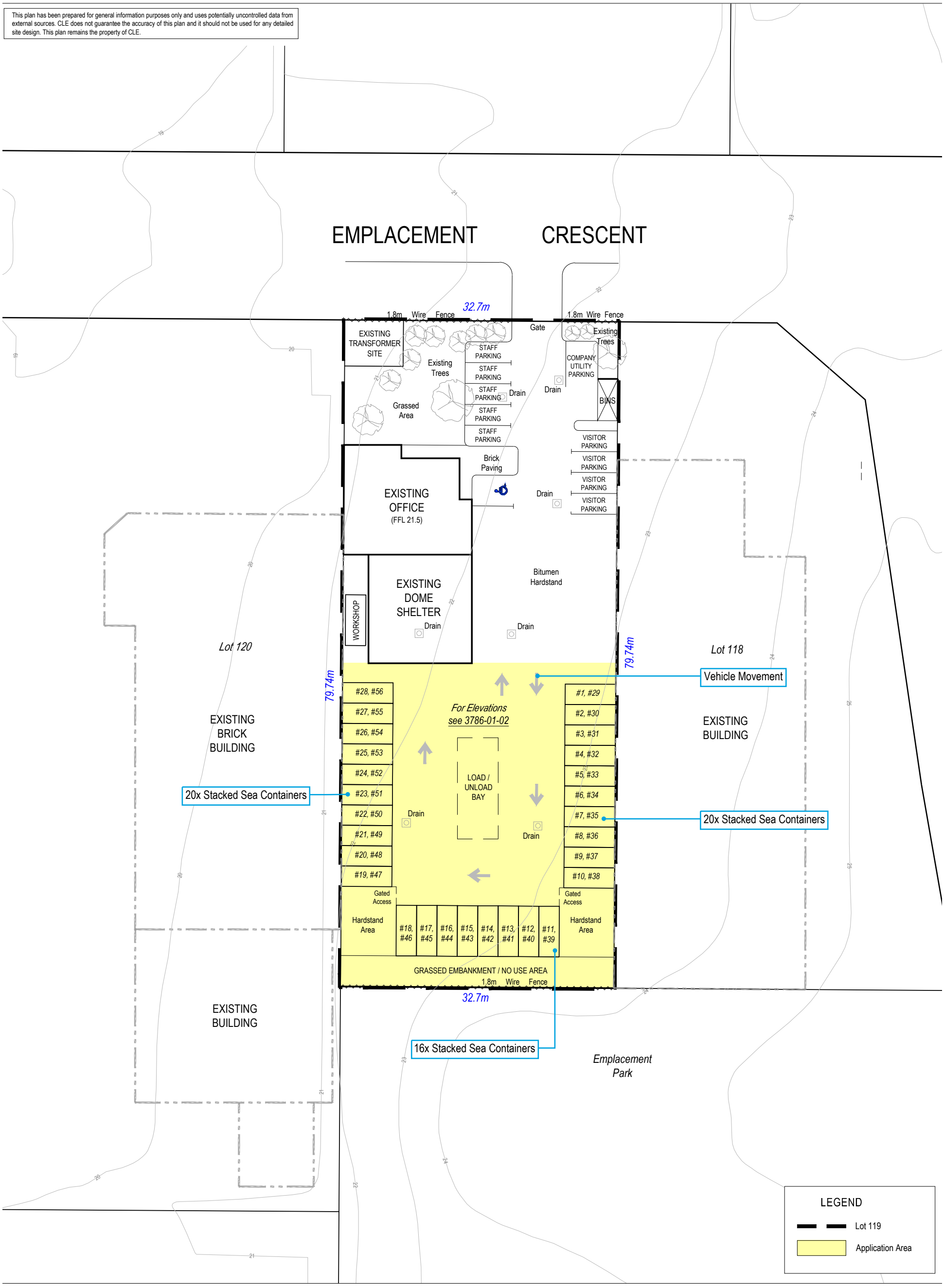
The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 June 2024 Ordinary Council Meeting.

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.



CLE Town Planning + Design

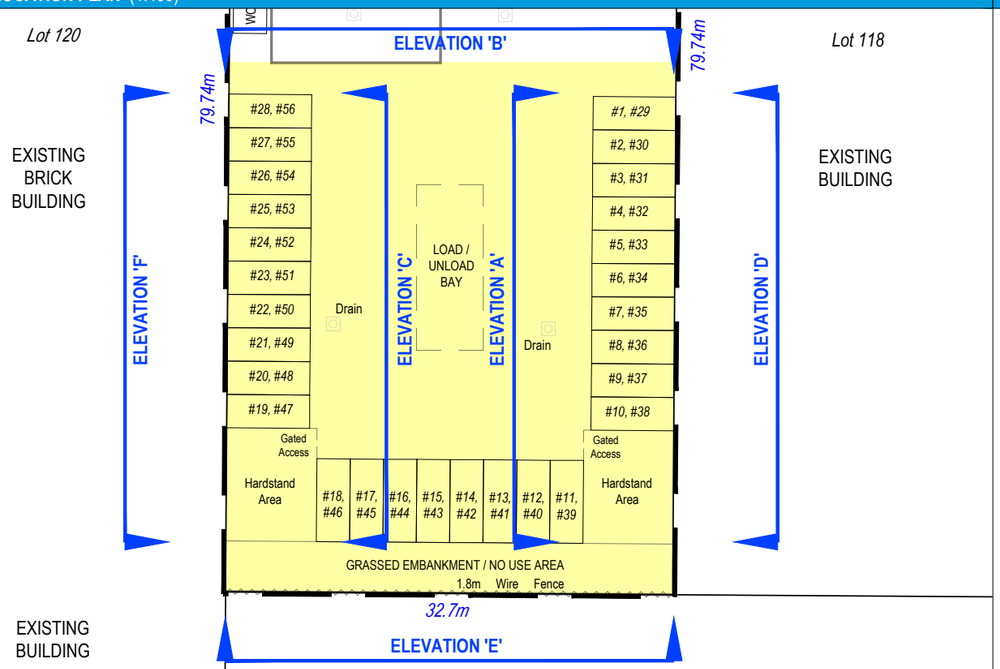
DA - SITE PLAN

6 (L119) Emplacement Crescent, Hamilton Hill

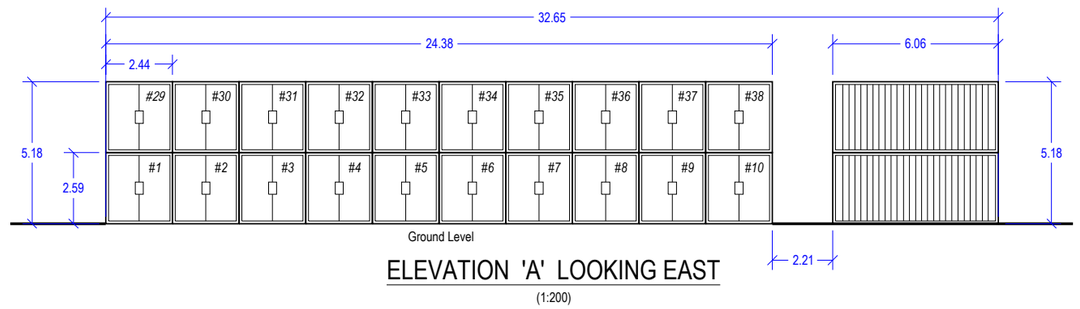
plan no: **3786-01-01**
date: 23 October 2023
scale: 1:400 @A3, 1:200 @A1

N

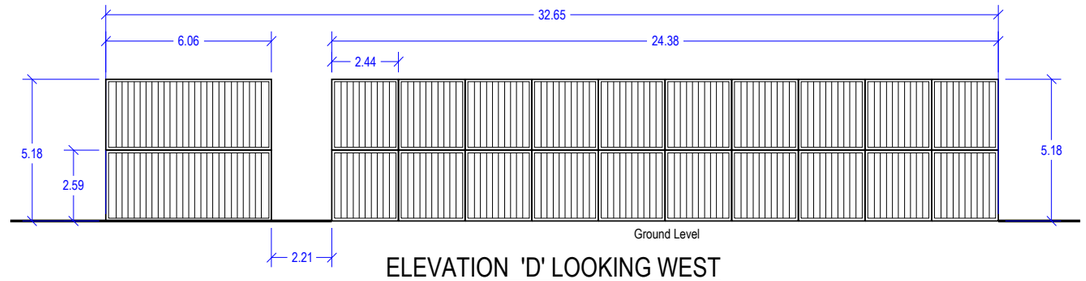
ELEVATION LOCATION PLAN (1:400)



CONTAINERS #1 - 10 & #29 - #38 (1:200) | ELEVATIONS 'A' & 'D'

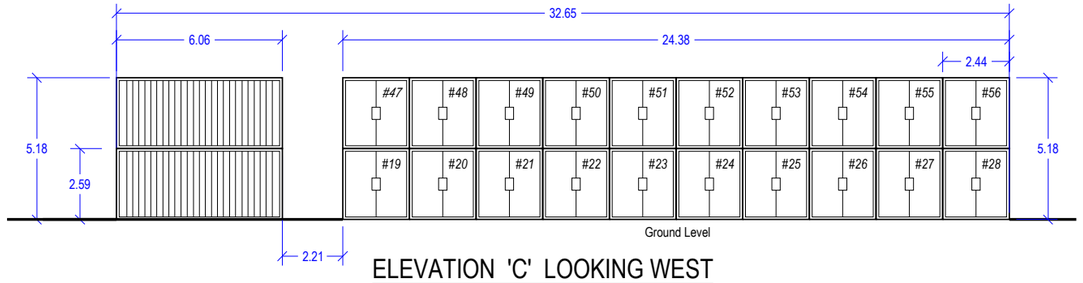


ELEVATION 'A' LOOKING EAST
(1:200)

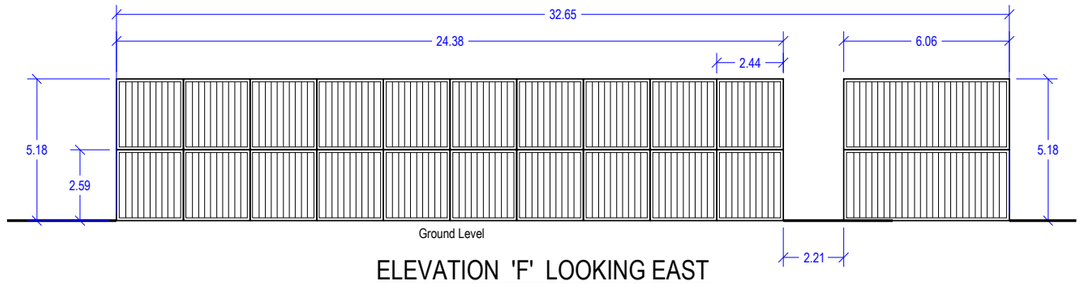


ELEVATION 'D' LOOKING WEST
(1:200)

CONTAINERS #19 - 28 & #47 - #56 (1:200) | ELEVATIONS 'C' & 'F'

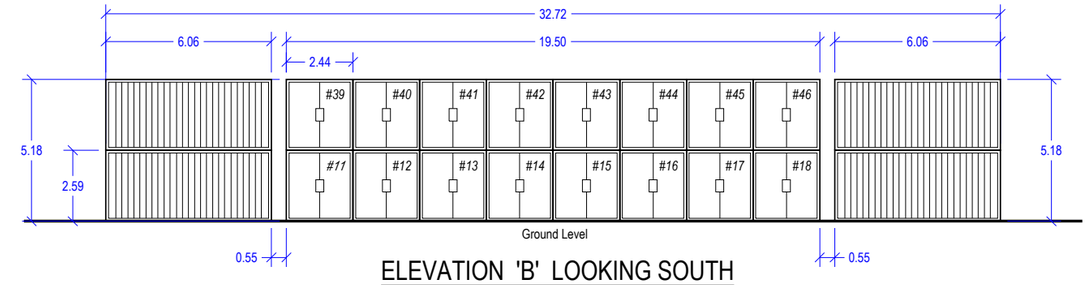


ELEVATION 'C' LOOKING WEST
(1:200)

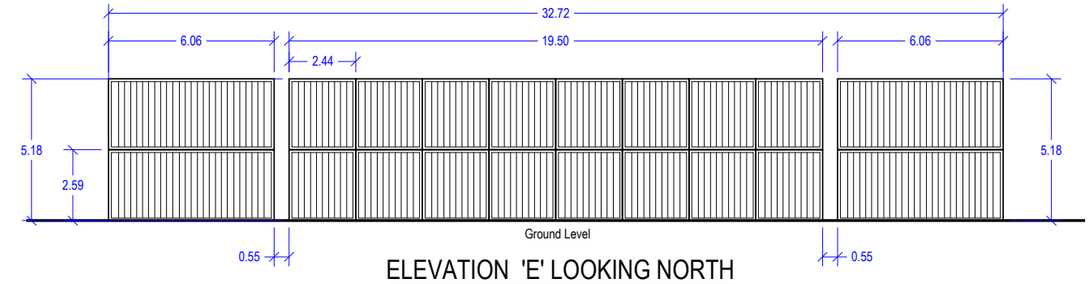


ELEVATION 'F' LOOKING EAST
(1:200)

CONTAINERS #11 - 18 & #39 - #46 (1:200) | ELEVATIONS 'B' & 'E'



ELEVATION 'B' LOOKING SOUTH
(1:200)



ELEVATION 'E' LOOKING NORTH
(1:200)

CLE Town Planning + Design

DA - CROSS SECTION

6 (L119) Emplacement Crescent, Hamilton Hill

0 2 4 6 8 10m

plan no: **3786-01-02**
date: 23 October 2023
scale: 1:200 @A3, 1:100 @A1

N

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No.	Response	Comments	City Comments
1	No Objection - Subject to Changes	Submittor t is concerned about the potential noise implications to the residential land to the north if the operation is permitted to be 24/7. They have advised that they object to the 24/7 aspect of the use only.	**SUPPORTIVE** The development is located within 250m of residential properties to the north and the south east. Consideration can be made to the 24/7 operation of the business - Disscussions were had with the applicant on 01 March 2024, they noted that the intent of the operation is not for constant useage and that it would be that of opening of doors etc. The City concluded that noise from the operation may be minor however, there is potential for issues relating to dropping industrial goods and or the slamming of doors which confirmed a willingness for a reduction of operation hours in line with noise regs or to 9:00pm. Potential Hours: - Commercial storage access 09:00am – 21:00pm weekdays & 09:00am – 19:00pm by remote access
2	Objection	"Excess traffic at all hours of day and night"	**Void.** City's Traffic Engineer has estimated a traffic generation of less than 10 vehicles during both AM and PM peak hours. This estimation was based upon the "Self-Storage Facility Traffic and Parking Study" prepared by Aurecon and is not considered to be directly relevant to the number of storage units provided. As per WAPC guidelines, the traffic impact is considered low. When considering potential future uses of which a classed 'P' uses, the potential traffic generation far exceeds what is proposed under this application and would not require planning assessment. The storage aspect is not intended for ordinary business storage to be accessed daily. The storage is intended to be, as per other self-storage uses, as long term storage accessed sporadically. Access to top containers is subject to weekday office hours only and therefore only half of the total development would operate on weekends. No large trucks beyond those already exsiting and those associated with the development are permitted on site.
3	No Objection		

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4	Objection	Submittor raised concerns that the development will create excessive traffic within the area that is already experiencing traffic congestion.	**Void.** City's Traffic Engineer has estimated a traffic generation of less than 10 vehicles during both AM and PM peak hours. This estimation was based upon the "Self-Storage Facility Traffic and Parking Study" prepared by Aurecon and is not considered to be directly relevant to the number of storage units provided. As per WAPC guidelines, the traffic impact is considered low. When considering potential future uses of which a classed 'P' uses, the potential traffic generation far exceeds what is proposed under this application and would not require planning assessment. The storage aspect is not intended for ordinary business storage to be accessed daily. The storage is intended to be, as per other self-storage uses, as long term storage accessed sporadically. Access to top containers is subject to weekday office hours only and therefore only half of the total development would operate on weekends. No large trucks beyond those already exsiting and those associated with the development are permitted on site.
5	Objection	Submittor raised concerns that the development will create excessive traffic, an additional 52 vehicles, within the area that is already experiencing traffic congestion. They speciifcally referred to the presence of numerous semi-trailer trucks visiting the Albo Oils and Endeavour Food sites.	**Void.** The current City of Cockburn Town Planning Scheme does not specify a parking provision requirement for the use of land for "Self Storrage". In the past, previous proposals for "Use Not Listed - Self-Storaeg Facility" have been assessed as per credited external parking surveys and reports. Based upon these, the City's Traffic Engineer has estimated a traffic generation of less than 10 vehicles during both AM and PM peak hours. This estimation was based specifically upon the "Self-Storage Facility Traffic and Parking Study" prepared by Aurecon and is not considered to be directly relevant to the number of storage units provided. As per WAPC guidelines, the traffic impact is considered low. When considering potential future uses of which a classed 'P' uses, the potential traffic generation far exceeds what is proposed under this application and would not require planning assessment. The storage aspect is not intended for ordinary business storage to be accessed daily. The storage is intended to be, as per other self-storage uses, as long term storage accessed sporadically. Access to top containers is subject to weekday office hours only and therefore only half of the total development would operate on weekends. No large trucks beyond those already exsiting and those associated with the development are permitted on site.
6	No Objection	Submittor provided no objection to the proposal in itself. The Submittor did however raise concerns regarding current and future intended traffic impacts and requested the City to contact them to dicscuss future proposed outcomes to alleviate this. These concerns were noted not to be considered as an objection to this proposal.	Advice provided regarding traffic impacts.

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14.1.5 District Traffic Study 2023

Executive	Director Planning and Sustainability
Author	Manager Transport and Traffic
Attachments	1. District Traffic Study 2023 ⇩ 2. Model Inputs CDTM ⇩ 3. Modelling Methodology CDTM ⇩

RECOMMENDATION
That Council:

(1) ENDORSES the City of Cockburn District Traffic Study 2023;

(2) ENDORSES Scenario 6 as the recommended option;

(3) ENDORSES the inclusion of funds for the preparation of the Intergated Transport Plan, in alignment with (2) above, for consideration the 2024/2025 Draft Budget; and

(4) REPEALS the Regional and Major Roadworks Plan 2018-2031 as the guiding document for Road Network Planning and timelines.

Background

The City of Cockburn District Traffic Study (DTS) is a key informing document for the City's Integrated Transport Strategy and its subsidiary documents refer Figure 1 (below) . The City last considered the DTS in 2018 resulting in endorsement of Council at the Ordinary Council Meeting in April 2019.

The DTS has an expected life of 5 years and as such has been reviewed to check the ongoing suitability of the proposed road networks to manage future growth and current traffic demand across the City.

It is important to recognise the nature of modelling in the DTS is considered as "strategic". It focusses on capacity of road network linkages and considers matters such as lane configuration, speed, and vehicle movement patterns to and from cells within the model. It does not analyse specific intersection performance or isolated network issues nor can it interpret network shifts in traffic due to works etc.

The DTS builds on earlier bodies of work undertaken and endorsed by Council and/or proposals/commitments by the State Government for matters impacting the performance of the transport network.

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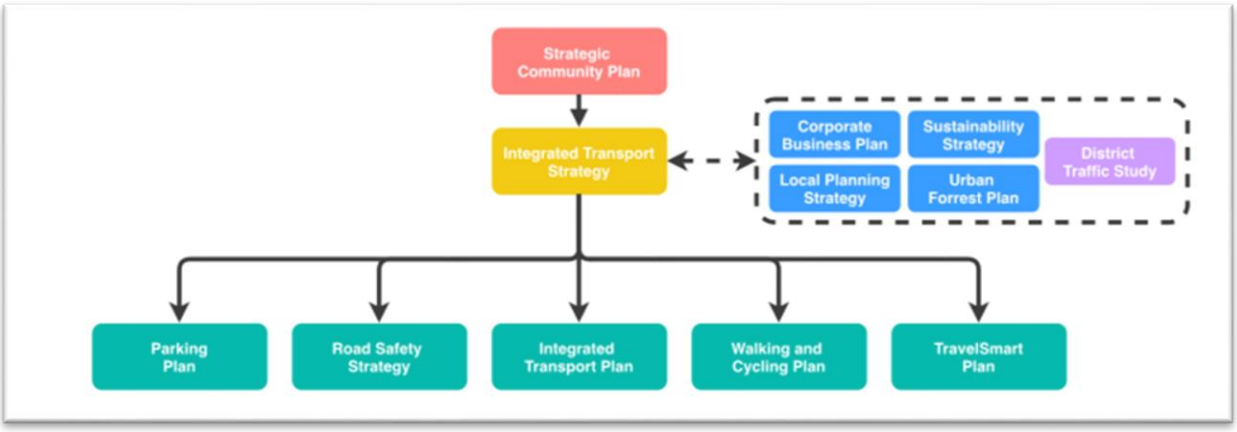


Figure 1. Integrated Transport Strategy - suite of documents

Submission

N/A

Report

The process of compiling a DTS is complex and iterative. The City had made earlier commitments to undertake reviews of the DTS on a 5 yearly interval to check road network performance against land use. This review (2023) has been important due to the significant changes occurring within and around the City.

The full DTS report can be read in Attachment 1. The below summarises the Objectives, Process, Scenarios, Outcomes, and Recommendations from this study.

Objectives

The objectives of this study were to:

- Review of District Traffic Study 2018 – network health check for transport system performance
- Update the Cockburn District Traffic Model (CDTM) and prepare traffic forecasts for the period 2031 and 2041 per ROM 24
- Adjust traffic generation and attractions where considered necessary inclusive of validation and baselining of model against City traffic counts.
- Provide strategic assessment of road network options which consider and where possible mitigate the impact of significant land use and transport changes including but not limited to:
  - Westport
  - Australian Marine Complex (AMC)
  - Latitude 32
  - Rowley Road Freight corridor
  - Roe Highway corridor removal including adjacent road network and transport transition from Fremantle Port to Westport

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- Residential expansion areas
  - Glen Iris
  - Jandakot-Treeby Planning Investigation area outcome (now for a future urban expansion area)
  - Hammond Park
  - Treeby existing urban expansion area (and growth in this corridor beyond LG)
  - Fiona Stanley Precinct
  - Metronet
    - Impacts of Mode shift to Active and Public Transport
    - Provide a basis for which future transport recommendations can be formed including Build, Advocate, and Operate options to improve the transport network.

Process

The starting point for the investigation has been the 2018 District Traffic Study and developed CDTM for that investigation. As endorsed following the 2018 DTS the City of Cockburn Regional and Major Roadworks Plan 2018-2031 has also been adopted as the base case “Do Something” scenario. The key inputs for the study are described in Attachment 2.

The process of updating the CDTM has been compiled in Attachment 3. The CDTM covers the entire transport network of the City and just beyond to strategic zone edges. It divides the City into more than 100 traffic zones and is benchmarked and adjusted against known traffic data from the City and State traffic databases to improve local (Cockburn municipality) accuracy.

It is important to recognise that the CDTM is constructed as a “strategic” model and considers the theoretical capacity of road network segments and network demands given the hierarchy, lane configuration, and speed of road segments within the model. It does not address specific constraints imposed by particular intersection styles and performance characteristics (excluding grade separations).

To understand the impacts of individual intersections specific operational modelling must be undertaken which fully considers detailed movement patterns. Given the timing of this study, the full implications of the Jandakot Treeby Urban Expansion Area have also been unable to be included and would be subject to testing as a component of the District Structure Planning process for that area.

Scenarios

The purpose of scenario testing is to allow for isolation of particular projects or groups of projects to allow for assessment of the respective benefits of these options and remaining deficiency in the network. The options developed and tested in the DTS are as follows:

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Do nothing
This scenario assumes the road network is left as is for the base year (2023) with no further upgrades over the tested years and traffic growing as anticipated by the land use plan.

Do Something
This scenario assumes only projects contained in the 2018 adopted Regional and Major Roadworks Plan are implemented in accordance with Table 3 of the DTS.

Scenario 1 – City Upgrades
This scenario tests the effectiveness of road network upgrades which are the responsibility of the City. All proposed upgrades are pre adopted from the Regional and Major Roadworks Plans with many of the upgrades being required as components of the strategic land use planning for the areas they reside or as part of the wider Metropolitan Region Scheme Other Regional Road Network for which Local Governments lead in the delivery and management of the roads.

Scenario 2 – State Upgrades with Fremantle Port
It must be made clear with the testing of this scenario which includes the Roe Highway Primary Regional Road corridor that it is not the intent to build or advocate for this road linkage. Decisions relating to the Roe Highway have been made and accepted as the future scenario to not have this portion of the road network.

This scenario is built with 2 primary intentions.

(1) To allow testing of the impacts of the removal of the Roe Highway Primary Regional Road corridor on City roads.

(2) To allow testing for the effectiveness of the proposed mitigations by the State as components of the removal of this road and the shift of the Fremantle Port to the proposed Westport site.

Scenario 3 – State Upgrades with Westport
This scenario has been constructed to test the effectiveness of road network upgrades proposed by the State which would remain State responsibilities with the port site being located at Westport – it should be noted not all of these projects are considered commitments as part of the Westport program and the terminology is utilised to depict the significant land use and trip generation change.

Significant changes include the removal of the Roe Highway Primary Regional Road corridor and the inclusion of Stock Road as proposed in the Roe Highway MRS amendment proposal, the Rowley Road freight corridor as proposed in Perth and Peel @3.5m.

The upgrade of Russell Road between Cockburn Road and Henderson Road has also been included as a state upgrade due to its requirement in the grade separation of the freight rail line and interaction with the proposed Stock Road and Cockburn Road projects.

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Scenario 4 – Combination City Upgrades (Scenario 1) + State Upgrades with Westport (Scenario 3)
This scenario is constructed with the most likely road network upgrade scenarios alone being considered. The scenario negates other changes including mode shift to Public and Active Transport impacting the road network.

Scenario 5 – Mode Share Shift – Active Transport + Public Transport
Scenario 5 represents an alternative to all the previous scenarios as it does not focus on planned road upgrades for capacity increase. It rather focuses on improving and investing on infrastructure for sustainable modes of transport i.e. walking, cycling and public transport usage. Scenario 5 considers the impact of mode change throughout the entirety of the City of Cockburn area, and specifically a 1% (in 2031) and 2% (in 2041) reduction in car vehicle mode choice towards choices of sustainable transport modes such as public transport and walking.

Scenario 6 – City Upgrades (Scenario 1) + State Upgrades with Westport (Scenario 3) + Mode Share Shift (Scenario 5)
Scenario 6 represents the integrated option for addressing the transport network and considers the cumulative impacts of upgrades by the State and City as well as the benefits that may be derived through achieving a modest shift in behaviour over the circa 20 year period.

Outcomes

There is considerable growth planned within and at the borders of the City of Cockburn which significantly impacts traffic demand within the City. The City have been careful in assessing multiple scenarios to assess the type and nature of the demands generated within the transport network. These scenarios aim to provide data allowing correct apportionment of responsibility for the need for road network upgrades and respectively show the benefits of City investments and priorities as compared to State (potentially Federal) level investments including the likely detrimental impacts of these investments not occurring. The following observations may be made relating to the scenarios tested:

- The most significant future shifts within the City transport network will be driven by the Westport , AMC and Latitude 32 development areas, these are detailed in section 4.5 of the DTS .
- Significant transitional changes can be anticipated as result of the transition from Fremantle Port to Westport and also congestion in and around the former Roe Highway corridor due to the significant change in network capacity as result of the removal of the earlier planned and cancelled highway.
- Without mitigation (Do Nothing) it can be seen that in the periods 2031 and 2041 there will be widespread congestion within City and State road networks in the AM and PM peaks.
- The planned expansion of Stock Road from South Street to Rowley Road, widening of the Kwinana Freeway, Cockburn Road, and the proposed freight corridor for Rowley Road between Tonkin Highway and Rockingham/Stock Road appear to suitably address network capacity issues for the removal of Roe

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Highway and shift of Port from Fremantle to Westport. It will be important to seek government commitments to the completion of these upgrades to mitigate impacts that will flow on within City roads if not completed – the DTS assumes completion of these projects will occur in the 2031 time horizon aligned with AMC, Lat32, and Westport activity expectations.

- The impact of City upgrades alone demonstrates that these deal with local issues and adopted structure planning for local areas only. The transport network relies on the heavy lifting being done by the Primary road network for effective functionality and congestion reduction.
- Demand generated within the AMC is significant. The model depicts access via Cockburn Road South only which is seen to be inadequate to accommodate the cell. This area has been further considered in detailed studies and investigations for the AMC with proposed upgrades to roads including Quill Way also included to accommodate access and egress from the area.
- For the City the most sustained and significant beneficial impact to the transport network will come from mode shift away from passenger vehicles to public and active transport modes. Mechanisms which may be utilised to derive mode shift to these forms of transport include:
    - General improvements to public transport services such as increased bus frequencies and improved travel times (such as can be achieved via bus priority measures); whilst the City of Cockburn has a dispersed bus network, frequencies on some routes are significantly low which is unattractive for those considering using public transport – these improvements are within the jurisdiction of the PTA;
    - Improved network connectivity and safety for cyclists and pedestrians. In particular, infrastructure improvements to safe crossing points at intersections and mid-block, as well as segregated paths for cyclists and pedestrians such as PSPs along major road corridors can result in people being more willing to choose this as an option. Another key improvement to the attractiveness of these model area mode share impact, particularly for pedestrians, is the provision of shade. Major paths are within the jurisdiction of DoT and Main Roads WA.
    - Travel Behaviour Change programmes (Your Move) – a travel behaviour programme either at individual activity groups such as Schools or offices that actively seek to inform and persuade people to consider change in primary travel mode from private vehicle to more sustainable modes.

It is recommended that Council endorse Scenario 6 as the preferred solution for the transport network. This solution best aligns with existing endorsed plans, required State/Federal upgrades and appropriate travel behaviour pattern changes to achieve the endorsed objectives from the City Integrated Transport Strategy.

This scenario can be clearly demonstrated to generate the least congestion within the transport network. It aims to deliver upgrades which have been previously planned and support orderly neighbourhood development whilst supporting business and employment centres with the required upgrades to State level strategic road links.

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Strategic Plans/Policy Implications

The transport network influences a large majority of how our communities function, the City investigating and carefully planning for the future needs of our community provides the best opportunities to achieve outcomes in many of the areas of strategic focus for the City.

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
• Increased Investment, economic growth and local employment.

Environmental Responsibility
A leader in environmental management that enhances and sustainably manages our local natural areas and resources.
• Protection and enhancement of our natural areas, bushland, parks and open spaces.

Community, Lifestyle and Security
A vibrant healthy, safe, inclusive, and connected community.
• Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

City Growth and Moving Around
A growing City that is easy to move around and provides great places to live.
• An attractive, socially connected and diverse built environment.
• An integrated, accessible and improved transport network.

Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• Best practice Governance, partnerships and value for money.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Given the earlier endorsement of network upgrades through statutory mechanisms by way of Metropolitan Region Scheme , Structure Plans or commitments and/or reports by the State Government, as well as the highly strategic nature of this study, the engagement of the community over and above earlier engagement activities (required as components of the above) is not considered beneficial in the creation of this study document.

The City have drawn on its database of transport related concerns and completed engagement with key internal and external stakeholders to the transport network to check the assumptions made in completing this investigation.

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Risk Management Implications

As an informing study this report makes no recommendations which commits Council to the adoption of projects. This report seeks to highlight the options available to address transport network capacity issues and the safe, sustainable, and efficient movement of people within and around the City in future years.

The endorsement of Scenario 6 provides clarity to City Officers around the direction which is to be taken in the production of the implementing documents and plans for transport network upgrades which include the Integrated Transport Plan, Road Safety Management Plan , Cycling and Walking Plan and Parking Plan.

Non support of specific proposals within the Scenarios may have significant flow on effects to other parts of the transport networks or residential areas. Those proposals which are included and form part of Primary or Other Regional Roads may require significant bodies of work to be completed to amend the structure of the transport network.

Primary risks to the City relating to the later pursuance of the scenario recommended in this report will relate to the following Risk categories :

- Brand Reputation – this may be realistically considered in the High and Extreme categories under both situations of support and non-support due to the significant nature of the proposals which cover the entirety of the City. Should the projects which would emanate later be pursued will not be supported by all and will come with an array of impacts, equally not pursuing these projects will lead to damage by way of rerouting of traffic, congestion (economic loss) road safety/trauma also likely to create brand and reputational damage.
- Finance – similar to Brand and Reputational risk this may be realistically considered in the High and Extreme categories under both situations of support and non-support due to the significant nature of the proposals which cover the entirety of the City. Should the projects which would emanate later be pursued they will come with their own risks which cumulatively would trigger these ratings. Equally non support would result in the need to replan the network and later fund alternate projects which represent similar and potentially more significant financial risk to the City due to exposure of change in planning frameworks, replanning of earlier proposed network links, and compensatory functions associated with these changes.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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SMEC

Member of the Surbana Jurong Group

SMEC INTERNAL REF. 3006466/206

Report

District Traffic Study 2023

Client Reference No. 3006466-206
Prepared for: City of Cockburn
15 May 2024

Document Set ID: 11932471
Version: 2, Version Date: 11/06/2024

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Document Control

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Revision Number	06

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04	19/01/2024	Sagar Poudel	Steven Piotrowski & Richard Isted	Richard Isted
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City of Cockburn

Important Notice

This report is confidential and is provided solely for the purposes of reporting on the traffic modelling study and update of the 2018 District Traffic Study (DTS).

This report is provided pursuant to a Consultancy Agreement between SMEC Australia Pty Limited ("SMEC") and the City of Cockburn, under which SMEC undertook to perform a specific and limited task for the City of Cockburn. This report is strictly limited to the matters stated in it and subject to the various assumptions, qualifications and limitations in it and does not apply by implication to other matters. SMEC makes no representation that the scope, assumptions, qualifications and exclusions set out in this report will be suitable or sufficient for other purposes nor that the content of the report covers all matters which you may regard as material for your purposes.

This report must be read as a whole. The executive summary is not a substitute for this. Any subsequent report must be read in conjunction with this report.

The report supersedes all previous Draft or interim reports, whether written or presented orally, before the date of this report. This report has not and will not be updated for events or transactions occurring after the date of the report or any other matters which might have a material effect on its contents, or which come to light after the date of the report. SMEC is not obliged to inform you of any such event, transaction or matter nor to update the report for anything that occurs, or of which SMEC becomes aware, after the date of this report.

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1. Introduction

SMEC was appointed by the City of Cockburn in 2023 to prepare a District Traffic Study (DTS). The City conducts this study every five years to evaluate the existing road network performance and to assist in decision-making for future road network improvements and upgrades within the City boundary. It also helps to better incorporate future transport needs based on anticipated expansion in land use, employment, population, as well as traffic journeys predicted by the Main Roads Regional Operations Model (ROM24). Please refer to the Appendices for the detailed technical work for this District Traffic Study.

1.1 Background and Objectives

The previous DTS was done in 2018. Since then, the City has experiences considerable growth and land development. The plan for the local and state road network improvement has had changes, which necessitates a review and replacement of the existing 2018 DTS.

The 2023 DTS considers road upgrades identified or planned in the City of Cockburn Regional & Major Roadworks 2018-2031. The outputs from the study will provide guidance on the road upgrades required in the medium and long-term future. The contents from this DTS report acts as an informing document and forms a part of the City's Integrated Transport Strategy.

The study used the Aimsun traffic modelling software as the analytical basis for the review. The analysis was conducted for three horizon years: the base year (2021), a medium-term horizon year (2031), and a longer-term horizon year (2041). The intent of the study was also to feed information to the City's Integrated Transport Strategy and the Four-Year Capital Works Programme.

The objectives of this District Traffic Study were as follows:

- Identify existing/ base year (2021) traffic volumes in the study area;
- Develop a regional and district-level traffic model for the study area;
- Identify deficiencies in the road network for future years 2031 and 2041 and provide advice on timing for road network improvements; and
- Test additional scenarios to understand the impacts of alternate major road upgrades in the network.

1.2 Abbreviations

Table 1: List of abbreviations

Abbreviation	Meaning
CDTM	Cockburn District Traffic Model
c/w	Carriageway
DTS	District Traffic Study
NB, SB, EB, WB	Northbound, Southbound, Eastbound, Westbound
ROM24	Regional Operations Model
V/C	Volume/Capacity

2. Study Area

The red dotted line in Figure 1 below shows the boundaries of the study area. It covers the entire City of Cockburn with an extension in the north to South Street. Please refer to the technical memos provided for further details.

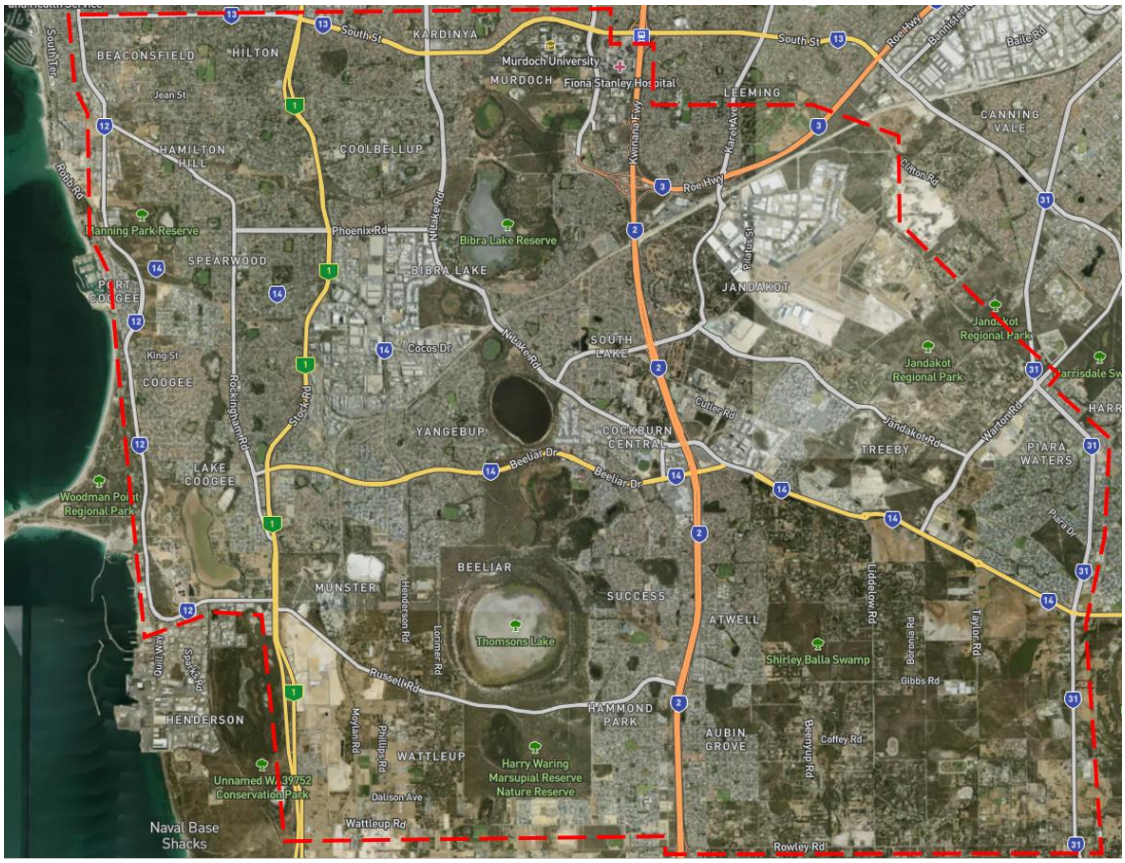


Figure 1: Aimsun modelling study area (Source: Metromap 2024)

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3. Base Year Network review

The AM and PM peak periods in the base year (2021) were determined by analysing hourly traffic volumes for major road sections within the network. The AM and PM peak periods were determined to be 7:00 am – 9:00 am and 3:00 pm – 5:00 pm. Refer to *Appendix A – Technical Memo Inputs* for further details on the existing peak period traffic estimation. The study and tests conducted focus only on these peak periods.

The model results were interpreted based on the Volume/Capacity Ratio (V/C). V/C is a measure of the level of saturation and is used to identify areas where the demand exceeds the supply within a road network. For our study purposes, the V/C ratio has been multiplied by 100 – so a V/C of 100 represents a link where demand equals the supply (in the peak period). We have classified the V/C Ratio into 4 groups above 100. Assigned volume plots are outputs obtained from the strategic model which show the peak hour traffic volumes across the network and are attached in Appendix A.

Note that in theoretical terms, the volume can't exceed the capacity. However, the AIMSUN model gives us an indication of where demand exists so that we can see where additional capacity may be required in the future. Figure 2 and Figure 3 below show the links where the V/C exceeded 100%. These links are likely to be highly congested with no changes to the anticipated demand or road network capacity during the AM and PM peaks.

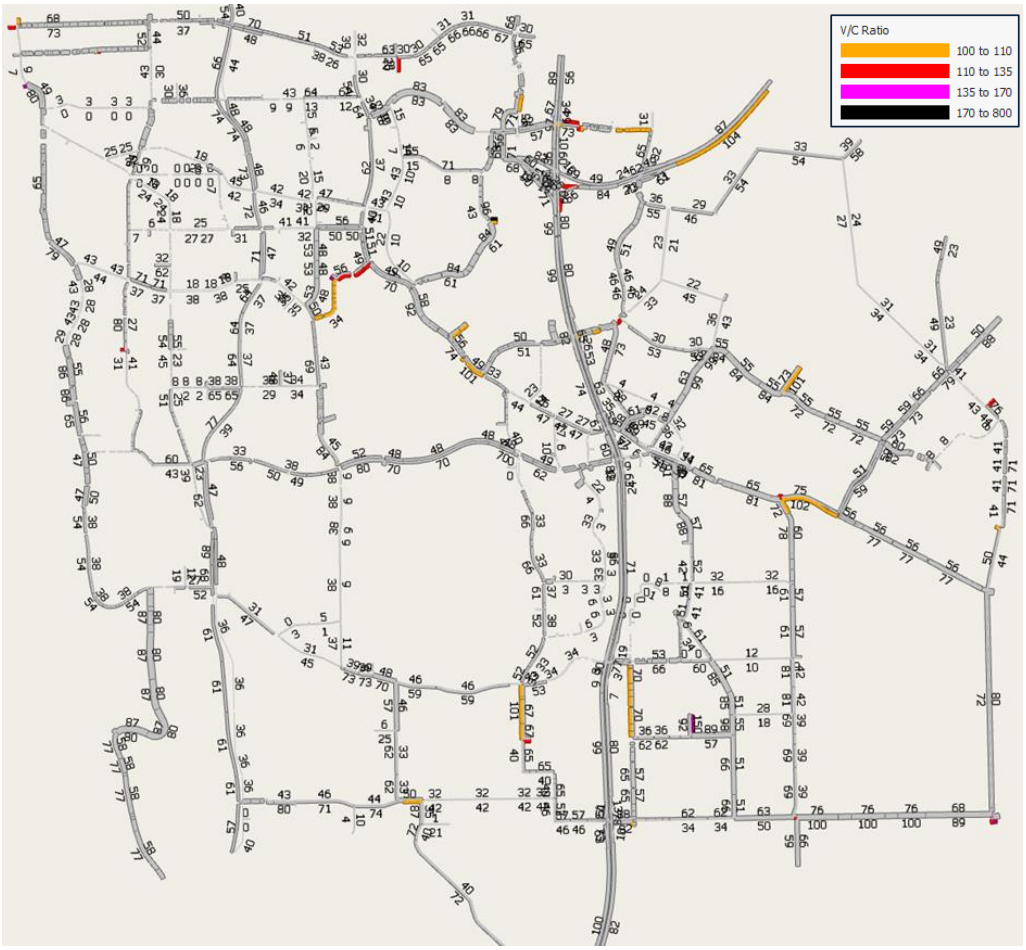


Figure 2: Road sections highlighted exceed 100% V/C Ratio during AM peak – 2021

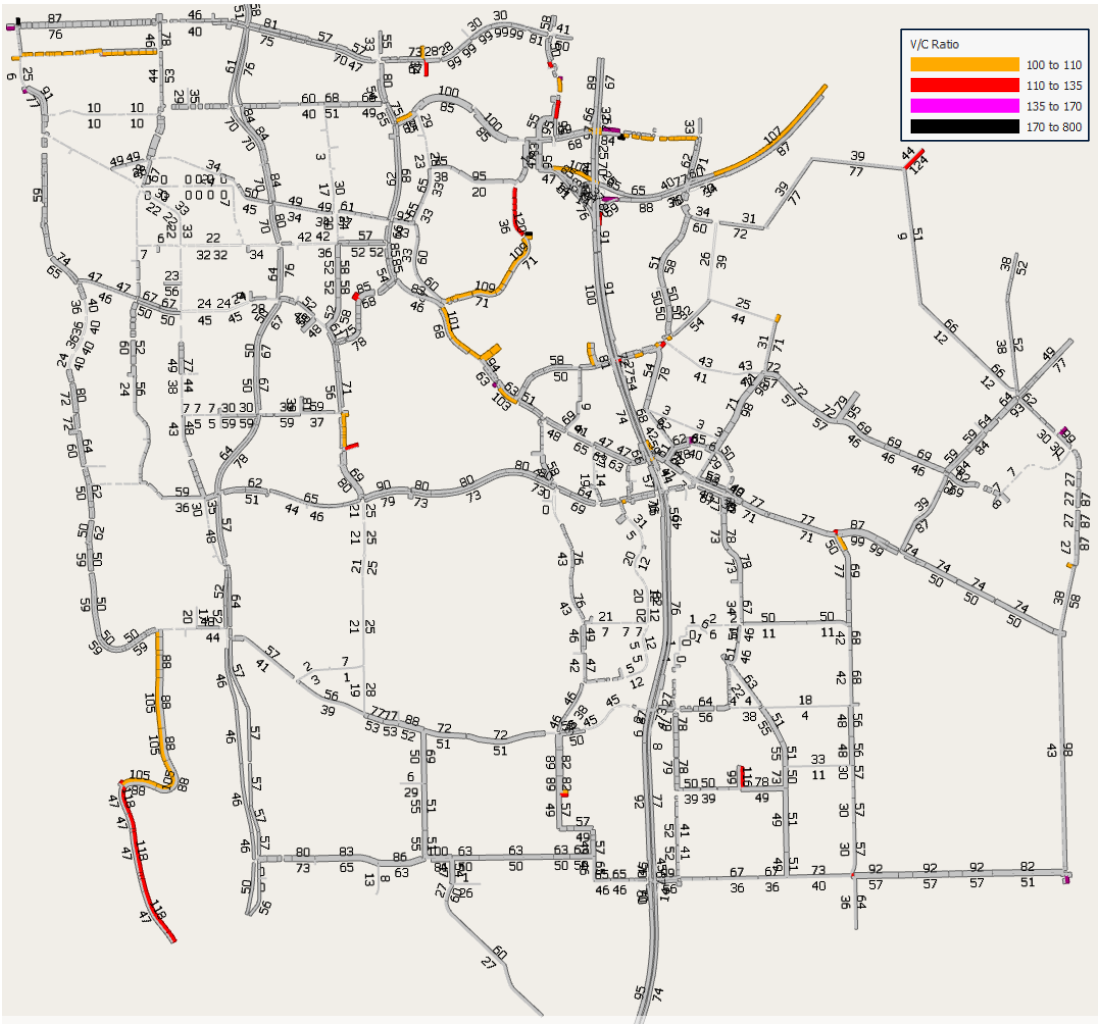


Figure 3: Road sections highlighted exceed 100% V/C Ratio during PM peak – 2021

The results for V/C ratio plots for the base year (2021) revealed that the network operated satisfactorily in both the AM and PM peak period with only a few congestion hotspots occurring mainly on the northern section of the City adjacent to Kwinana Freeway.

Given that the model examines the network on a strategic level, there are model limitations in terms of predicting the disruptions to traffic due to activities such as roadworks and road incidents.

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4. Future Year Network Review

4.1 Forecast Scenarios

Two future horizon years were modelled: 2031 and 2041. Each of these has two scenarios as shown below in Table 2:

- "Do Nothing" – The road network remains as per year 2021; and
- "Do Something" – City of Cockburn + Main Roads WA improvements as identified in the list of upgrades in City's Regional & Major Roadworks plan.

Table 2: Scenario Matrix

Scenario	Existing (2021)	Short Term (2031)	Long Term (2041)
"Do Nothing" - Existing network	Existing network	No improvements	No improvements
"Do Something"		List of agreed road network upgrade	List of agreed road network upgrade

The '"Do Nothing"' scenario is predominantly tested to demonstrate the traffic conditions in the future if there are no upgrades in the current road network. This will also help to identify priority areas where significant congestion may occur and the subsequent requirement for upgrades.

The "Do Something" scenario shows the traffic network performance if the planned upgrades (City of Cockburn + Main Roads WA) are in built in the future. The effect of these road upgrades will be evaluated in this study.

Model Assumptions:

It should be noted that the upgrades in the "Do Something" scenario do not include road projects such as intersection upgrades, traffic signal upgrades, traffic calming, road safety improvements, turn bans, LATM measures, intersection upgrades and operational improvements - many of which may be required to achieve suitable road safety and community amenity outcomes. This is due to the strategic nature of the methodology which focus on major upgrades such as new links, additional carriageways, and removal of existing carriageway/s. Public Transport usage has not been modelled. Main Roads ROM data does not consider the traffic generation from Jandakot Treeby PIA area as it was announced in late 2023. As such, there may be areas within the local government boundary where significant traffic growth may occur as a result of new development which this report does not account for. The currently planned road upgrades and the test for alternative scenarios has been formulated based on consultation with the City.

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The list of planned road upgrades extracted from City of Cockburn's Regional and Major Roadworks and those applicable for strategic modelling is shown below.

Table 3: List of planned road upgrades applicable for strategic modelling

Implementation Plan	City of Cockburn		Main Roads WA	
Road Network Upgrade	2031	2041	2031	2041
Rockingham Road – Phoenix Road to Spearwood Avenue reconstruction (reduce to 1 lane each way)	✓			
Jandakot Road Upgrade - Skotsch Road to Warton Road (increase to 2 carriageways both directions)	✓			
Russell Road Upgrade - Hammond Road to Rockingham Road - Stage 1 - Hammond Road to Henderson Road (increase to 2 carriageways both directions)	✓			
Russell Road – Henderson Road to Rockingham Road (increase to 2 carriageways both directions) - Stage 2	✓			
Elderberry Drive Realignment - Jindabyne Heights to Berrigan Drive to connect to Ngort Drive	✓			
Hammond Road Upgrade - Beeliar Drive to North Lake Road (increase to 2 carriageways both directions)	✓			
Hammond Road Upgrade and Widening - Branch Circus to Bartram (increase to 2 carriageways both directions)	✓			
Spearwood Avenue Upgrade - Beeliar Drive to Fancote Avenue (increase to 2 carriageways both direction)	✓			
Ngort Drive Upgrade & Extension - North Lake Road to Berrigan Drive		✓		
Hammond Road Upgrade & Extension - Gaebler Road to Rowley Road - Stage 1 - Russell Road to Frankland Avenue (construct 1 carriageway both NB and SB)		✓		
Rowley Road Upgrade - Rockingham Road to Hammond Road - Stage 1 - Kwinana Freeway to Hammond Road (construct 2 carriageways in both directions)		✓		
Mayor Road Downgrade / Removal - Apium Mews to Atwell Close (link removal)		✓		
Midgegooroo Avenue Downgrade - Beeliar Drive to North Lake Road (reduce to 2 lanes in both direction)		✓		
Hammond Road Extension - Russell Road to Rowley Road - Stage 2 - Frankland Avenue to Wattleup Road (link extension)		✓		
Hammond Road Extension - Russell Road to Rowley Road - Stage 3 - Wattleup Road to Rowley Road (link extension)		✓		
Poletti Road Upgrade - Beeliar Drive to North Lake Road (increase to 2 carriageways in both direction)		✓		
Pilatus Street Upgrade - Berrigan Drive to Jandakot Airport boundary (increase to 2 carriageways in both direction)		✓		
Kwinana Freeway - Rowley Road to Russell Road (northbound additional lane) State Planned Project				✓

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4.2 Results for 2031 road network

Figure 4 and Figure 5 show the differences between the “Do Nothing” and “Do Something” scenarios for 2031 during the AM peak period. The figures display links with V/C X 100 exceeding 100.

AM Peak Do Nothing:

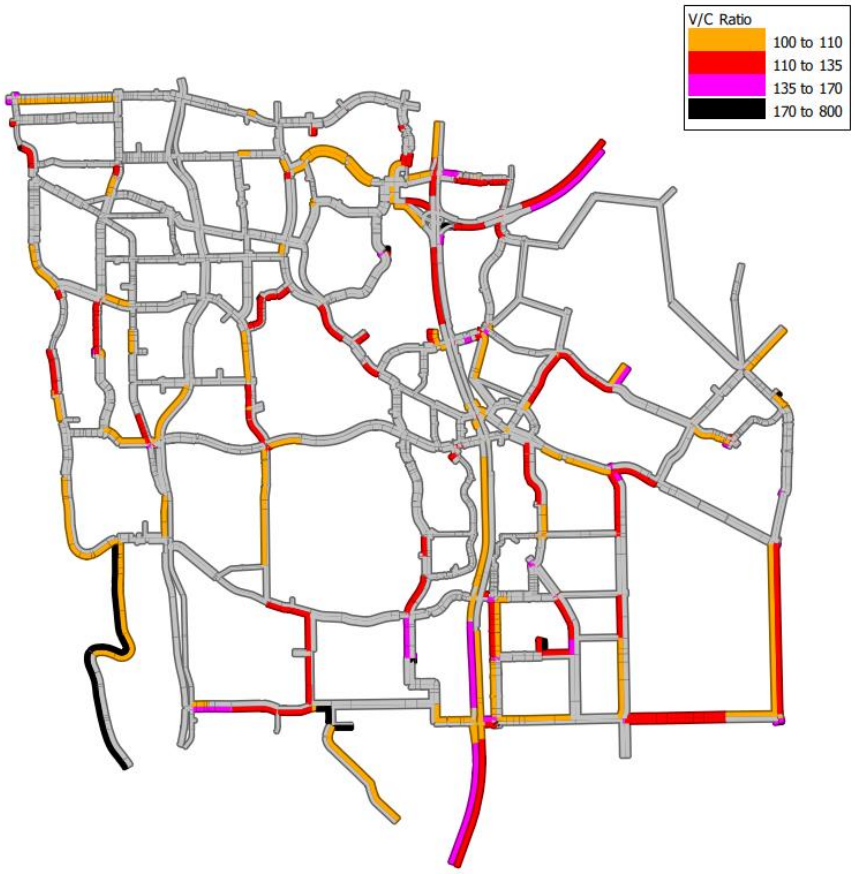


Figure 4: Road sections highlighted exceed 100% V/C ratio during AM Peak – 2031 “Do Nothing” scenario

AM Peak Do Something:

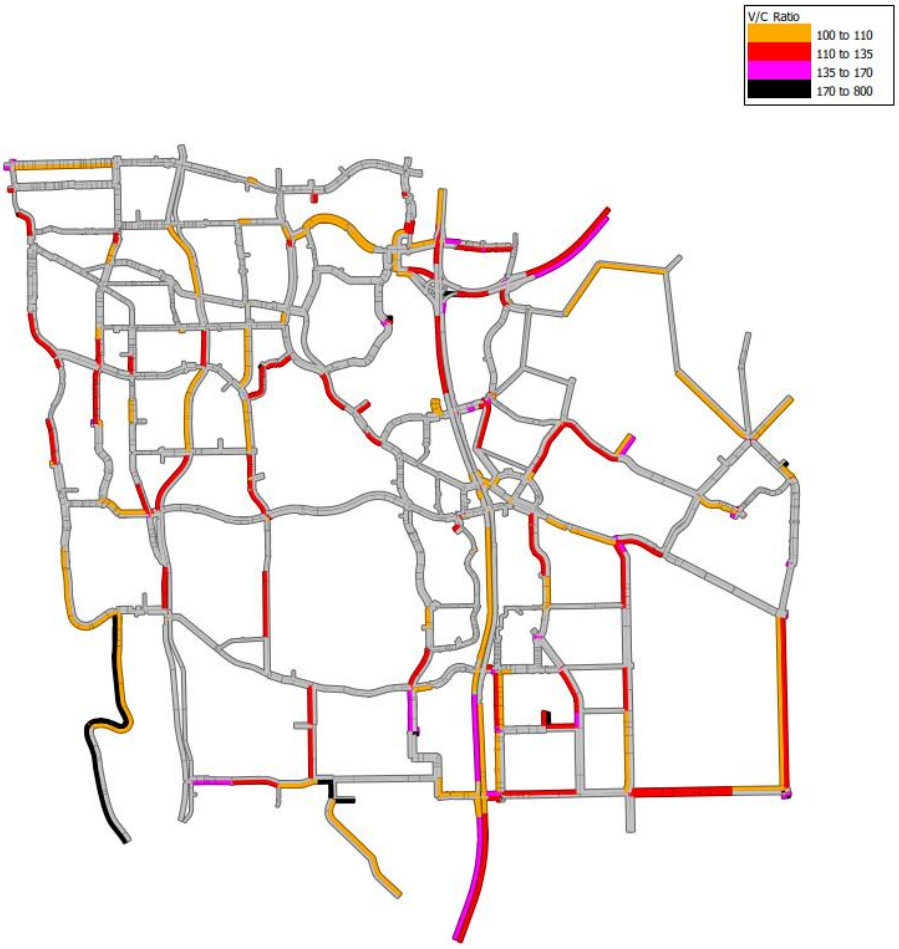


Figure 5: Road sections highlighted exceed 100% V/C ratio during AM Peak – 2031 "Do Something" scenario

The figures show a marginal improvement in the road network in the "Do Something" scenario. The Rockingham Road downgrade from two lanes to one lane results in increased congestion on Rockingham Road. The purpose of the capacity downgrade is to improve road safety and pedestrian amenity in the area.

Vehicle-hours travelled (VHT) across the Cockburn road network was used to estimate the benefits of the upgrades. In the 2031 "Do Nothing" AM peak scenario, the VHT was 645,007 vehicle-hours which reduced to 642,338 vehicle-hours for the "Do Something" AM peak. This represents a travel time savings of 2,669 vehicle-hours during the AM peak.

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Figure 6 and Figure 7 show the difference in the “Do Nothing” and “Do Something” scenarios for 2031 during the PM peak.

PM Peak Do Nothing:

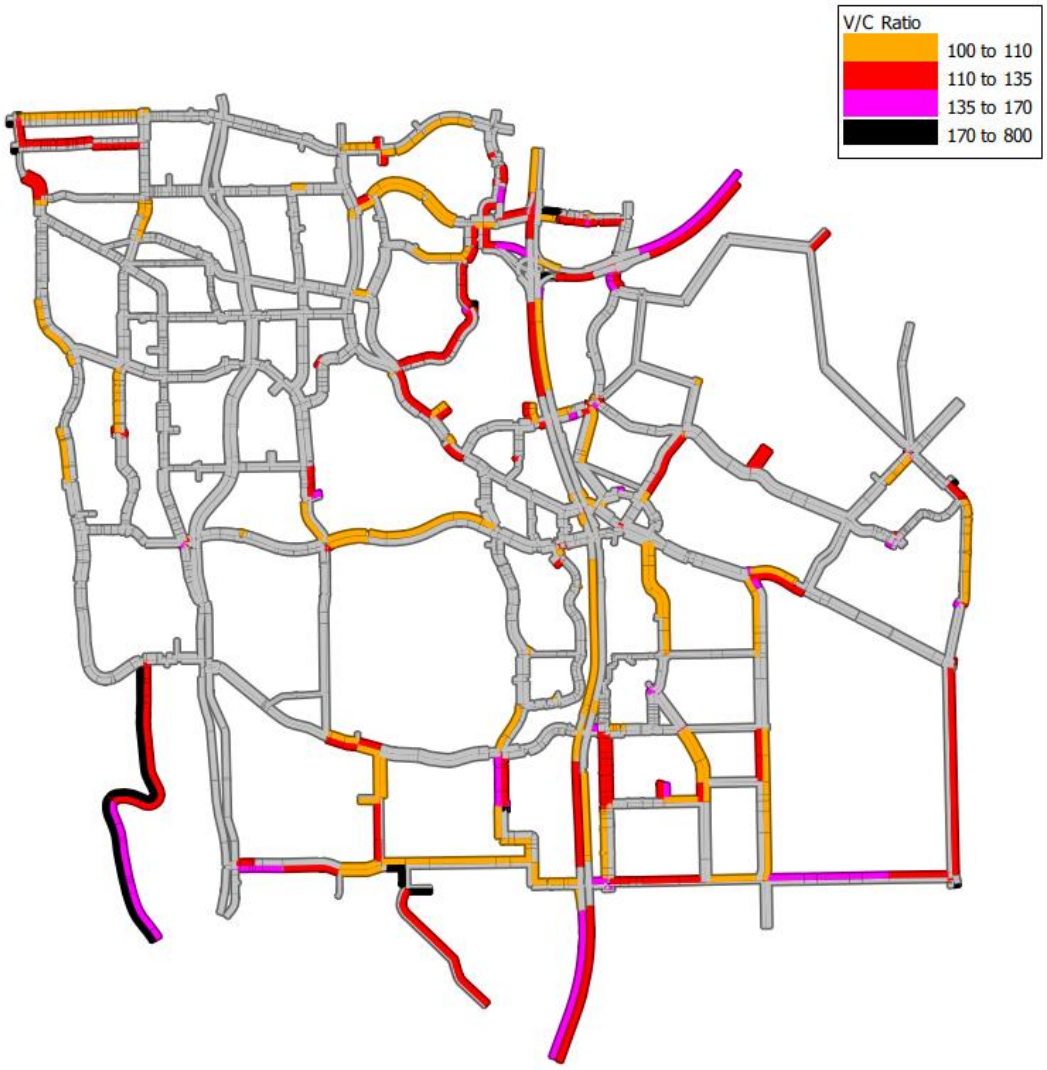


Figure 6: Road sections highlighted exceed 100% V/C ratio during PM Peak – 2031 “Do Nothing” scenario

PM Peak Do Something case:

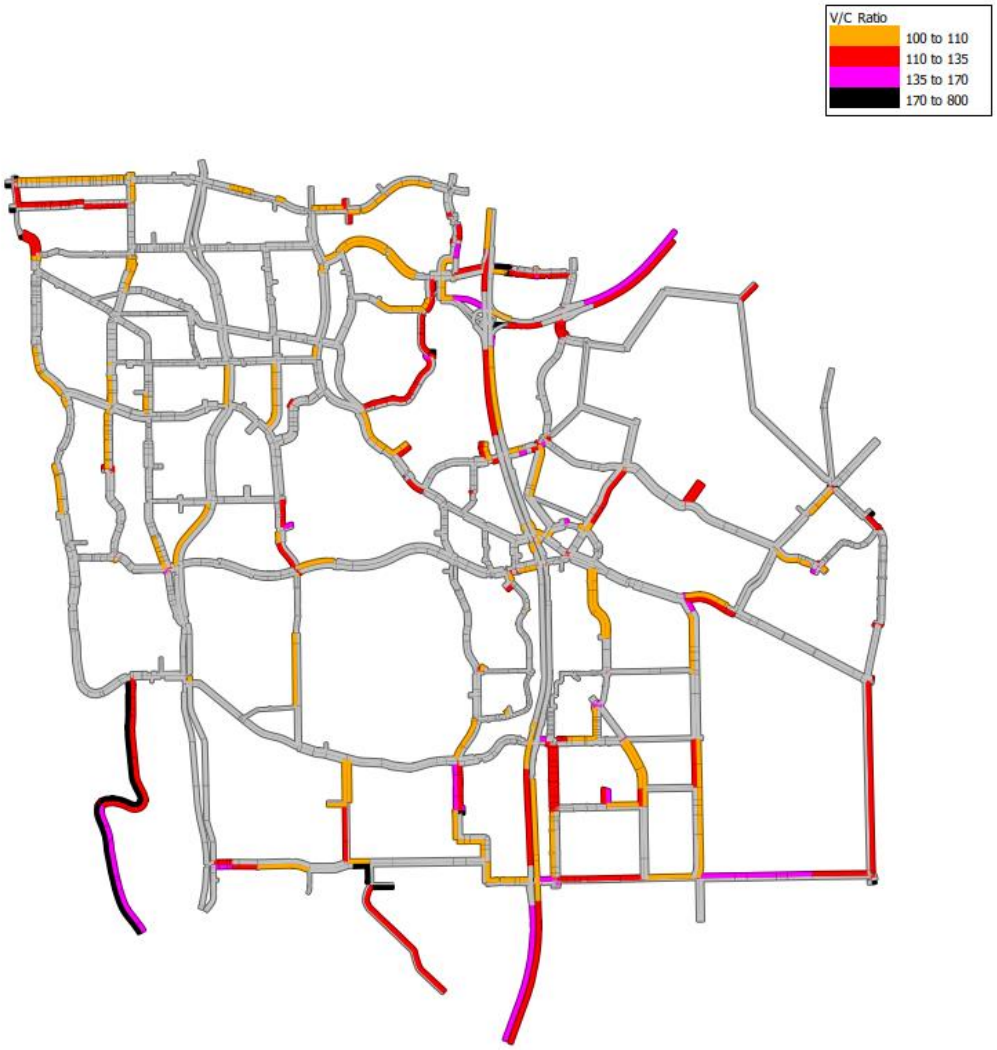


Figure 7: Road sections highlighted exceed 100% V/C ratio during PM Peak – 2031 "Do Something" scenario

The results show a marginal improvement in the PM peak period road network in the "Do Something" scenario. The PM peak congestion in the "Do Nothing" scenario is spread out throughout the road network in contrast to the "Do Something" scenario where it is concentrated towards the extreme north and south regions of the network and adjacent to the freeway. Local roads seem to have benefitted in travel times by the road upgrades in the "Do Something" scenario. In the 2031 "Do Nothing" PM peak period scenario, the VHT was 658,543 whereas it was 652,988 for the "Do Something" PM peak. The results indicated a travel time savings of 5,555 vehicle-hours during the PM peak period.

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4.3 Results for 2041 planned road network

The results for the 2041 "Do Nothing" and "Do Something" scenarios show that peak period congestion is spread out throughout the road network in both the scenarios. A comparison of VHT indicates a marginal improvement in the road network in the "Do Something" scenario.

Figure 8 and Figure 9 show the difference in the 2041 AM peak period "Do Nothing" and "Do Something" scenarios.

AM Peak Do Nothing:

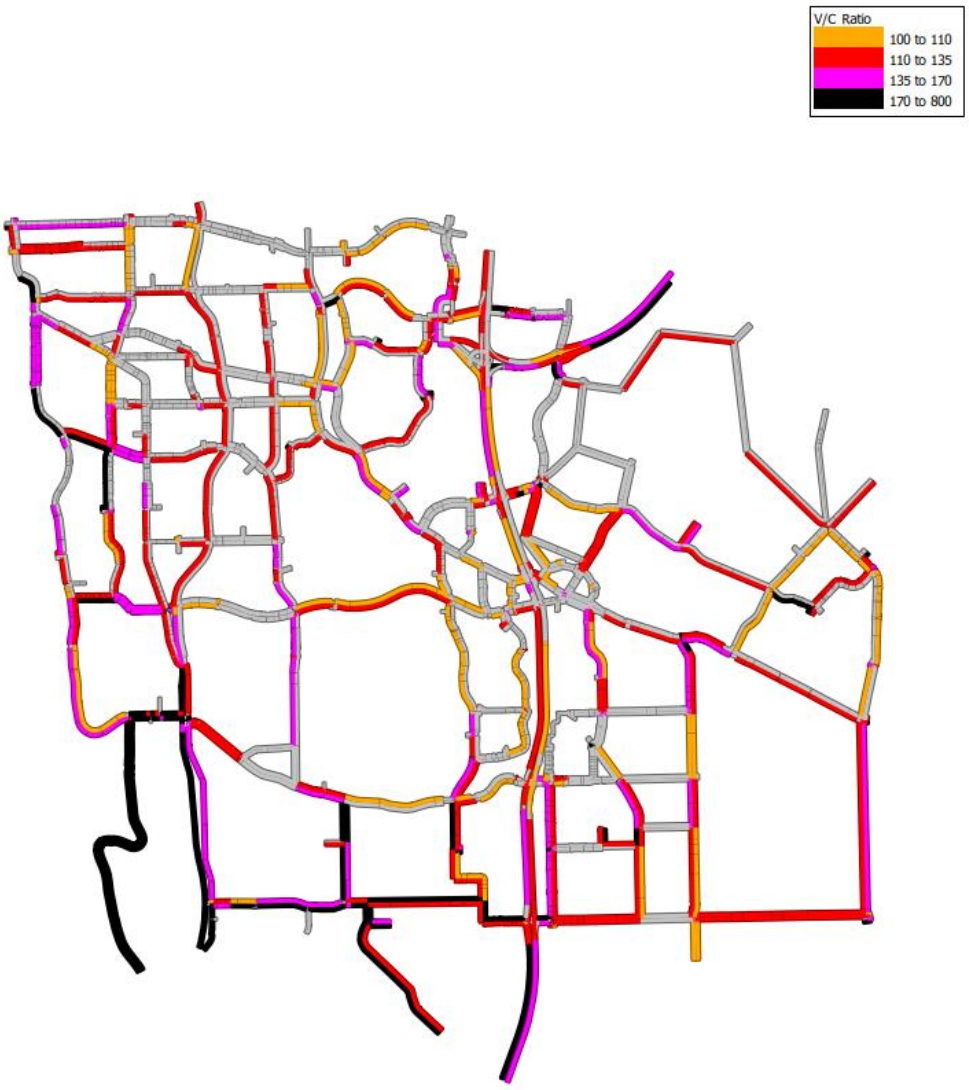


Figure 8: Road sections highlighted exceed 100% V/C ratio during AM Peak – 2041 "Do Nothing" scenario

AM Peak Do Something case:



Figure 9: Road sections highlighted exceed 100% V/C ratio during AM Peak – 2041 "Do Something" scenario

Figure 10 and Figure 11 show the difference in the 2041 PM peak period "Do Nothing" and "Do Something" scenarios.

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PM Peak Do Nothing:



Figure 10: Road sections highlighted exceed 100% V/C ratio during PM Peak – 2041 "Do Nothing" scenario

PM Peak Do Something:

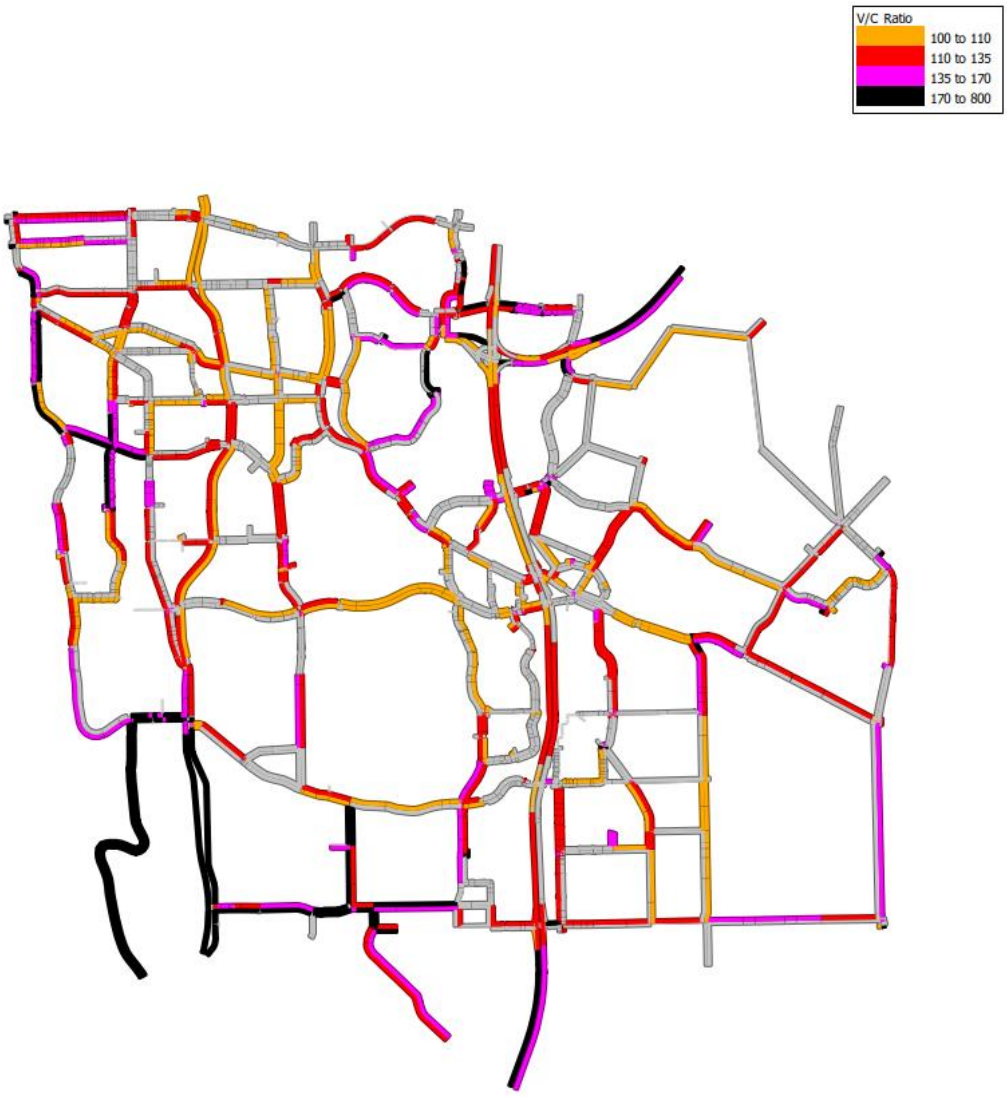


Figure 11: Road sections highlighted exceed 100% V/C ratio during PM Peak – 2041 "Do Something" scenario

The 2041 "Do Nothing" AM peak VHT was 4,216,083 veh-hrs which reduced to 4,115,750 veh-hrs for the "Do Something" scenario. The results indicated a travel time savings of 100,333 veh-hrs during the AM peak period in 2041.

Similarly, for the PM peak, the results indicated a reduction in VHT by 99,667 veh-hrs. Refer to Appendix A for further details.

Since this is a high level strategic modelling exercise, there are some limitations. The assessment of finer grained operational components such as individual intersection or corridor performance would enable a better understanding of the congestion hotspots. The strategic model uses link-based delays whereas an operational model would assess congestion at intersections.

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4.4 Network Statistics

Table 4 shows a summary of network statistics for base and future years for the "Do Nothing" and the "Do Something" scenarios. These help to identify impacts of the upgrades on the overall travel time and travel distance in the network during peak periods.

The planned road upgrades reduce vehicle-hours but add to vehicle-kms during peak periods. New roads will reduce veh-hours and increase traffic speeds but also encourage longer trip lengths – hence, the increase in vehicle-kms.

Table 4: Forecast scenario assignment summary statistics

Network Variable	Base	Do Nothing		Do Something	
	2021	2031	2041	2031	2041
Vehicle-hours (AM Peak)	60,349	645,007	4,216,083	642,338	4,115,750
Vehicle-kms (AM Peak)	1,008,230	1,440,000	1,940,530	1,444,030	1,960,200
Vehicle-hours (PM Peak)	105,414	658,543	4,584,700	652,988	4,485,033
Vehicle-kms (PM Peak)	1,009,980	1,489,930	1,991,070	1,498,750	2,011,710

4.5 High Demand zones

The southwest section of the road network will experience a high growth in traffic due to the presence of AMC, Latitude 32 and Westport. Zones 21-26, 61, 62, 77,79 and 112 are the zones in question which can be seen in Figure 12.

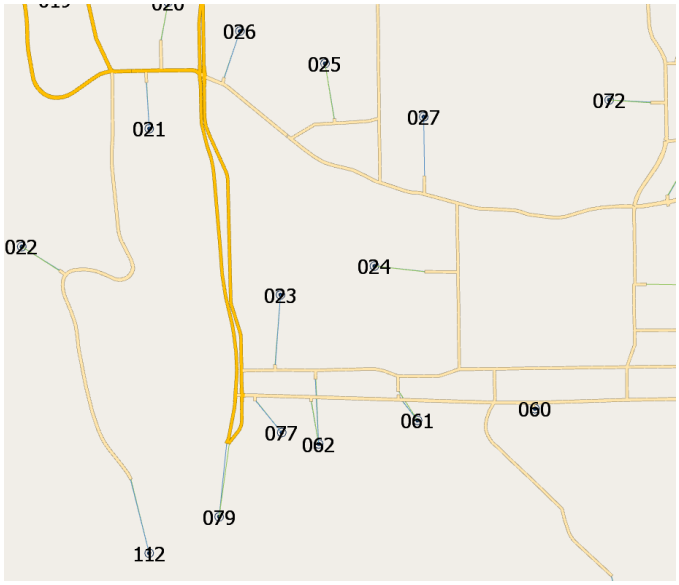


Figure 12: High Demand SW Zones in 2041 road network

There is a significant increase in vehicular demand to and from these zones. Table 5 and Table 6 summarise the demands.

Table 5 shows traffic demand to the zones in question. The Westport zones attract about 4,000 vehicles in 2031 and 10,000 vehicles in 2041. This demand increase along with the surrounding zones for AMC and Latitude 32 causes the total trips into these zones to increase significantly. This increase causes congestion issues particularly in 2041 which is visible in the V/C ratio results in all the scenarios tested.

Table 5: Comparison of demands to the zones corresponding to the southwest of the network

To	Zone ID	AM (7 am – 9 am)			PM (3 pm – 5 pm)		
		2021	2031	2041	2021	2031	2041
Westport	79,112	3227	7078	13994	2917	6196	12975
AMC	21,22	968	980	3734	2488	2532	5000
Lat 32	23-26, 61,62,77	525	1740	3138	657	1922	2670
Total		**4720**	**9798**	**20866**	**6062**	**10649**	**21303**

Table 6 shows the demands generated from the zones that correspond to Westport, AMC and Latitude 32. Similar level of increase in demands can be seen for the future years 2031 and 2041.

Table 6: Comparison of demands from the zones corresponding to the southwest of the network

From	Zone ID	AM(7 am – 9 am)			PM(3 pm – 5 pm)		
		2021	2031	2041	2021	2031	2041
Westport	79,112	2569	4018	9641	4227	6273	12179
AMC	21,22	1474	2904	5908	1083	2028	5128
Lat 32	23-26, 61,62,77	710	2372	4284	767	2496	4270
Total		**4753**	**9294**	**19833**	**6076**	**10797**	**21577**

The congestion issues experienced in the south west section of the network causes a flow-on effect on the northern sections of the network.

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5. Additional scenario testing

Further scenario testing of alternative options was undertaken. These scenarios were tested to quantify the V/C ratio, Veh-hrs and Veh-kms travelled during peak periods. They were then used to make comparisons amongst different scenarios in order to understand the most beneficial upgrades. There were six additional scenarios tested which are described below.

5.1 Scenario 1 – City upgrades:

This scenario was tested on the base year 2021 road network. In this scenario, the upgrades highlighted below were assumed to be undertaken by the City in years 2031 and 2041 as shown. Figure 13 shows planned upgrades in this scenario with 2031 and 2041 upgrades highlighted.

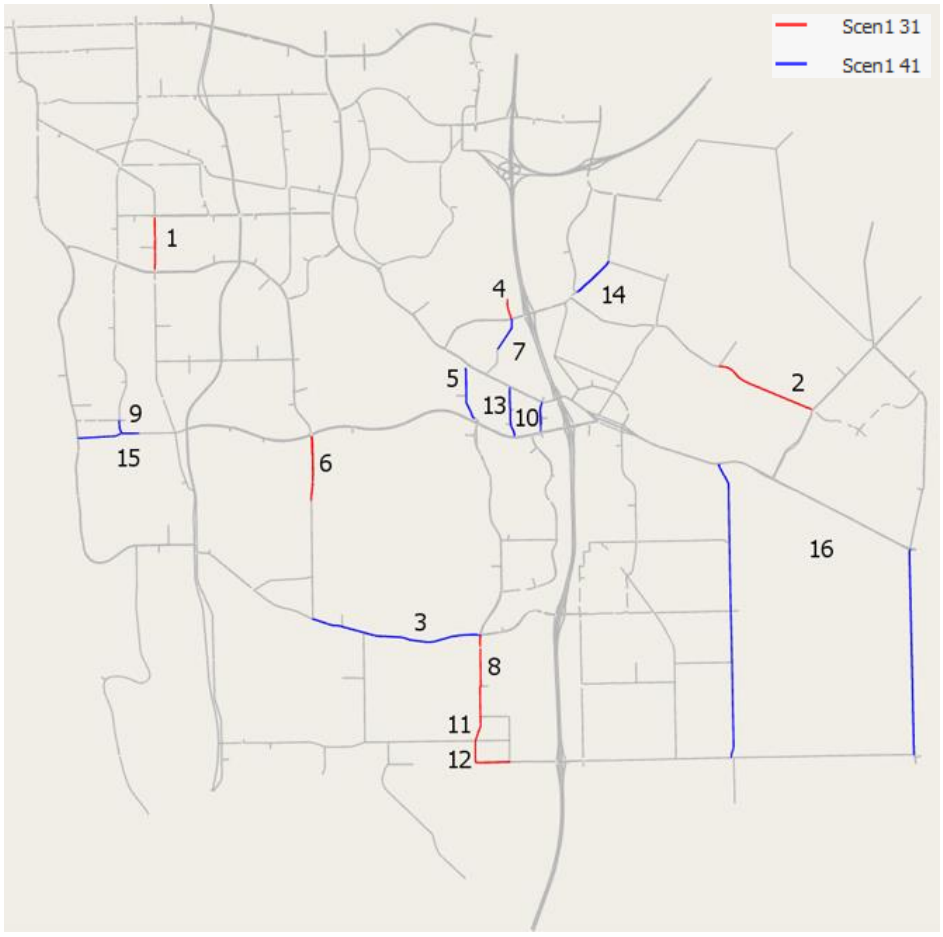


Figure 13: Map showing the 2031 City of Cockburn road network under Scenario 1

Table 7: Scenario 1 – City upgrades

Upgrade number	Road	Type of upgrade	Year of upgrade
1	Rockingham Road – Phoenix Road to Spearwood Avenue	reduce to 1 lane each way	2031
2	Jandakot Road Upgrade – Fraser Road to Warton Road	Additional lane both directions	2031
3	Russell Road Upgrade - Hammond Road to Rockingham Road - Stage 1 - Hammond Road to Henderson Road	Additional lane both directions	2041
4	Elderberry Drive Realignment	Jindabyne Heights to Berrigan Drive to connect to Ngort Drive	2031
5	Hammond Road Upgrade - Beeliar Drive to North Lake Road	Additional lane both directions	2041
6	Spearwood Avenue Upgrade - Beeliar Drive to Fancote Avenue	Additional lane both directions	2031
7	Ngort Drive Upgrade & Extension	North Lake Road to Berrigan Drive	2041
8	Hammond Road Upgrade & Extension - Gaebler Road to Rowley Road - Stage 1 -	Construct 1 carriageway both NB and SB	2031
9	Mayor Road Downgrade / Removal	Apium Mews to Atwell Close	2041
10	Midgegooroo Avenue Downgrade between Beeliar Drive to North Lake Road	reduce to 2 lanes both directions	2041
11	Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 2	link extension from Frankland Avenue to Wattleup Road	2031
12	Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 3	link extension from Wattleup Road to Rowley Road	2031
13	Poletti Road Upgrade - Beeliar Drive to North Lake Road	Additional lane both directions	2041
14	Pilatus Street Upgrade - Berrigan Drive to Jandakot Airport boundary	Additional lane both directions	2041
15	Beeliar Drive extension	link extension from west of Stock Road up to Cockburn Road	2041

The modelling results indicate a marginal increase in veh-hrs and veh-kms in the AM peak period and a marginal reduction in the PM peak period.

V/C Ratio results for this scenario are similar to the “Do Something” scenario with minor variations in the AM and PM peak periods and do not suggest major improvements. Plots for the V/C Ratio are shown below.

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2031 Results:

V/C - AM Peak Period - Scenario 1:

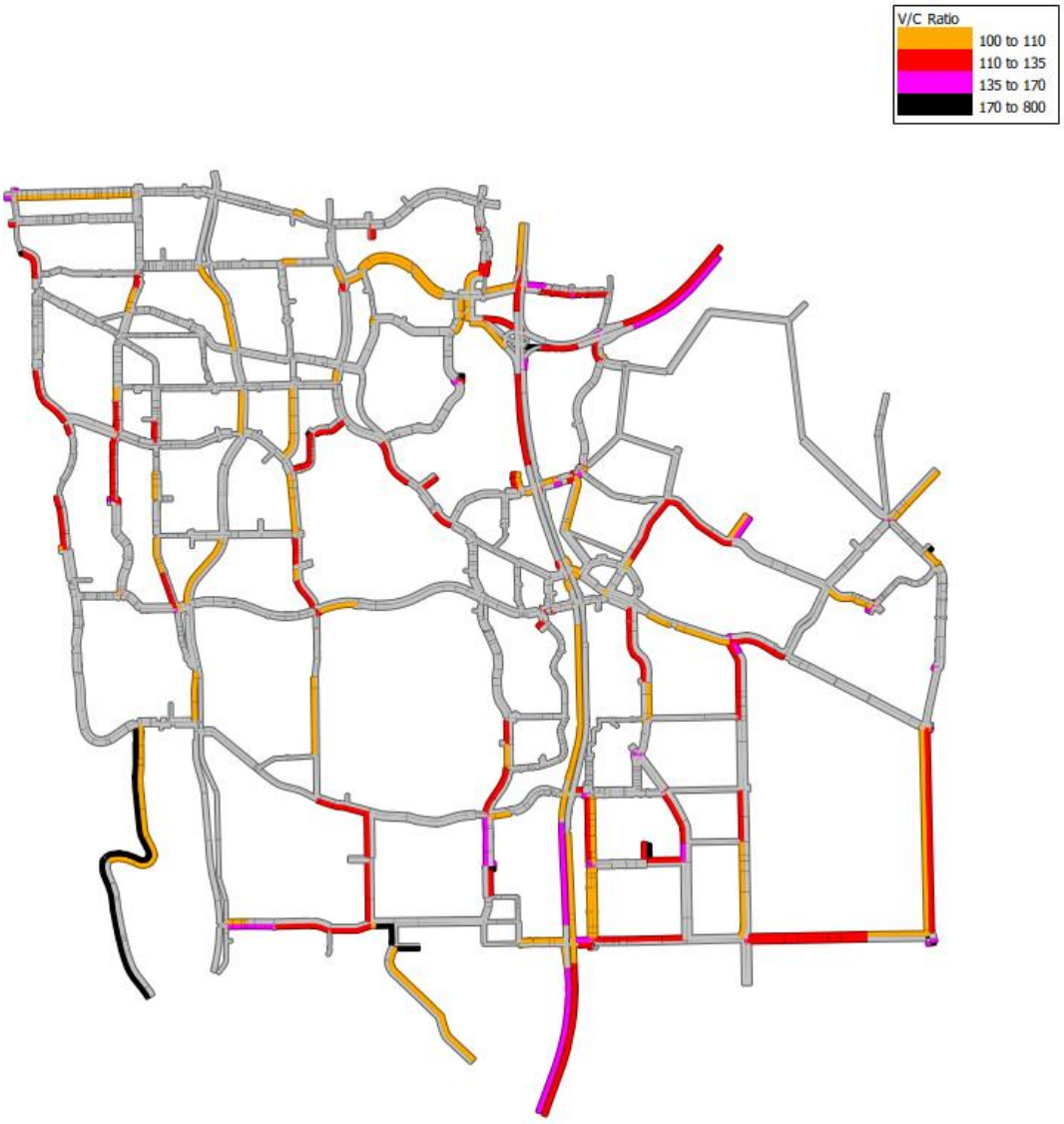


Figure 14: V/C Ratio exceeding 100 in Scenario 1 – AM Peak – 2031

V/C PM Peak Period – Scenario 1:

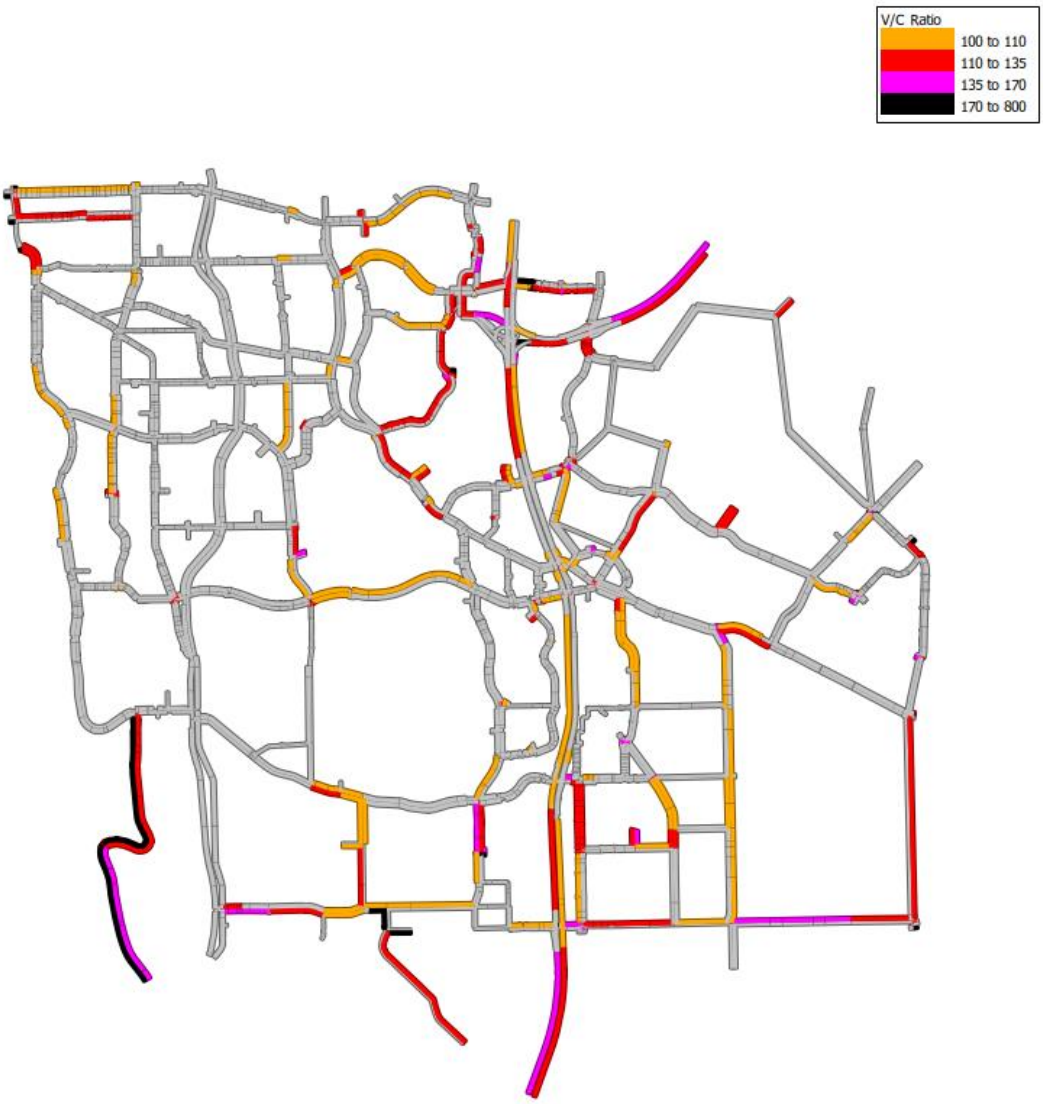


Figure 15: V/C Ratio exceeding 100 in Scenario 1 – PM Peak - 2031

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2041 Results:

V/C AM Peak Period – Scenario 1:

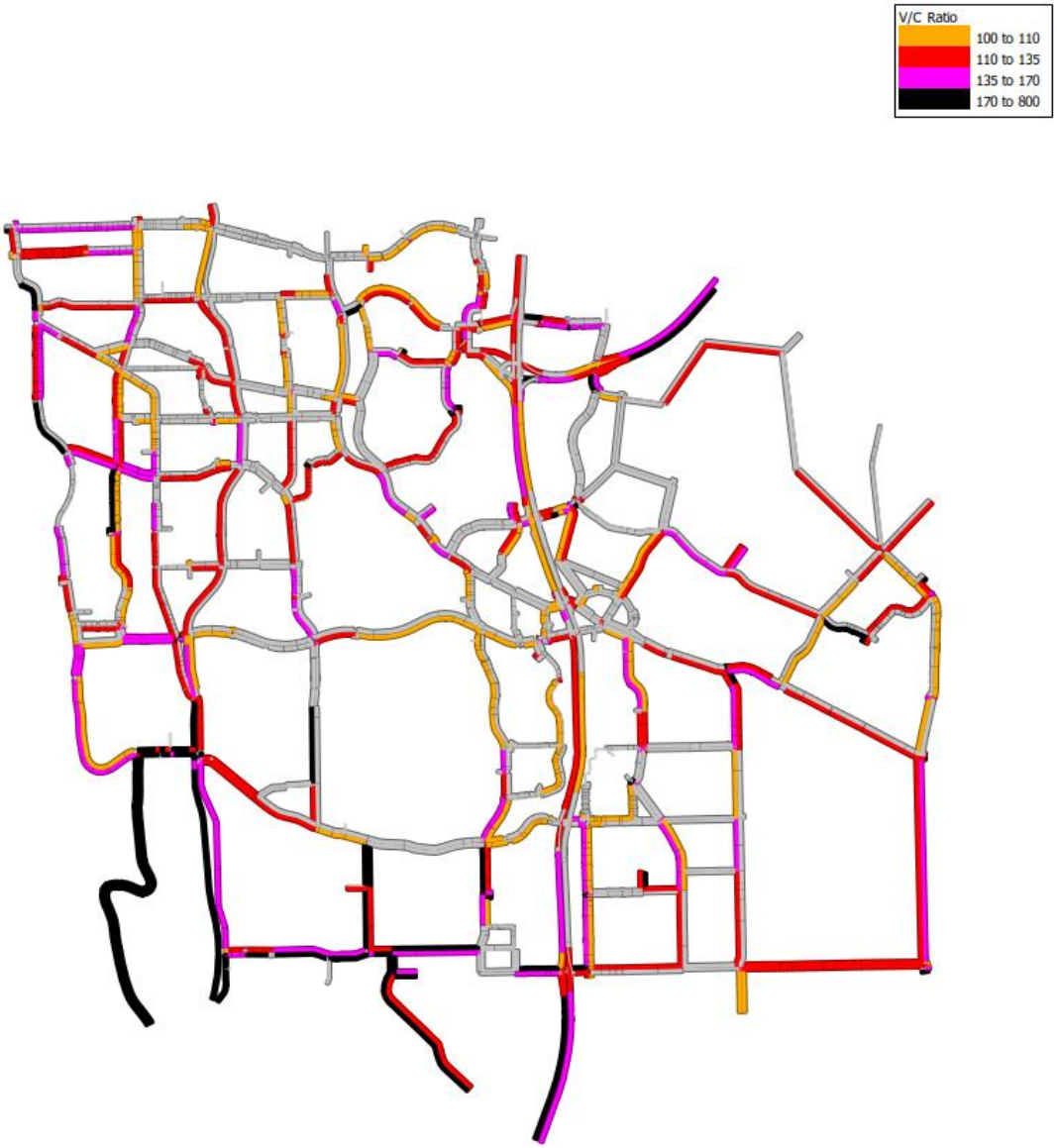


Figure 16: V/C Ratio exceeding 100 in Scenario 1 – AM Peak – 2041

V/C PM Peak Period – Scenario 1:

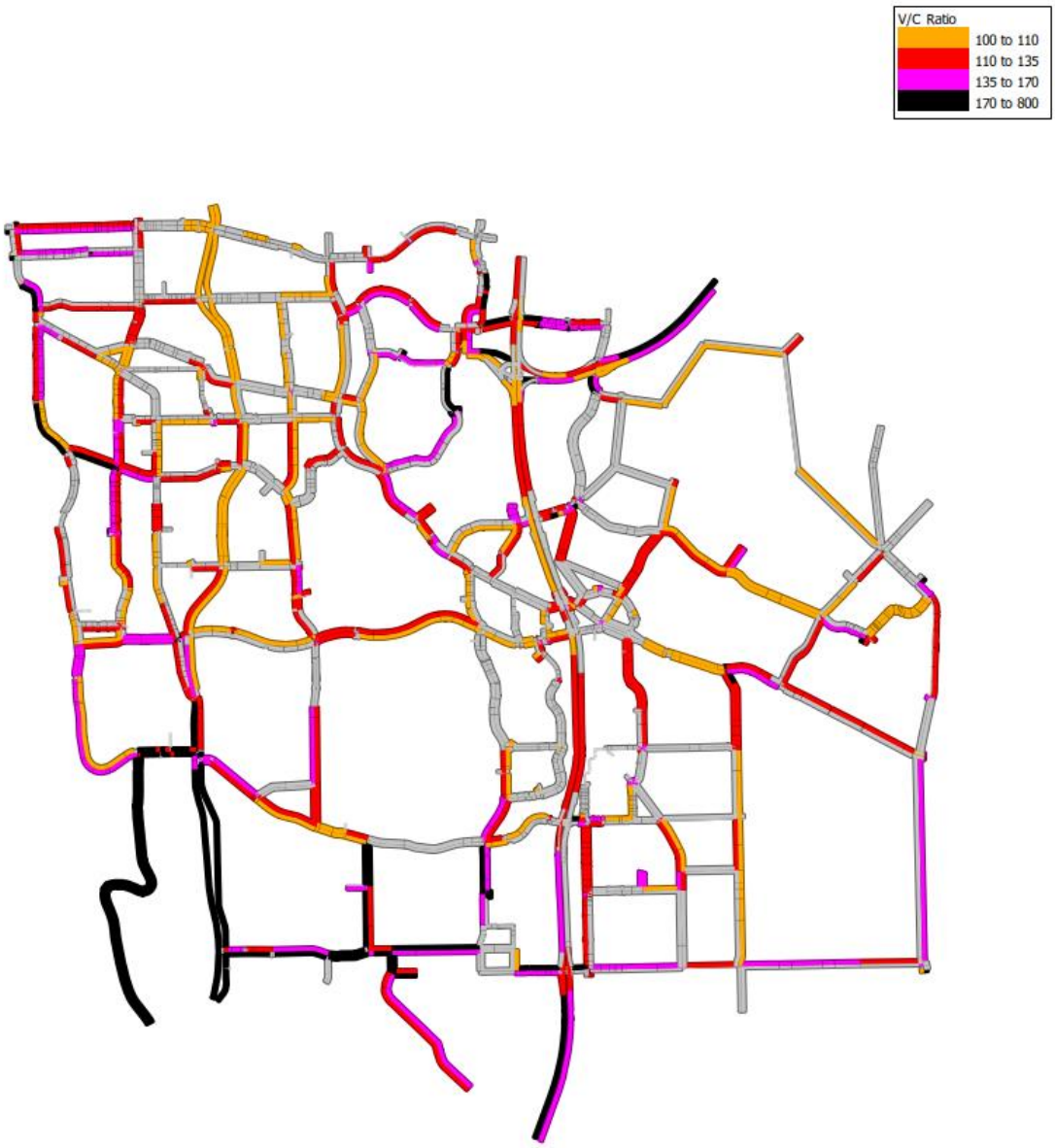


Figure 17: V/C Ratio exceeding 100 in Scenario 1 – PM Peak - 2041

V/C results for Scenario 1 are almost identical to the "Do Something" scenario. There are no major reductions in the V/C ratio in the road network. The benefits from this scenario are marginal when compared to the "Do Something" scenario.

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5.2 Scenario 2 – State Upgrades with Fremantle Port

Scenario 2 was a test to observe the impacts of upgrades undertaken by Main Roads WA in 2031. The upgrades are shown in the figure below.

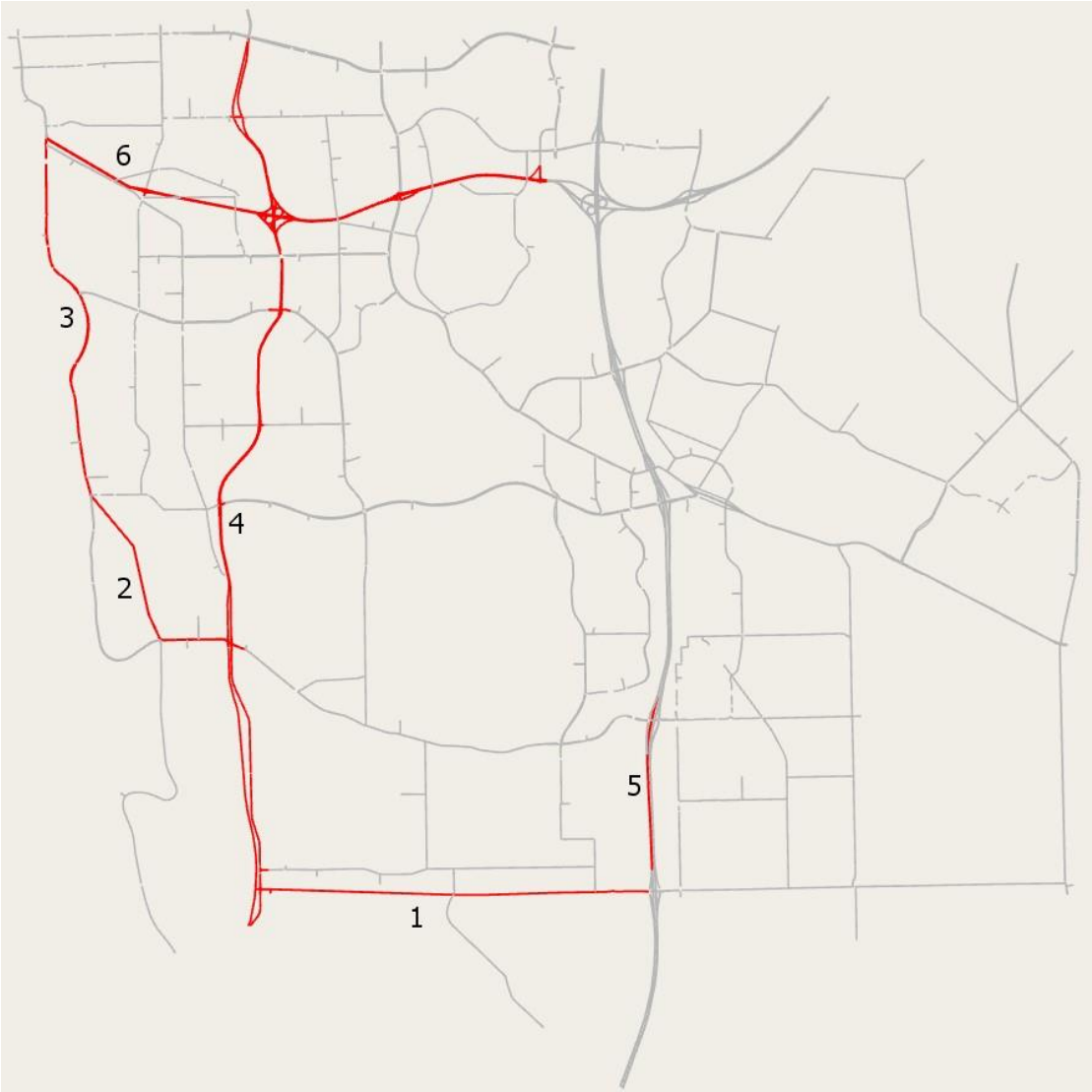


Figure 18: Map showing upgrades in City of Cockburn road network in Scenario 2

The assumed improvements included:

1. Rowley Road West – Provision of divided dual carriageway – between Kwinana Freeway and Rockingham Road - Construct 2 carriageways operating at 80kph
2. Russell Road/Cockburn Road – Rockingham Road to Beeliar Drive extension (future connection) operating as a dual carriageway in both directions at 80km/hr (2031);
3. Cockburn Road to Beeliar Drive extension to Roe Highway – Operating as a Dual Carriageway 70km/hr (2031);
4. Stock Road – Control of access highway upgrade. Divided dual carriageway 100 km/hr (2031);
5. Freeway as noted in Do Something scenario (see Table 3) i.e. Northbound lane addition between Rowley Road and Russell Road; and
6. Roe 9 - Control of access highway upgrade. Divided dual carriageway 100km/hr (2031).

The veh-hrs results in Scenario 2 showed that there were significant travel time savings compared to the "Do Something" scenario. In the 2031 AM and PM Peak periods, there was a saving of 124,271 veh-hrs and 124,006 veh-hrs respectively.

The veh-kms results showed an increase in distance travelled during the AM and PM peak periods for Scenario 2. The Roe Highway extension seemed to contribute to the majority of the increase in distance travelled. Being a high speed route (100 km/hr), road users were more likely to use the route to save travel time for the east west movements. This added distance to some journeys but saved time.

The results for V/C Ratios are shown below:

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2031 Results:

V/C AM Peak Period – Scenario 2:



Figure 19: V/C Ratio exceeding 100 in Scenario 2 – AM Peak – 2031

V/C PM Peak Period – Scenario 2:

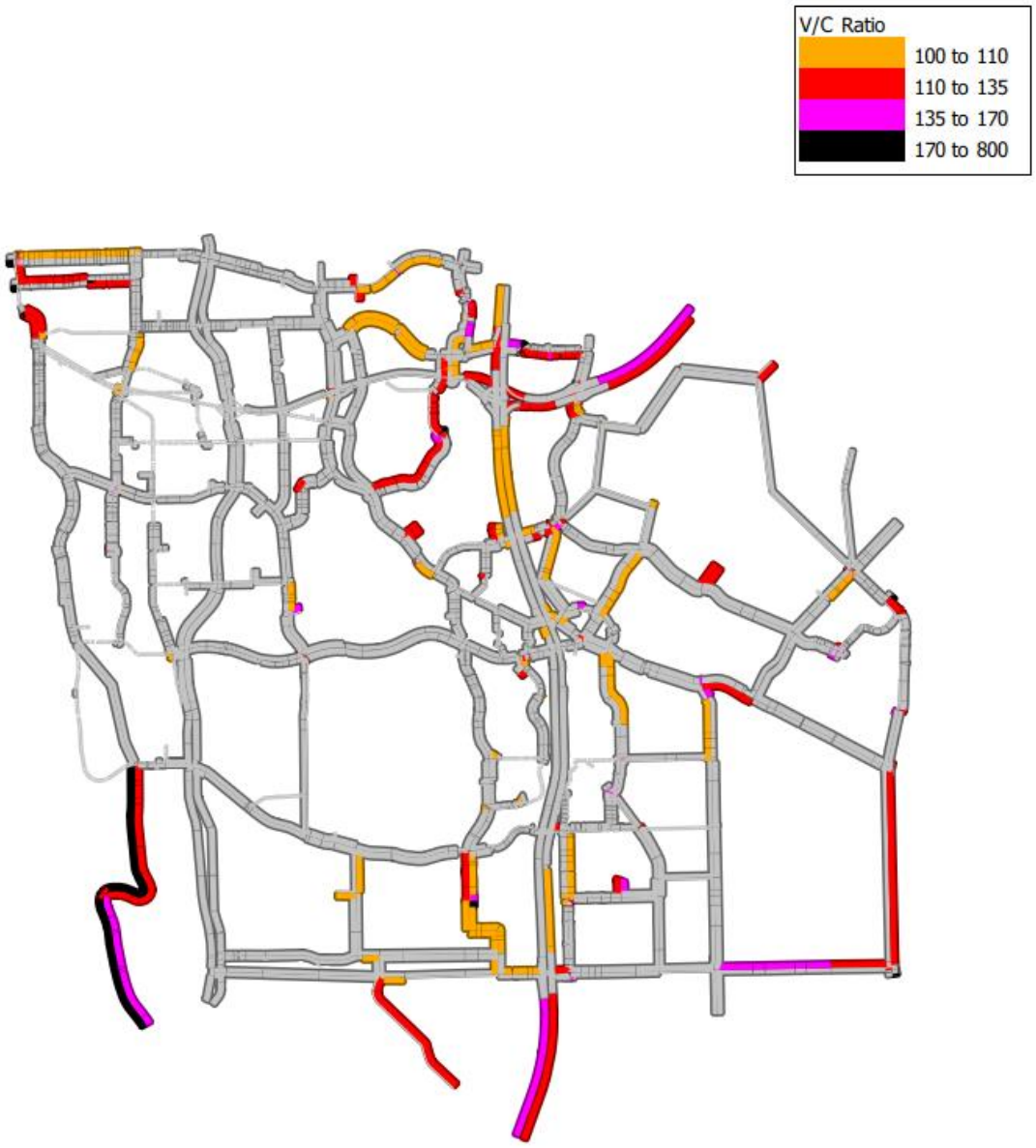


Figure 20: V/C Ratio exceeding 100 in Scenario 2 – PM Peak – 2031

The V/C ratios for the 2031 AM and PM peak periods show that the upgrades in Scenario 2 improved the network performance compared to the "Do Something" results. The benefits were concentrated on the western sections of the network with some noticeable improvements visible in the southern end of the network close to the freeway.

2041 Results:

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V/C AM Peak Period – Scenario 2:

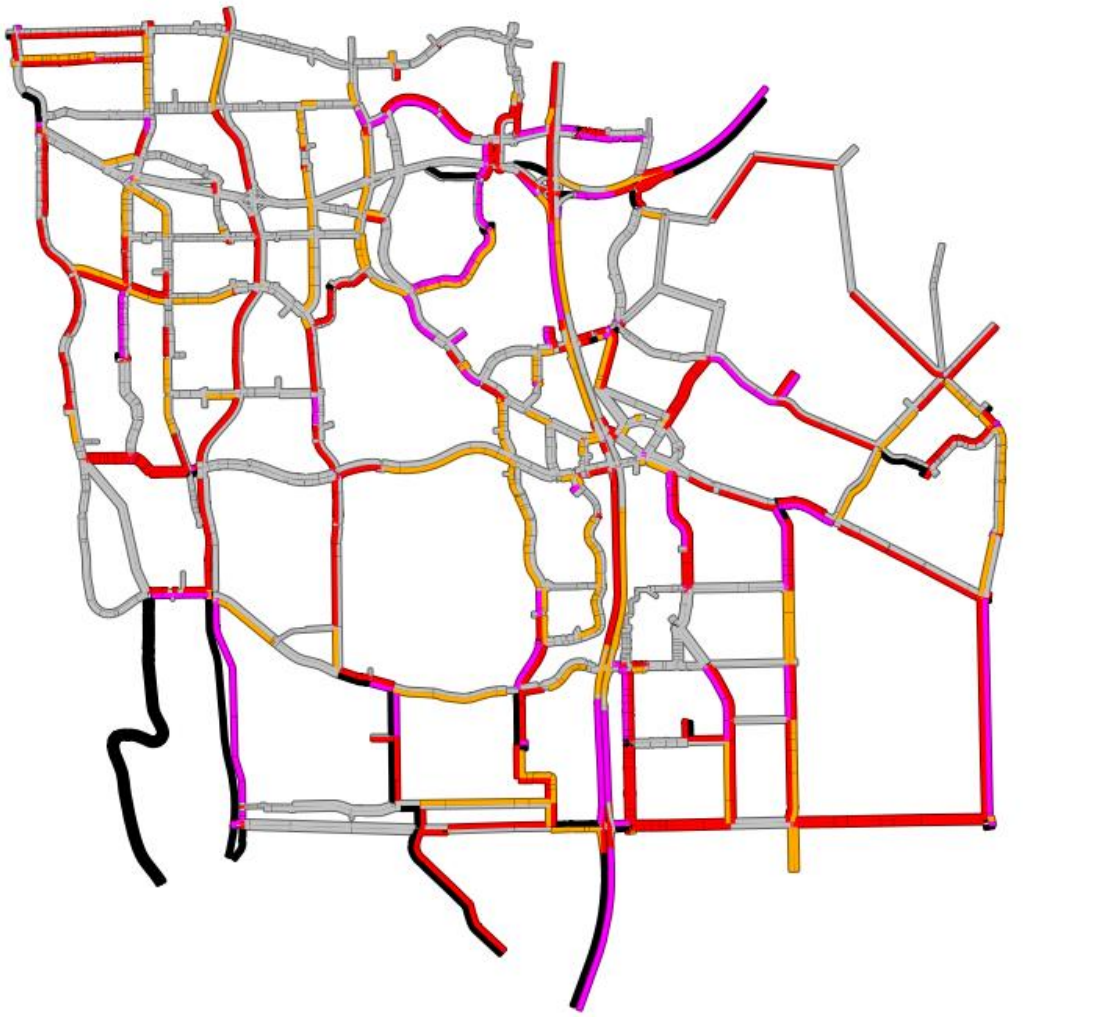


Figure 21: V/C Ratio exceeding 100 in Scenario 2 – AM Peak – 2041

V/C PM Peak Period – Scenario 2:

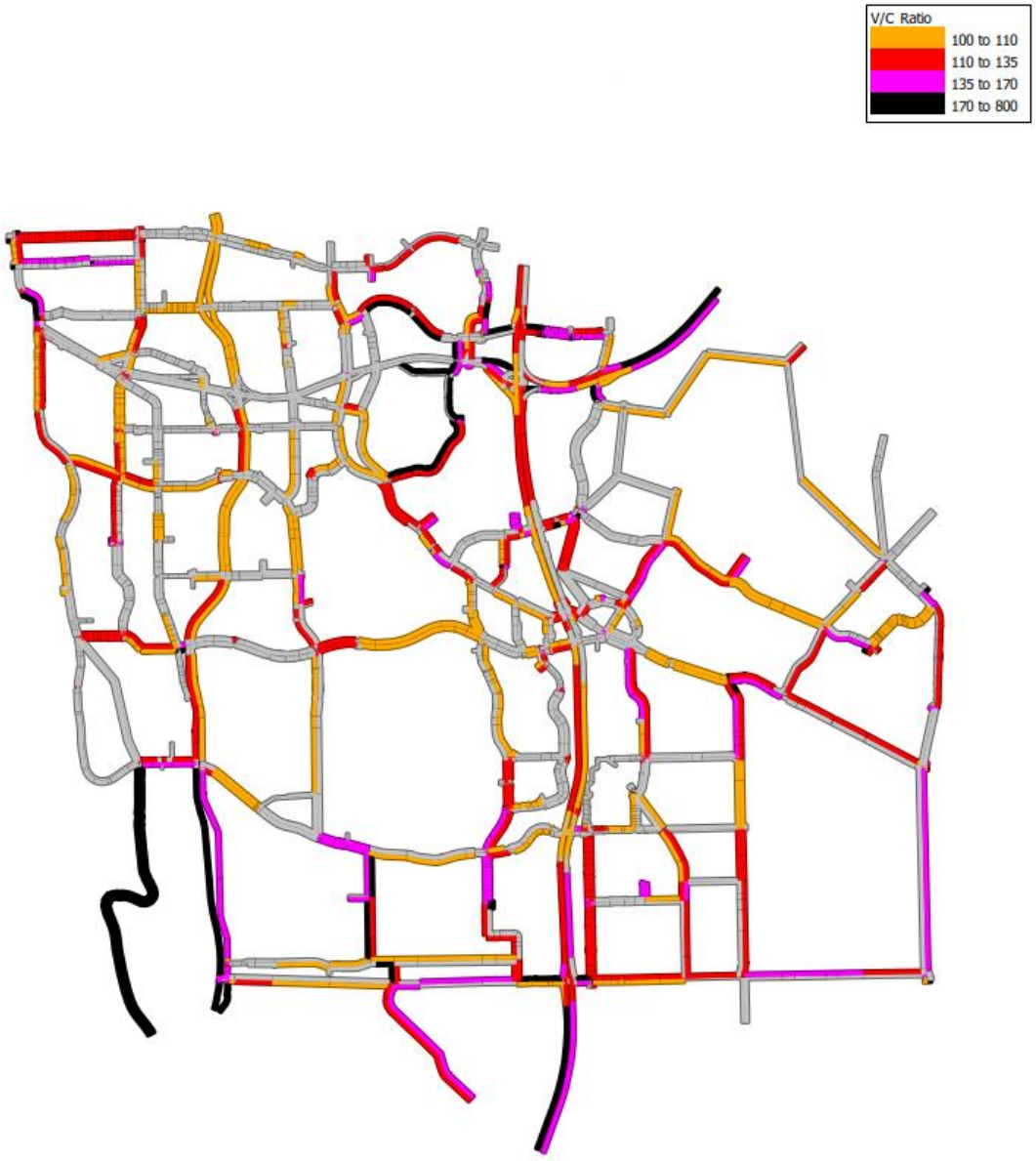


Figure 22: V/C Ratio exceeding 100 in Scenario 2 – PM Peak – 2041

V/C ratio results for 2041 showed similar improvements to 2031 with the north-west section showing most of the improvement.

The results for the Veh-Hrs in Scenario 2 showed that there was significant travel time savings compared to the "Do Something" scenario. In the 2041 AM and PM Peak periods, veh-hrs reduced by 560,317 veh-hrs and 715,983 veh-hrs respectively.

Veh-kms across the network increased during the AM and PM peak periods for Scenario 2 due to improved East-West accessibility provided by the Roe Highway.

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5.3 Scenario 3 – State upgrades with Westport

This scenario was tested with the base year 2021 road network. In this scenario, the upgrades highlighted below were assumed to be undertaken by Main Roads in 2031. Figure 23 below shows the planned upgrades in this scenario.



Figure 23: Map showing the 2031 City of Cockburn road network in Scenario 3

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The following upgrades were assumed in this scenario:

1. Rowley Road West – Provision of divided dual carriageway – between Kwinana Freeway and Rockingham Road - Construct 2 carriageways operating at 80kph
2. Russell Road/Cockburn Road – Rockingham Road to Beeliar extension (future connection) as divided dual carriageway, 80km/hr (2031);
3. Cockburn Road – dual carriageway from Beeliar Drive extension to South Street – dual carriageway 70km/hr (2031);
4. Stock Road – Controlled access highway upgrade with 3 lanes each direction at 100km/hr (2031);
5. Kwinana Freeway widening (2031) i.e. additional lane both directions between Anketell Road and Russell Road;
6. Cockburn Road (South), upgrade to dual carriageway 70 kph (2031);
7. Rowley Road East - divided dual carriageway 80 kph between Kwinana Freeway and Tonkin Highway (2041);
8. Nicholson Road upgrade to dual carriageway 80 kph and Liddelow Road speed reduction to 60 kph; and
9. Russell Road – Henderson Road to Rockingham Road – dual carriageway.

The V/C ratio results from the assumed upgrades are shown below:

2031 Results:

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V/C AM Peak Period – Scenario 3:

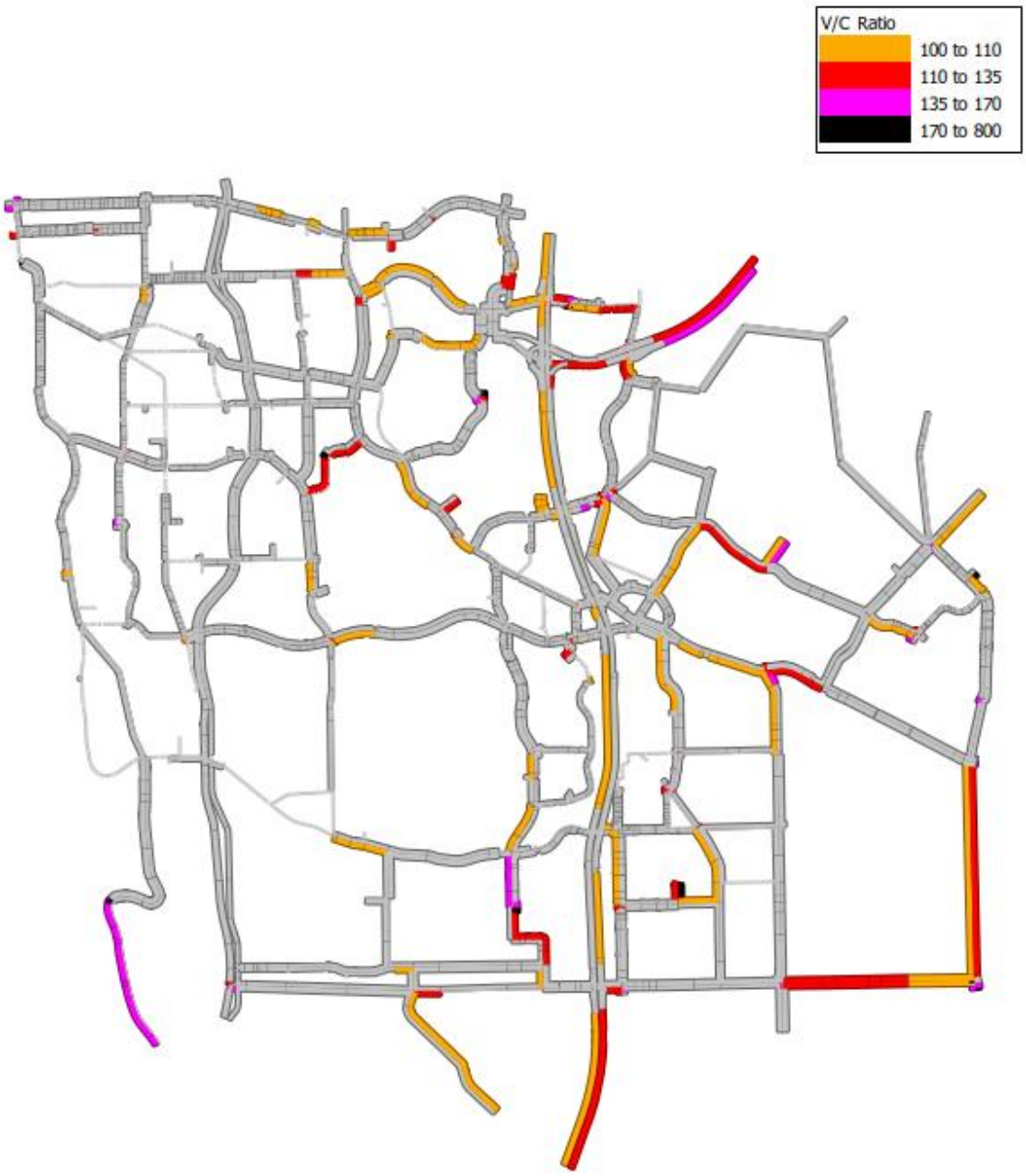


Figure 24: V/C Ratio exceeding 100 in Scenario 3 – AM Peak – 2031

V/C PM Peak Period – Scenario 3:

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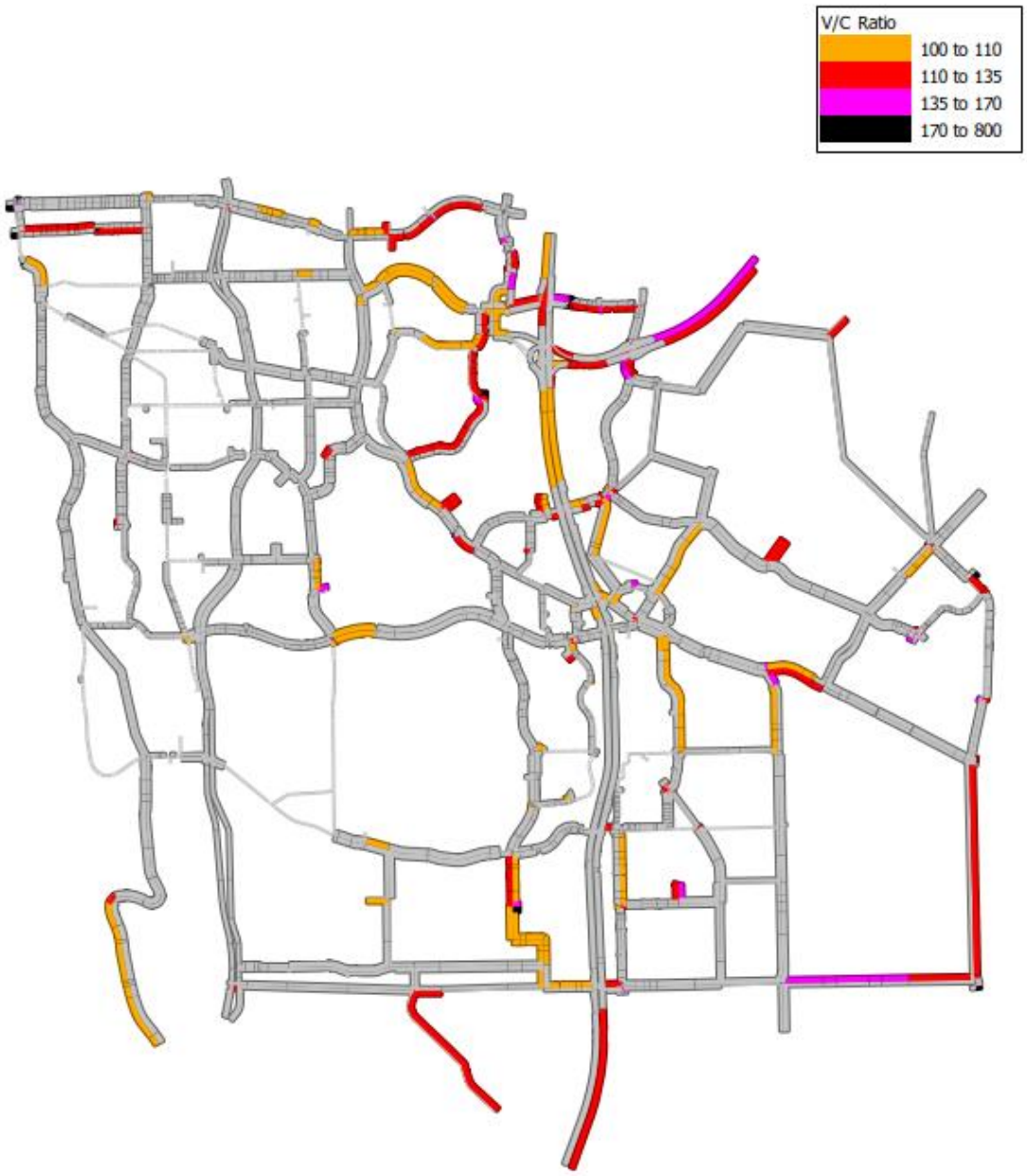


Figure 25: V/C Ratio exceeding 100 in Scenario 3 – PM Peak – 2031

The V/C Ratio plots for 2031 (AM and PM peak periods) show a significant improvement compared to the "Do Something" scenario. The Cockburn Road and Rowley Road east upgrades have reduced congestion levels on the surrounding roads and most sections west of Kwinana Freeway.

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2041 Results:

V/C AM Peak Period – Scenario 3:

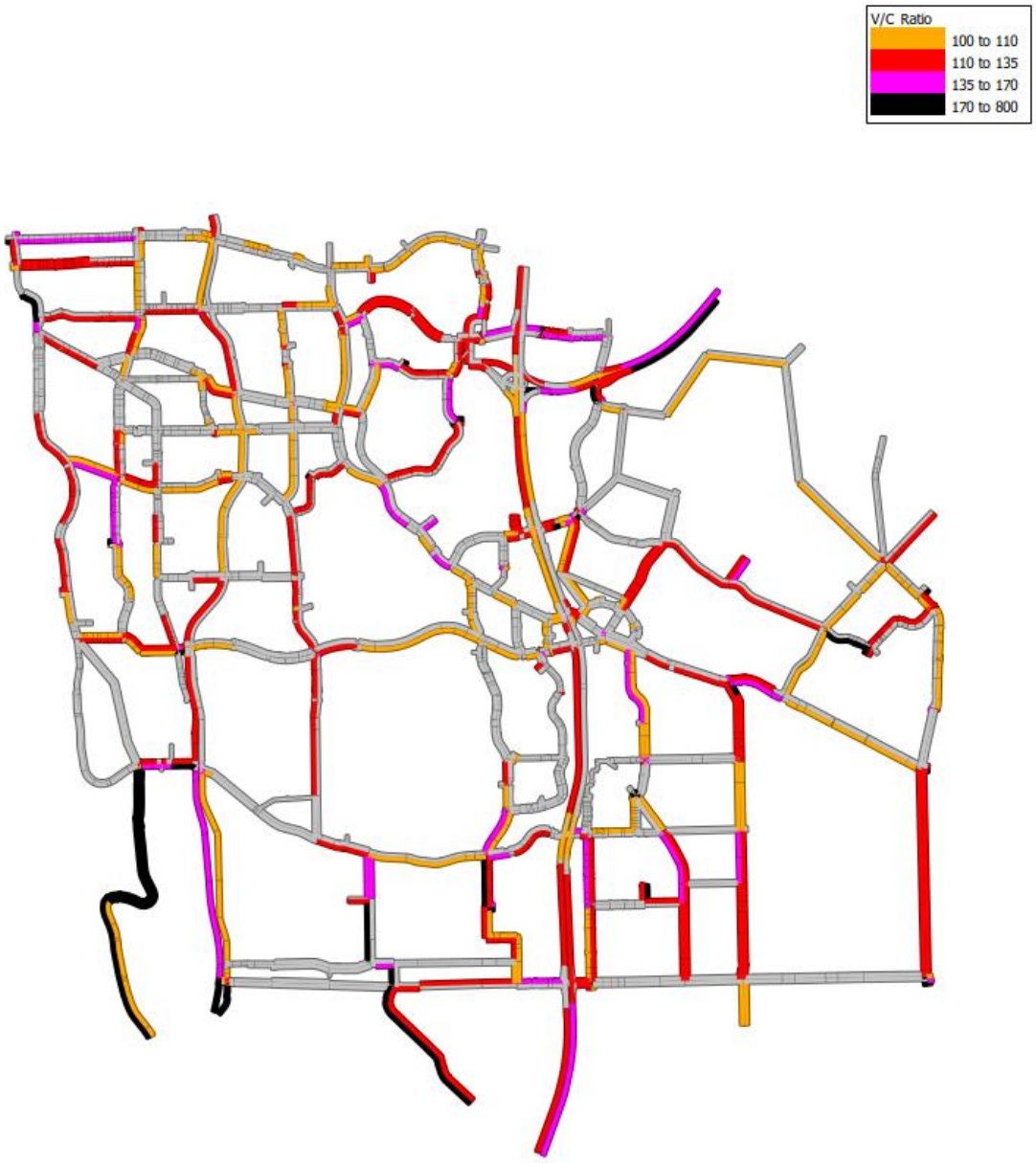


Figure 26: V/C Ratio exceeding 100 in Scenario 3 – AM Peak – 2041

V/C PM Peak Period – Scenario 3:

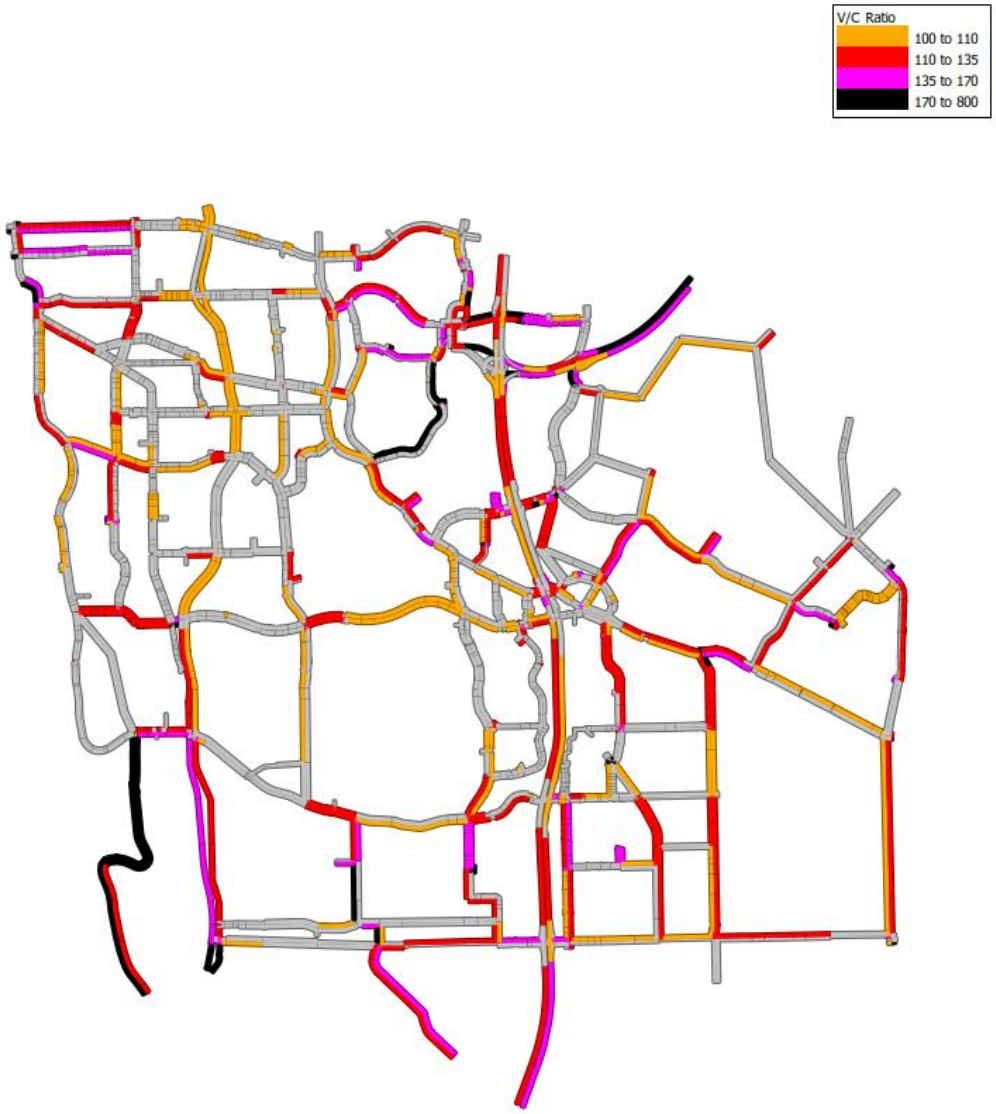


Figure 27: V/C Ratio exceeding 100 in Scenario 3 – PM Peak – 2041

The scenario 3 results show a further reduction in veh-hrs during the AM and PM peak periods. When the "Do Something" scenario is compared with Scenario 3, the veh-hrs fall by nearly 50% which indicates a significant reduction in congestion. Given that Scenario 3 includes most of Scenario 2 (except for Roe Highway), the addition of the Cockburn Road South upgrade, the Rowley Road east upgrades and the added capacity on Stock Road have been the primary reasons for the improvements. Roe Highway removal from the previous scenario resulted in increased congestion on parallel roads and to the northern sections of the network.

Similar to the 2031 results, the V/C Ratio plots for the 2041 AM and PM peak periods show similar improvements when compared to the "Do Something" results. The veh-hrs results in Scenario 3 (2041) show a significant reduction (i.e. approximately 1.85m and 2m vehicle-hours for AM and PM peak periods respectively).

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5.4 Scenario 4 – Combination of City and State Upgrades with Westport

Scenario 4 includes a combination of upgrades featured in Scenarios 1 + 3. The upgrades in this scenario are:

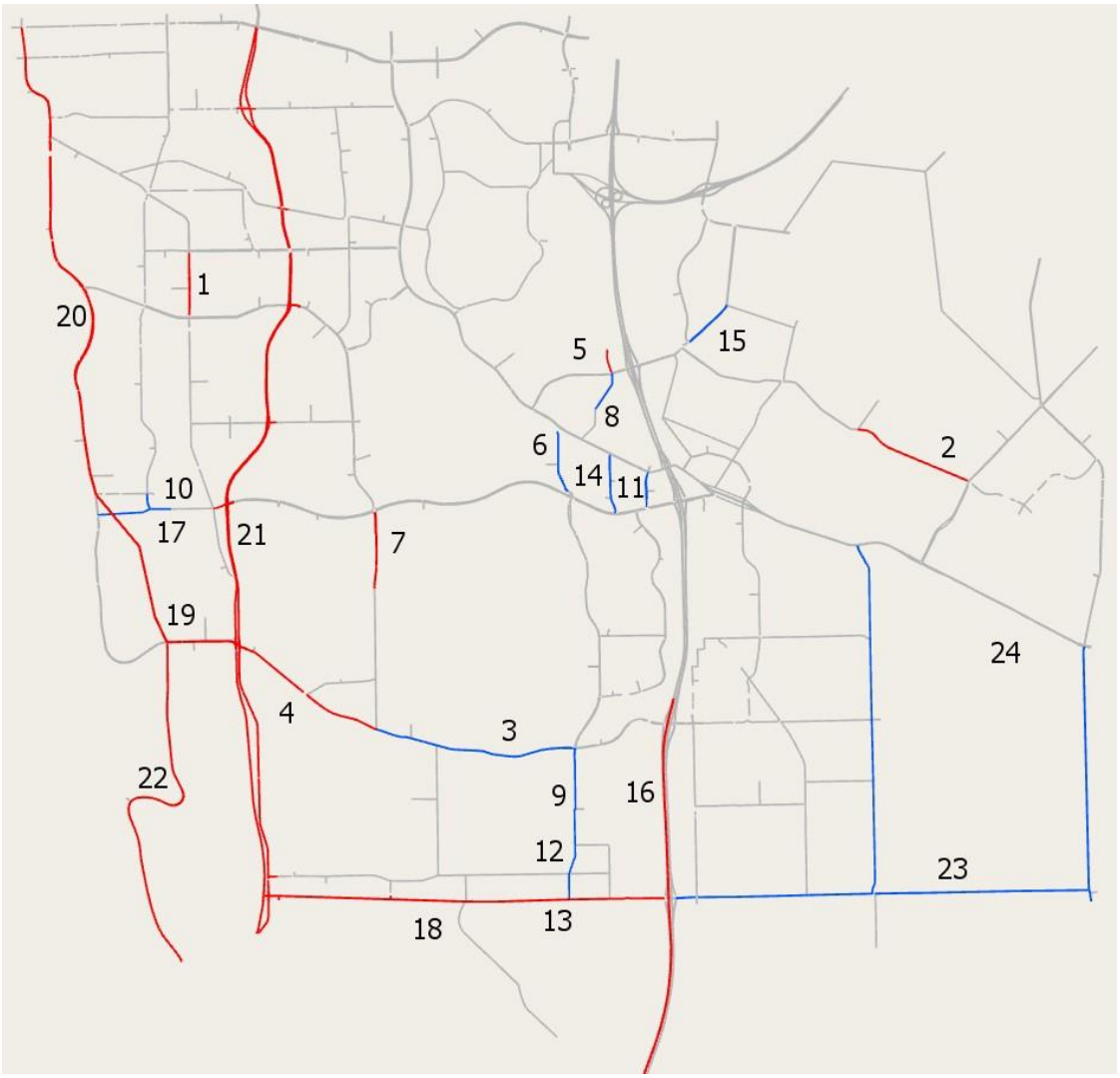


Figure 28: Map showing the 2041 City of Cockburn road network in Scenario 4

The changes to the network are listed in Table 8 as shown below:

Table 8: Scenario 4 – Assumptions

Upgrade number	Road	Type of upgrade	Year of upgrade
1	Rockingham Road – Phoenix Road to Spearwood Avenue reconstruction	reduce to 1 lane each way	2031
2	Jandakot Road Upgrade - Skotsch Road to Warton Road	Additional lane	2031
3	Russell Road Upgrade - Hammond Road to Rockingham Road - Stage 1 - Hammond Road to Henderson Road	Additional lane	2041
4	Russell Road – Henderson Road to Rockingham Road - Stage 2	Additional lane	2041
5	Elderberry Drive Realignment - Jindabyne Heights to Berrigan Drive to connect to Ngort Drive	Jindabyne Heights to Berrigan Drive to connect to Ngort Drive	2031
6	Hammond Road Upgrade - Beeliar Drive to North Lake Road	Additional lane	2041
7	Spearwood Avenue Upgrade - Beeliar Drive to Fancote Avenue	Additional lane	2031
8	Ngort Drive Upgrade & Extension	Extension - North Lake Road to Berrigan Drive	2041
9	Hammond Road Upgrade & Extension - Gaebler Road to Rowley Road - Stage 1 -	construct 1 carriageway in both directions i.e. NB and SB	2031
10	Mayor Road Downgrade / Removal	Removal from Apium Mews to Atwell Close	2041
11	Midgegooroo Avenue Downgrade	Beeliar Drive to North Lake Road reduce to 2 lanes	2041
12	Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 2 -	Link extension from Frankland Avenue to Wattleup Road	2031
13	Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 3	Link extension from Wattleup Road to Rowley Road	2031
14	Poletti Road Upgrade - Beeliar Drive to North Lake Road	Additional lane	2041
15	Pilatus Street Upgrade - Berrigan Drive to Jandakot Airport boundary	Additional lane	2041
16	Kwinana Freeway widening i.e. between Anketell Road and Russell Road	Additional lane in both NB and SB direction	2031
17	Beeliar Drive extension	Link extension from west of Stock Road up to Cockburn Road	2041
18	Rowley Road west between Kwinana Freeway to Rockingham Road	Construct 2 carriageways operating at 80kph	2031
19	Russell Road / Cockburn Road from Rockingham Road to Beeliar Drive extension	Construct 2 carriageways	2031
20	Cockburn Road from Beeliar Drive to South Street	Additional lane	2031
21	Stock Road upgrade – South Street to Rowley Road	3 lanes each direction with 100 kph	2031
22	Cockburn Road south	Additional lane	2031
23	Rowley Road East upgrade	Divided dual carriageway 70 kph	2041
24	Nicholson Road upgrade and Liddelow Road downgrade	Upgrade Nicholson Road to dual carriageway 80 kph and reduce speed limit along Liddelow Road to 60 kph	2041

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Results 2031:

V/C AM Peak Period – Scenario 4:

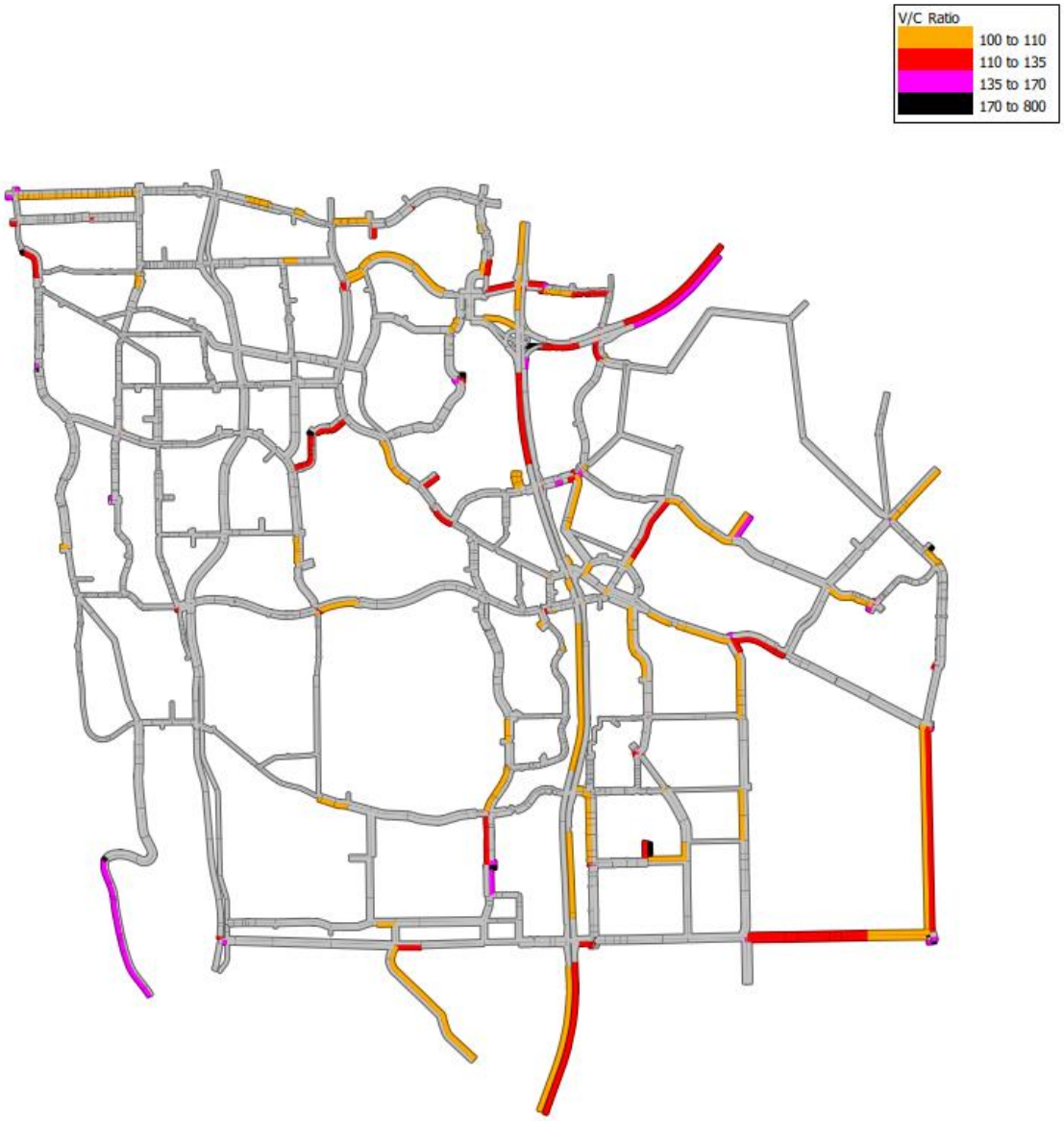


Figure 29: V/C Ratio exceeding 100 in Scenario 4 – AM Peak – 2031

V/C PM Peak Period – Scenario 4:

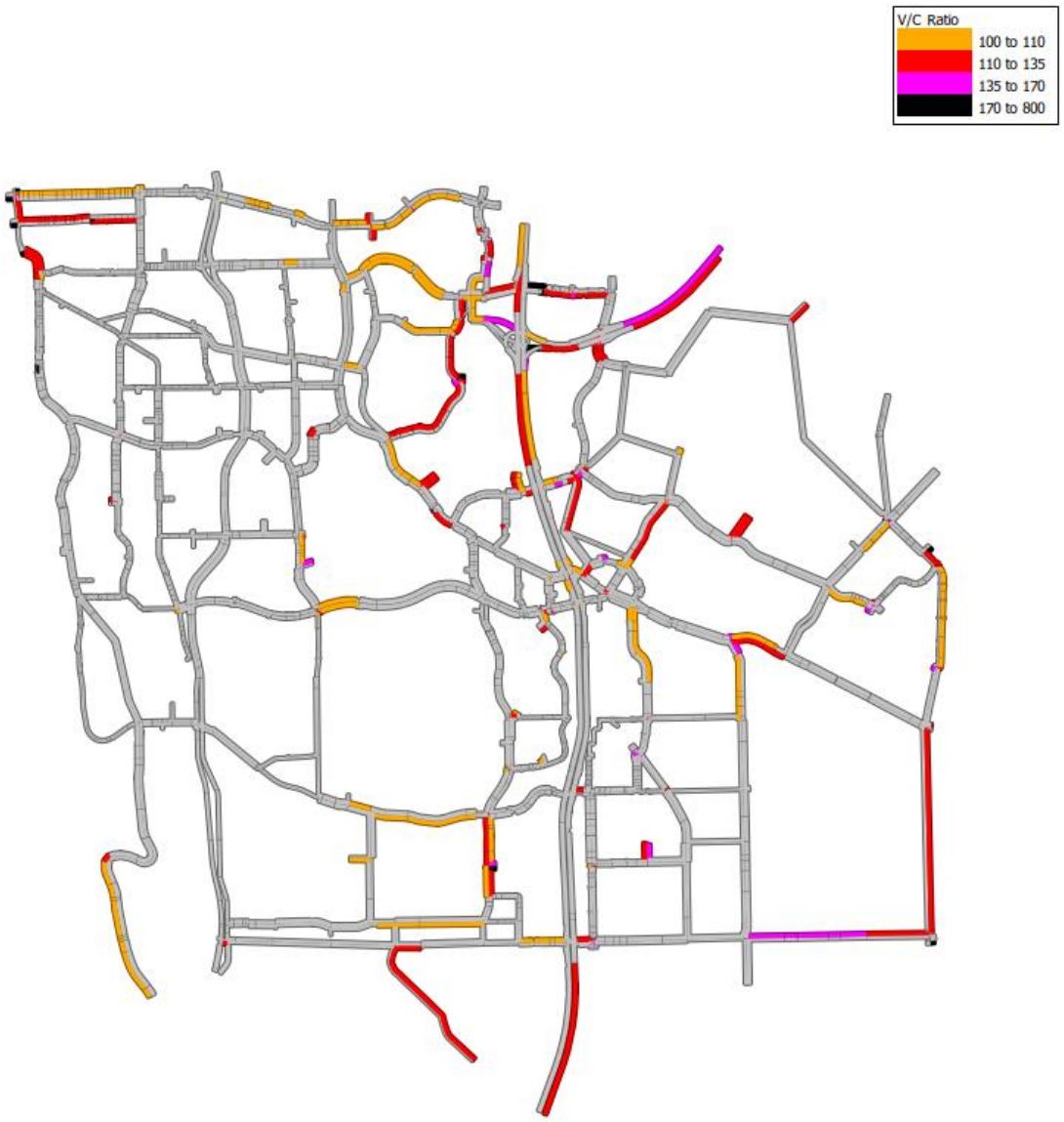


Figure 30: V/C Ratio exceeding 100 in Scenario 4 – PM Peak – 2031

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Results 2041:

V/C AM Peak Period – Scenario 4:

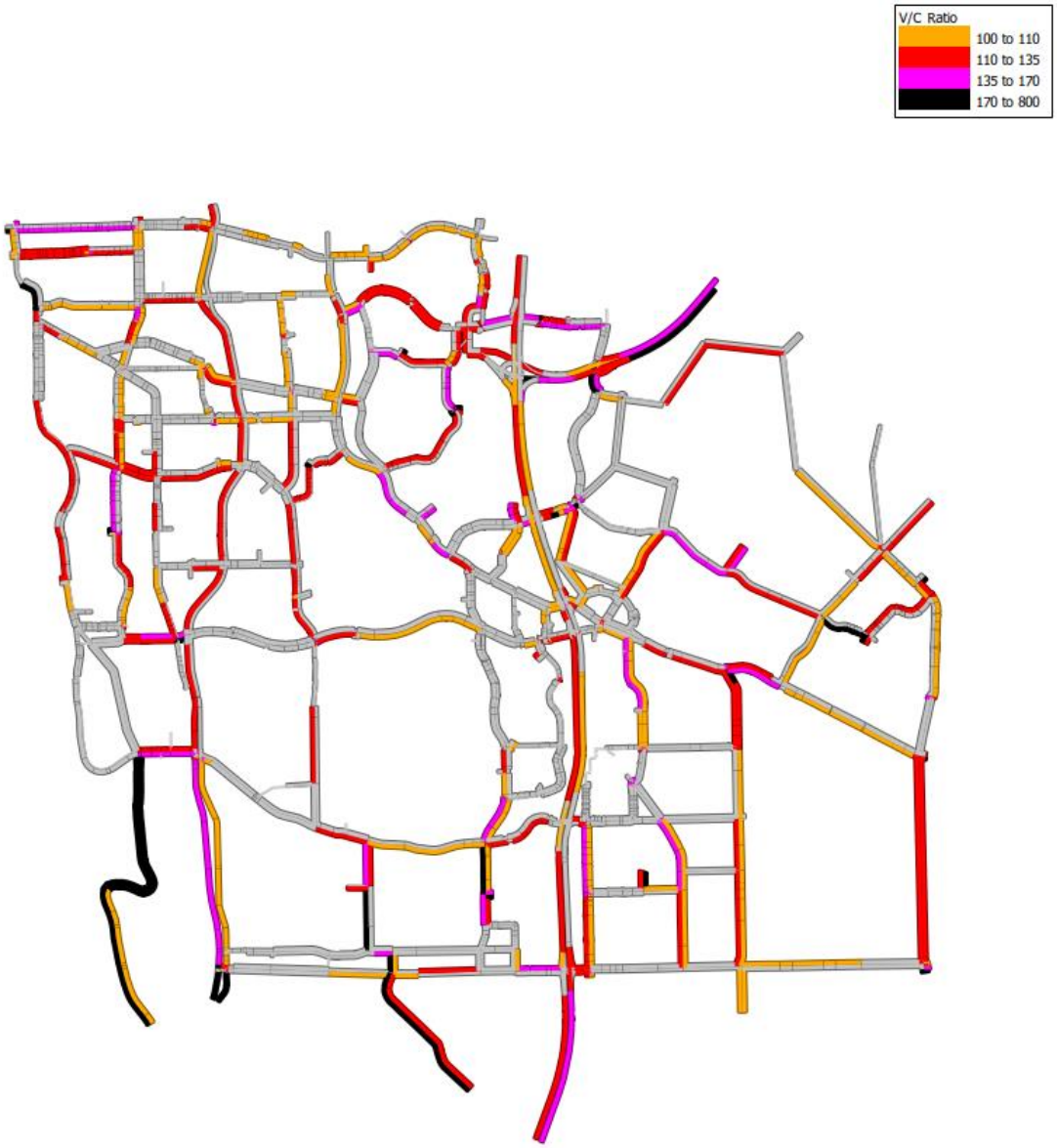


Figure 31: V/C Ratio exceeding 100 in Scenario 4 – AM Peak – 2041

V/C PM Peak Period – Scenario 4:

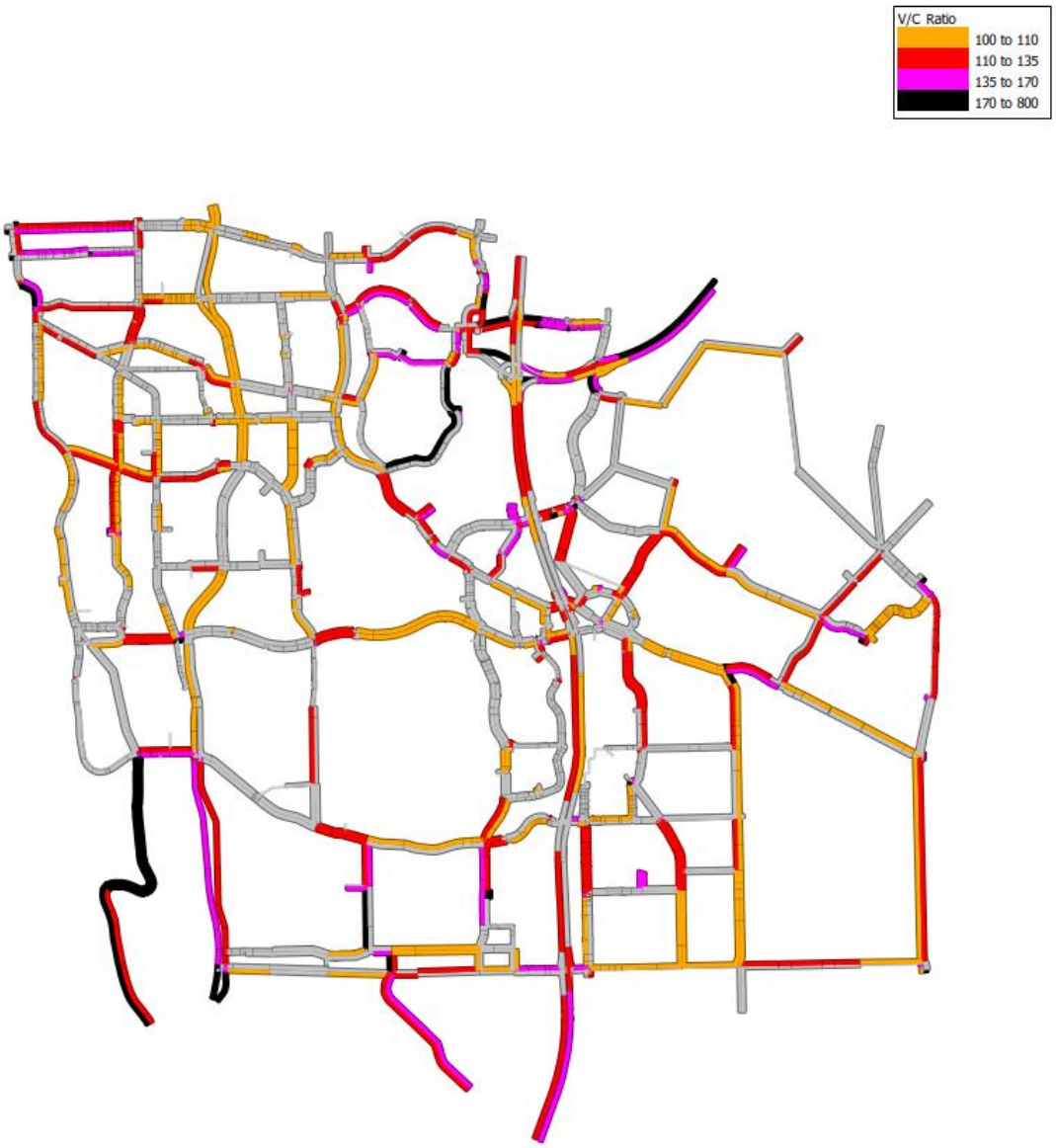


Figure 32: V/C Ratio exceeding 100 in Scenario 4 – PM Peak – 2041

Scenario 4 includes the improvements in Scenarios 1 & 3. When comparing the results of Scenario 4 against Scenario 3, there have been minimal changes to veh-hrs and veh-kms. There was, however, an increase of 6,972 veh-hrs and 26,505 veh-hrs for the 2031 AM and PM peak periods. In 2041, there was a reduction in veh-hrs by about 50,000 in both peak period when compared to Scenario 3. Therefore, the benefits of Scenario 4 are seen largely in 2041.

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5.5 Scenario 5 – Mode Share Shift – Active Transport + Public Transport

Scenario 5 represents an alternative to all the previous scenarios as it does not focus on planned road upgrades for capacity increase. It rather focuses on improving and investing on infrastructure for sustainable modes of transport i.e. walking, cycling and public transport usage. Scenario 5 considers the impact of mode change throughout the entirety of the City of Cockburn area, and specifically a 1% (in 2031) and 2% (in 2041) reduction in car vehicle mode choice towards choices of sustainable transport modes such as public transport and walking. It is considered that such a global mode share change could be achieved through a range of measures consisting of:

- General improvements to public transport services such as increased bus frequencies and improved travel times (such as can be achieved via bus priority measures); whilst the City of Cockburn has a dispersed bus network, frequencies on some routes are significantly low which is unattractive for those considering using public transport – these improvements are within the jurisdiction of the PTA;
- Improved network connectivity and safety for cyclists and pedestrians. In particular, infrastructure improvements to safe crossing points at intersections and mid-block, as well as segregated paths for cyclists and pedestrians such as PSPs along major road corridors can result in people being more willing to choose this as an option. Another key improvement to the attractiveness of these model area mode share impact particularly for pedestrians is the provision of shade. Major paths are within the jurisdiction of DoT and Main Roads WA.
- Travel Behaviour Change programmes (Your Move) – a travel behaviour programme either at individual activity groups such as Schools or offices that actively seek to inform and persuade people to consider change in primary travel mode from private vehicle to more sustainable modes.

In general, each of the above are significantly influenced by investment and organization by the Transport Portfolio as such the City should continue to lobby the State Government to these considerations.

Results for this scenario suggest that this would have a major role in the reduction of vehicle hours travelled and thereby provide relief in some congestion hotspots.

The V/C ratio diagrams for this scenario are shown in the figures below:

2031 Results:

V/C AM Peak Period – Scenario 5:

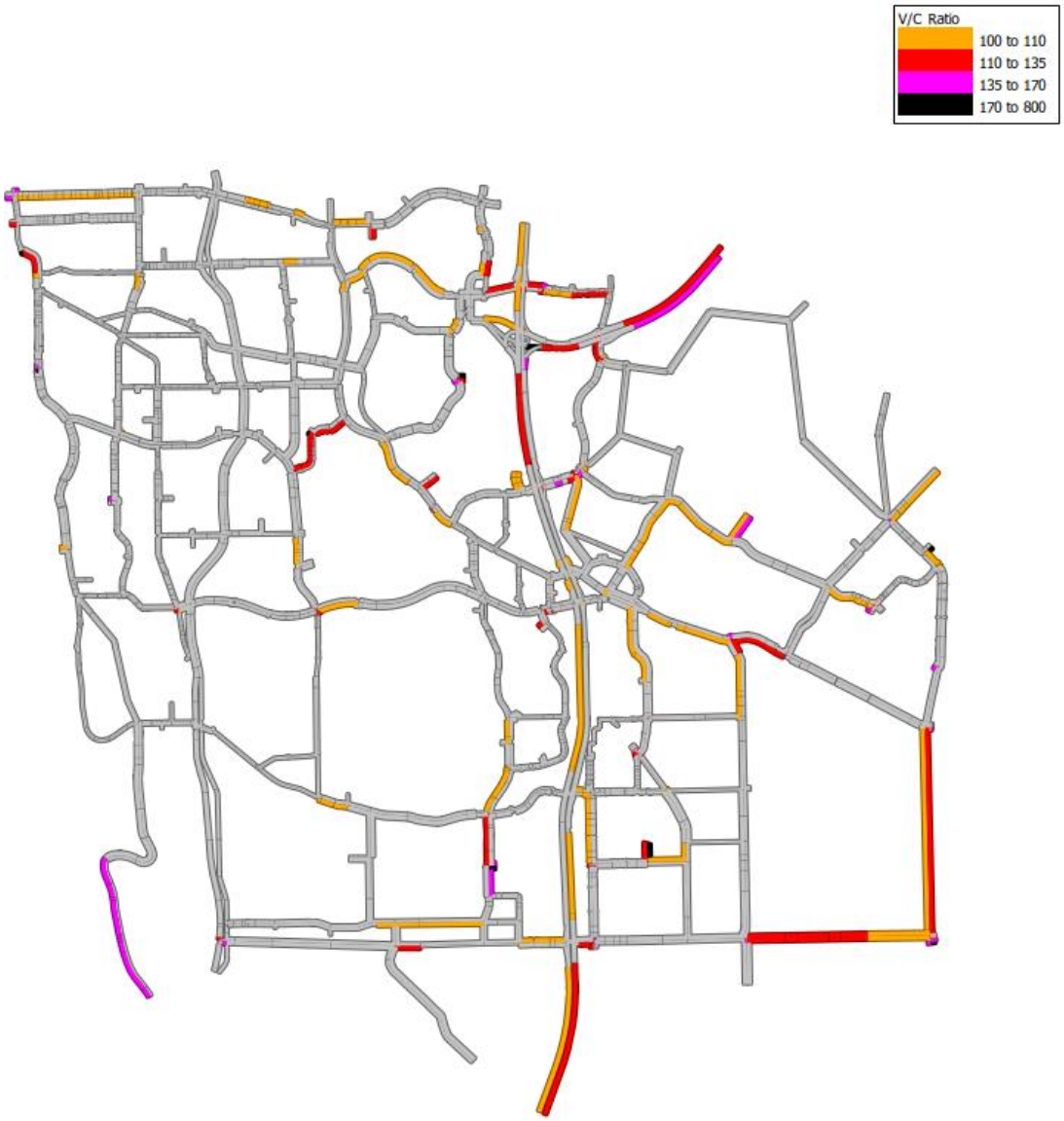


Figure 33: V/C Ratio exceeding 100 in Scenario 5 – AM Peak – 2031

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V/C PM Peak Period – Scenario 5:

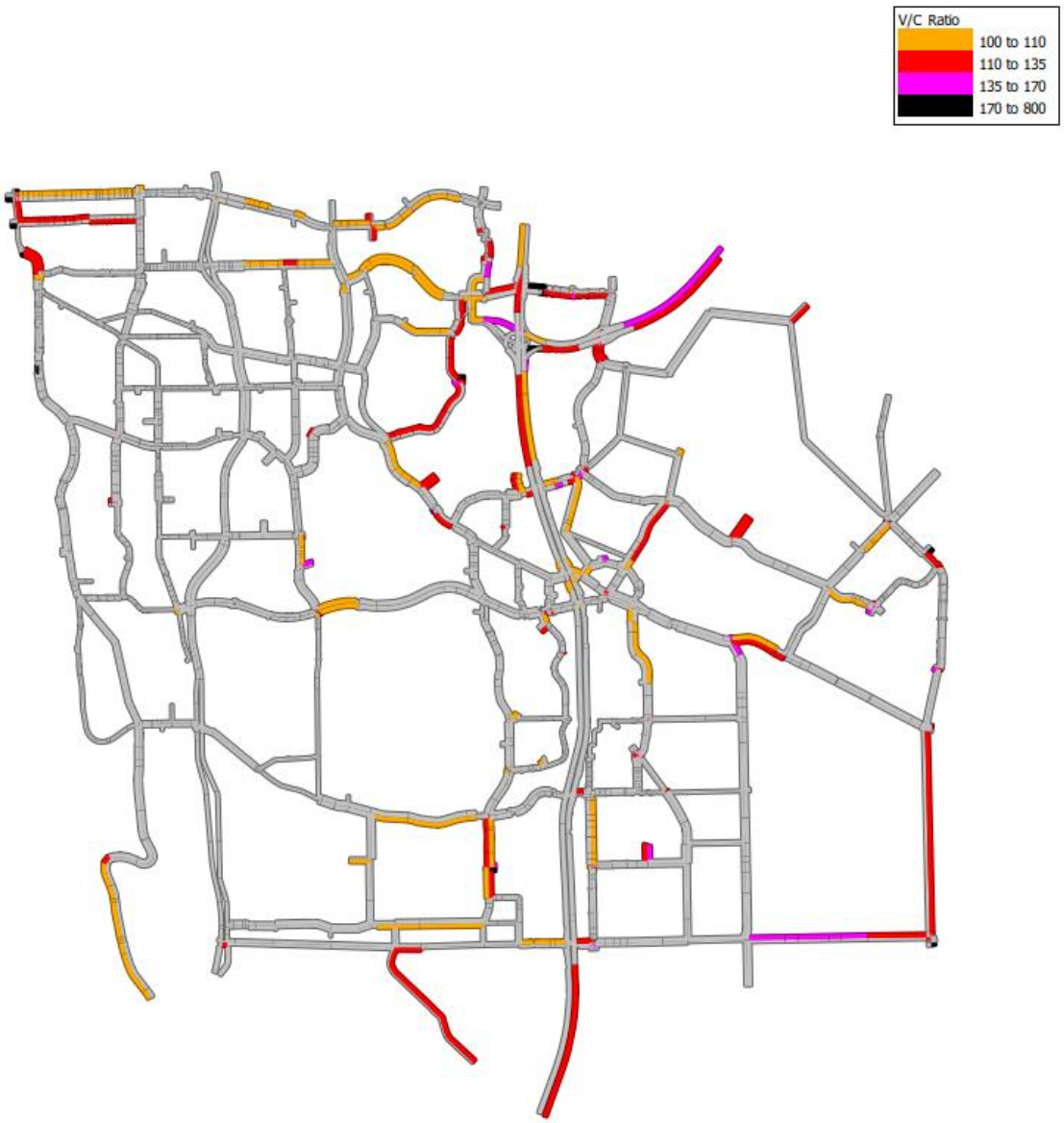


Figure 34: V/C Ratio exceeding 100 in Scenario 5 – PM Peak – 2031

2041 Results:

V/C AM Peak Period – Scenario 5:

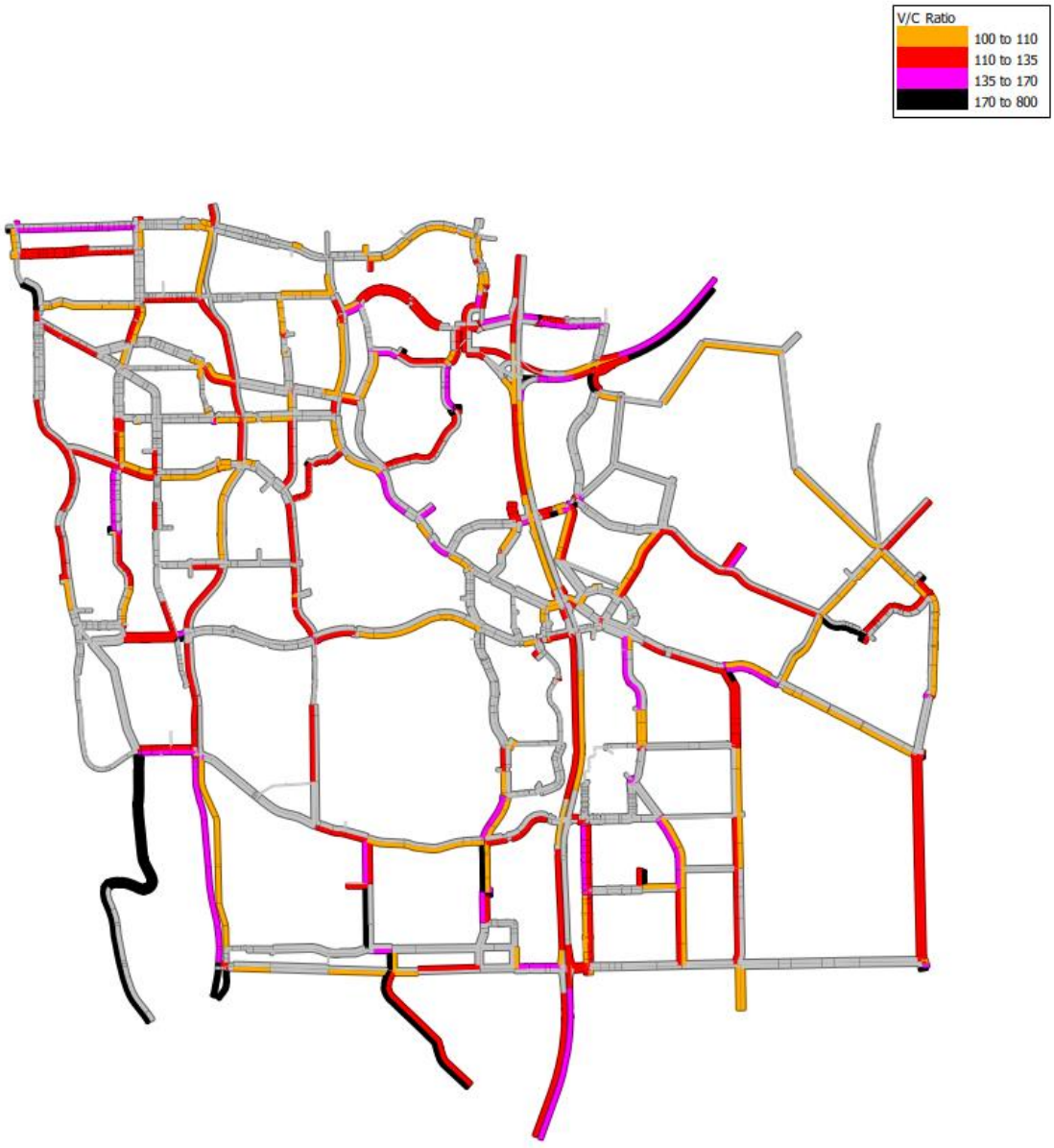


Figure 35: V/C Ratio exceeding 100 in Scenario 5 – AM Peak – 2041

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V/C PM Peak Period – Scenario 5:

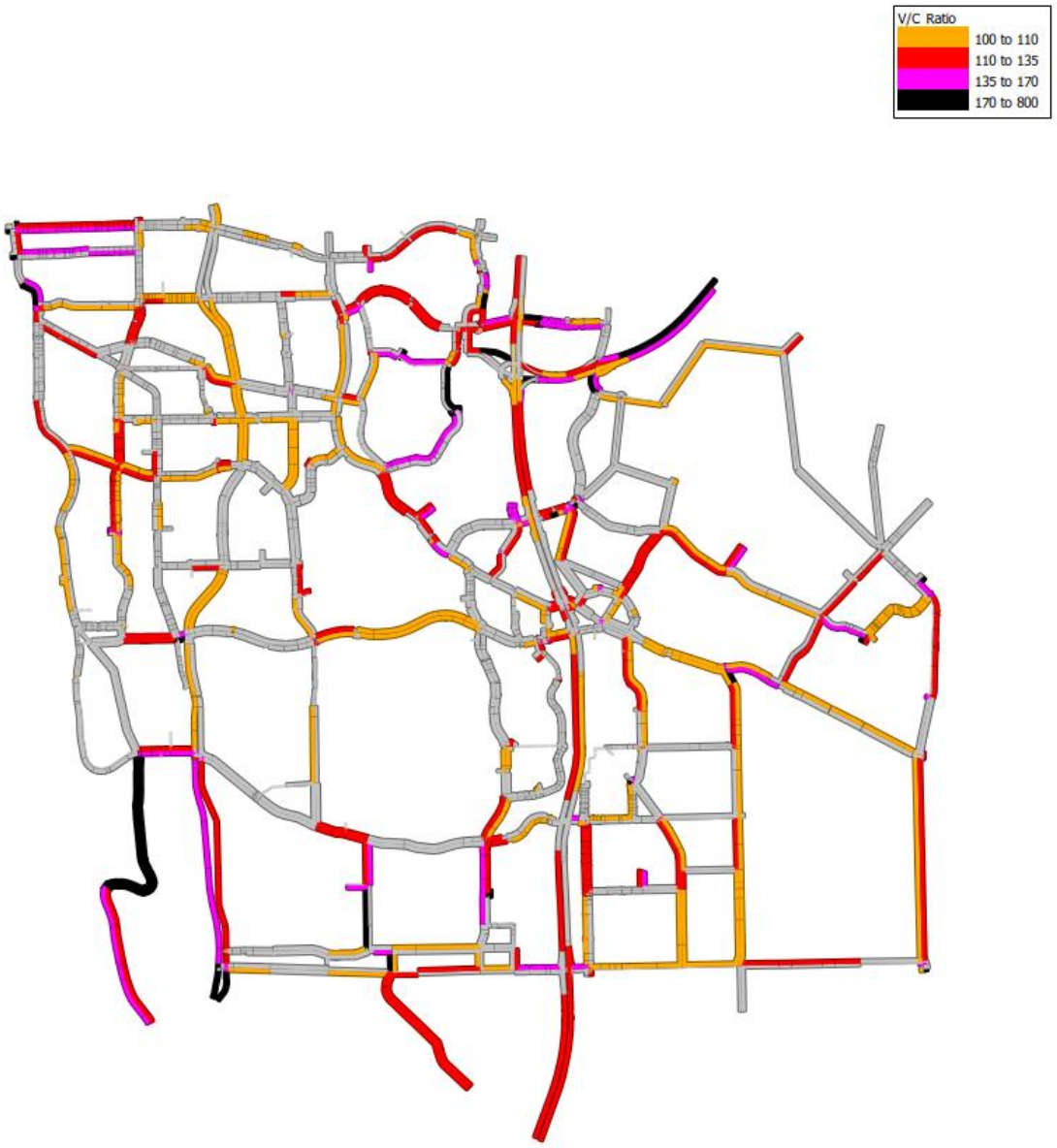


Figure 36: V/C Ratio exceeding 100 in Scenario 5 – PM Peak – 2041

The results indicate that the VHT is the lowest of all scenarios tested. This shows how significant the 1% mode shift (reduction in vehicular traffic) across all zones can be to the overall network performance. The VKT also had some reductions as there was no capacity increase on links and a greater reliance on utilising other modes of transport.

5.6 Scenario 6 – City Upgrades + State Upgrades + Active Transport + Public Transport

Scenario 6 tested a combination of Scenario 4 (City + State upgrades with Westport) + Scenario 5 (Mode Share Shift – Active Transport + Public Transport). The results show that a combination of these provide the best outcomes in terms of reducing the VHT and VKT throughout the network.

The diagrams below show the V/C Ratio plots for the 2031 and 2041 peak periods.

2031 Results:

V/C AM Peak Period– Scenario 6:

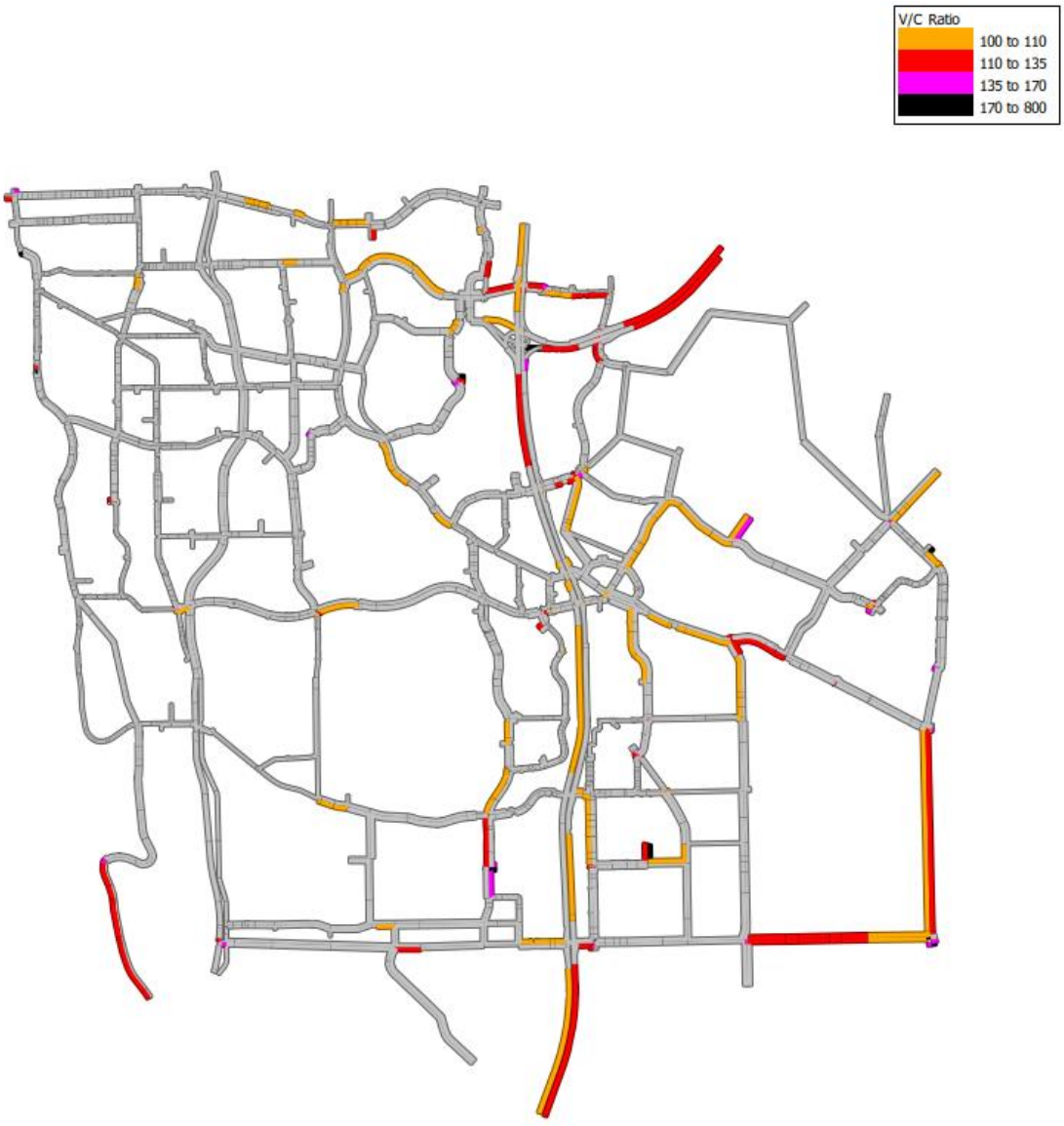


Figure 37: V/C Ratio exceeding 100 in Scenario 6 – AM Peak – 2031

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V/C PM Peak Period – Scenario 6:

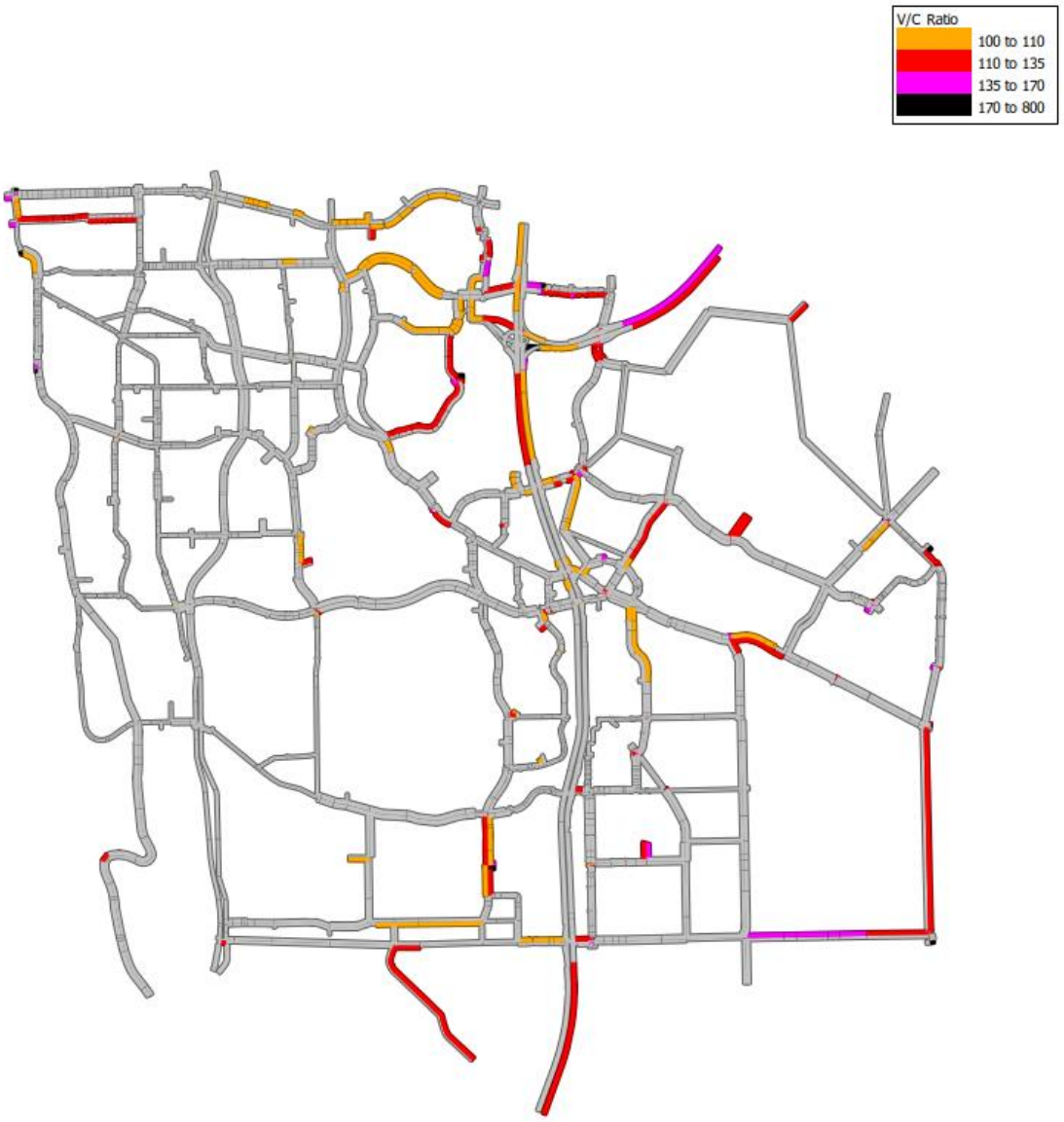


Figure 38: V/C Ratio exceeding 100 in Scenario 6 – PM Peak – 2031

2041 Results:

V/C AM Peak Period – Scenario 6:

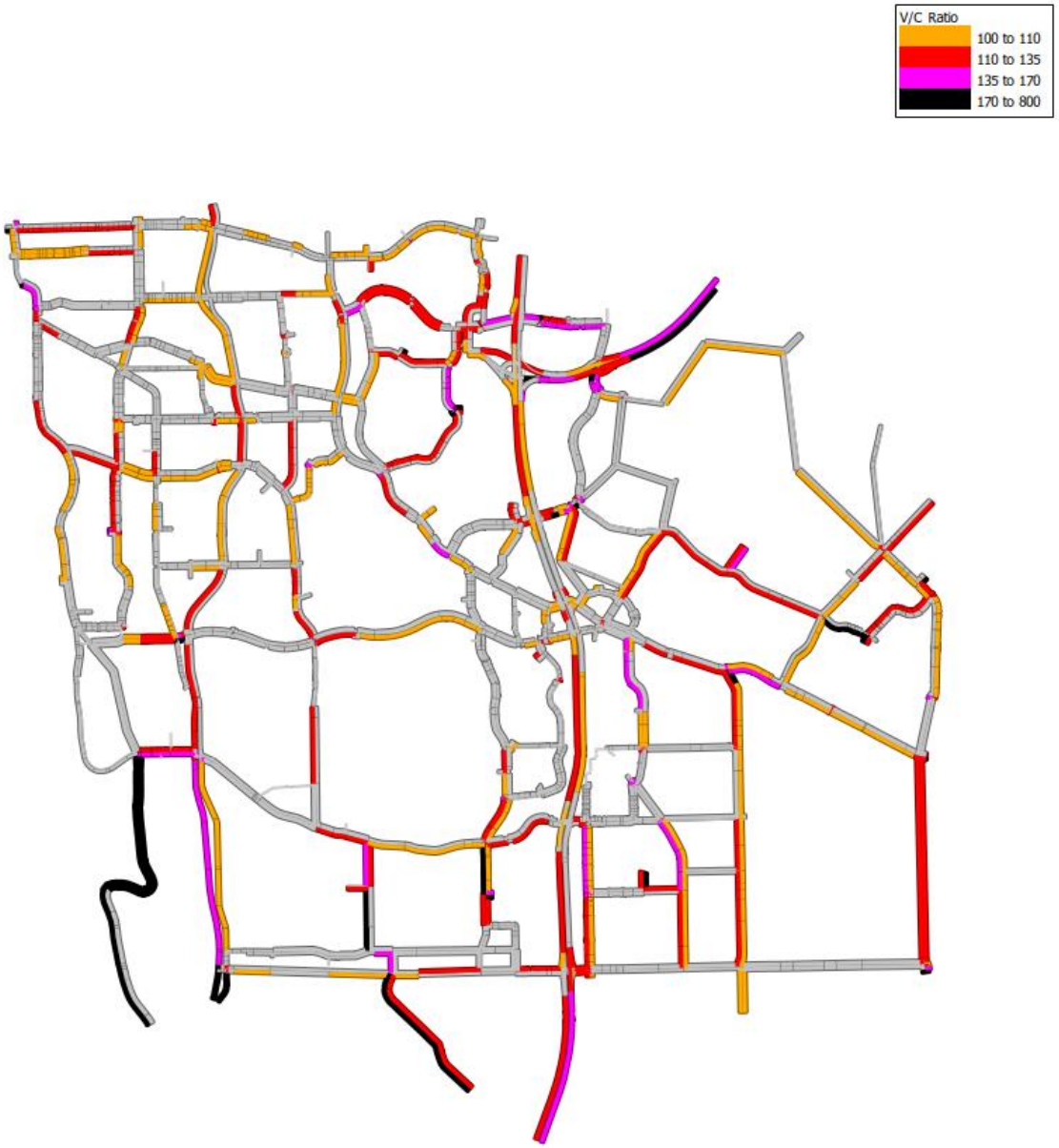


Figure 39: V/C Ratio exceeding 100 in Scenario 6 – AM Peak – 2041

V/C PM Peak Period – Scenario 6:

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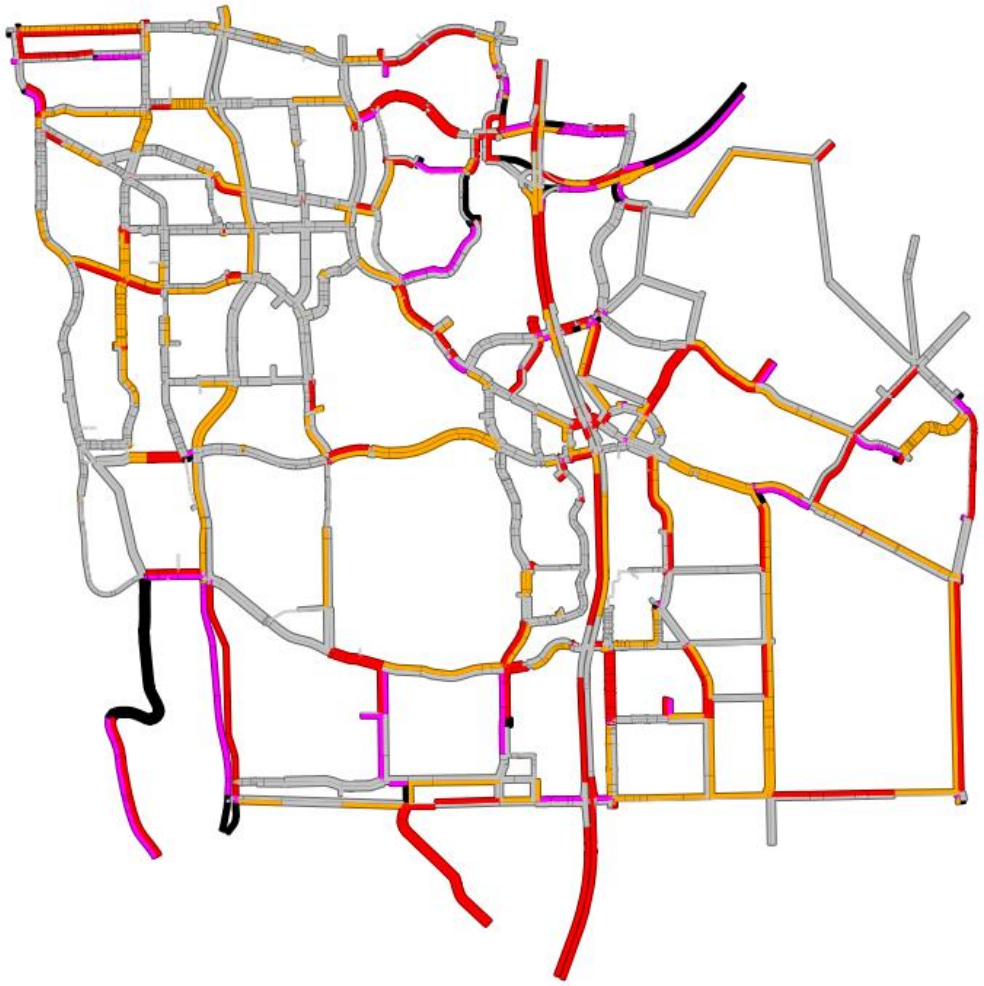


Figure 40: V/C Ratio exceeding 100 in Scenario 6 – PM Peak – 2041

The VHT results in this scenario indicate that a combination of all the upgrades and mode shift reduces both the VHT and VKT during peak periods considerably thereby reducing congestion levels throughout the network.

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Comparison of results for all the scenarios:

VHT comparison:

2031:

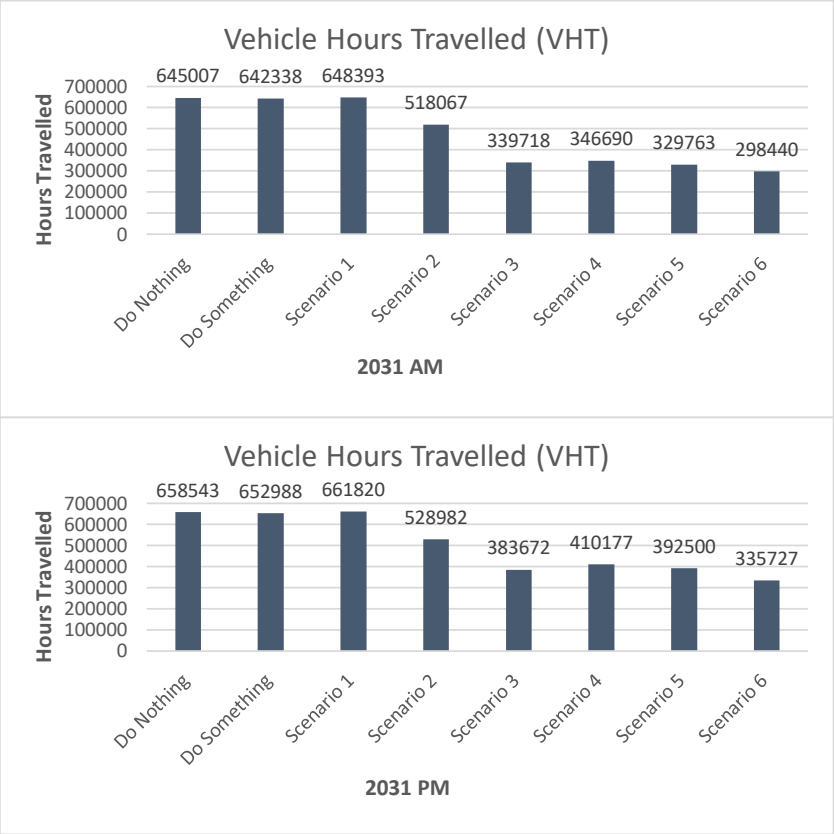


Figure 41: Vehicle Hours Travelled (VHT) across the network for 2031 peak periods

The VHT comparison for all scenarios tested shows that Scenario 6 accounts for the least number of vehicle-hours travelled on the City's road network during the 2031 AM and PM peaks. It also highlights how a combination of road upgrades, investment in public transport and active transport infrastructure can result in a significant reduction in VHT throughout the network.

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2041:

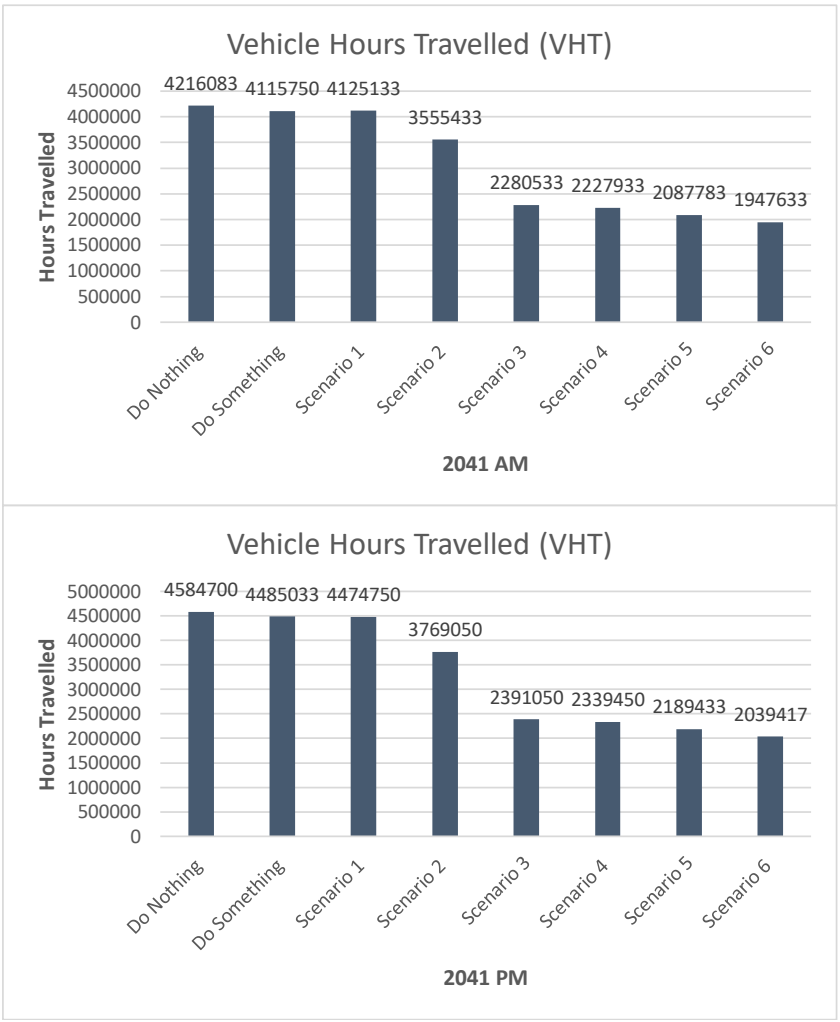


Figure 42: Vehicle Hours Travelled (VHT) across the network for 2041 peak periods

Similar to 2031, the 2041 VHT comparison for all scenarios show that Scenario 6 accounts for the least number of veh-hrs travelled on the City's road network. The addition of new links and capacity in this scenario further to Scenario 5 helps reduce travel duration and time spent in travel across the whole road network.

VKT comparison:

2031:

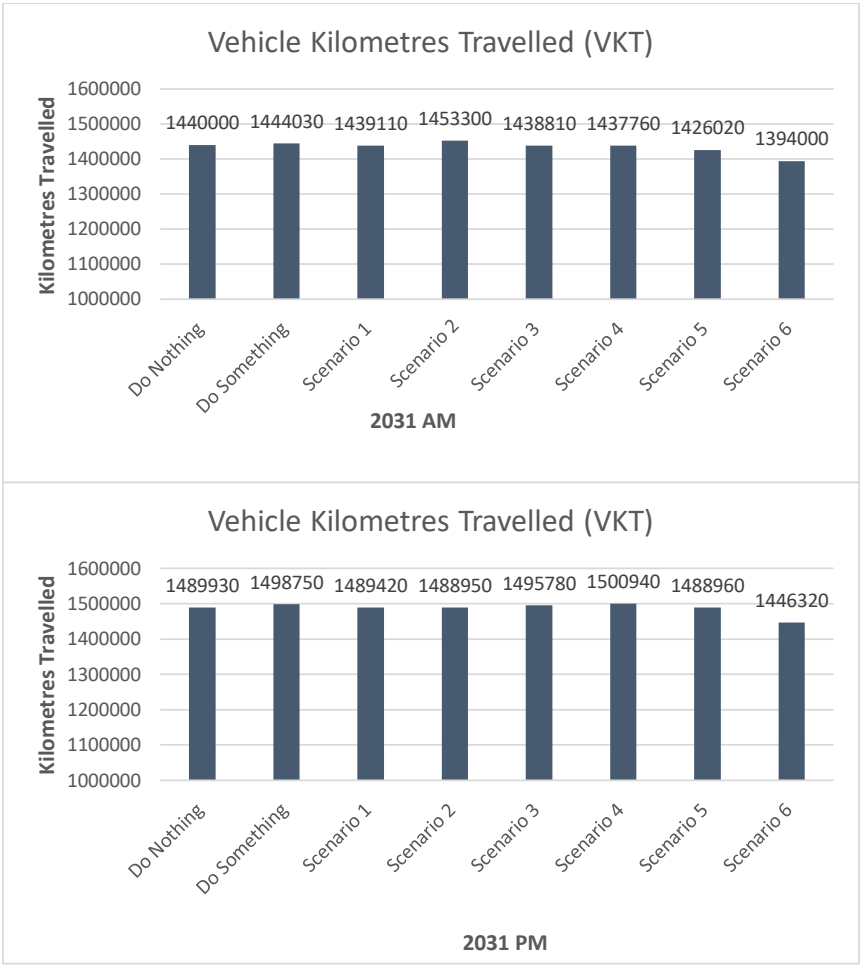


Figure 43: Vehicle Kilometres Travelled (VKT) across the network for 2031 peak periods

The results for the VKT during the 2031 peak periods indicate a similar level of distance travelled for most scenarios. Scenario 6 has the lowest VKT for both AM and PM peak periods. This suggests that in addition to road upgrades (capacity increment) , improvements in active transport and public transport infrastructure has reduced the overall kilometres travelled.

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2041:

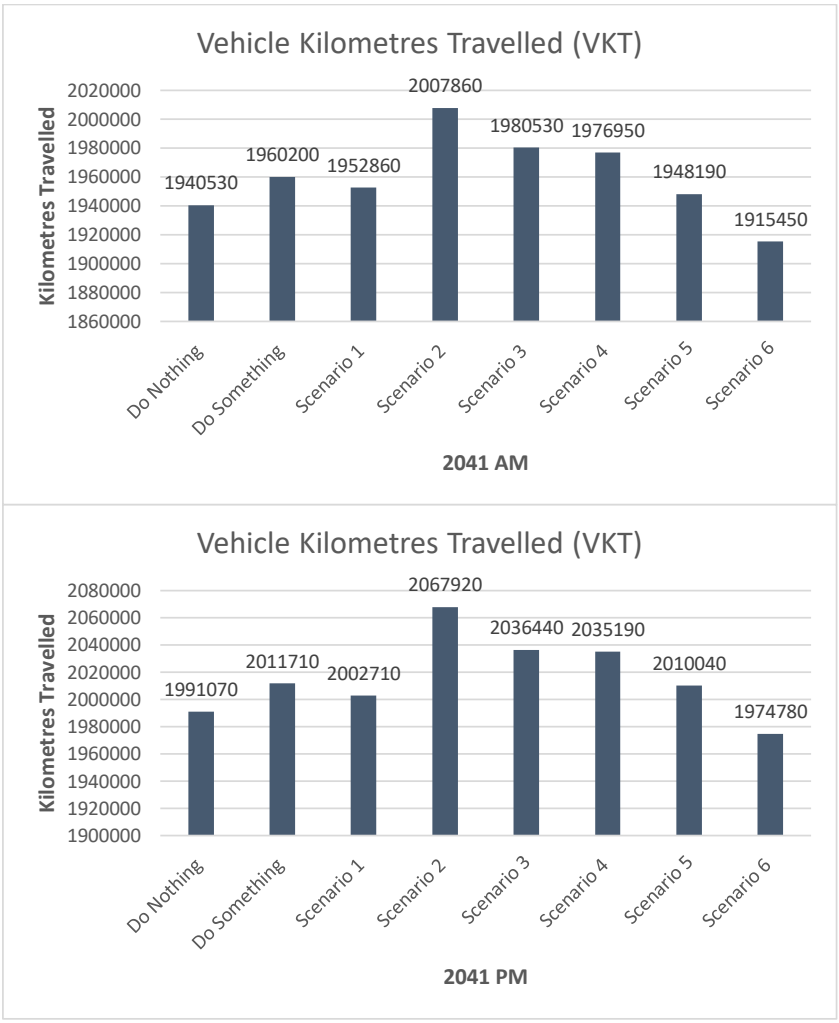


Figure 44: Vehicle Kilometres Travelled (VKT) across the network for 2041 peak periods

The VKT results during the 2041 peak periods indicate that Scenario 6 has the least VKT for both AM and PM peak periods. The results from the 2% mode shift in 2041 combined with the network upgrades show that the VKT in the entire network is the lowest in Scenario 6 amongst all scenarios.

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6. Implementation Plan

Road Section	Planned Upgrades based upon Modelling Results		Direction	2031								2041							
				"Do Nothing" AM		"Do Nothing" PM		Scenario 6 AM		Scenario 6 PM		"Do Nothing" AM		"Do Nothing" PM		Scenario 6 AM		Scenario 6 PM	
	by 2031	by 2041		Volume	VCR	Volume	VCR	Volume	VCR	Volume	VCR	Volume	VCR	Volume	VCR	Volume	VCR	Volume	VCR
2031																			
Rockingham Road – Phoenix Road to Spearwood Avenue (reduce to 1 lane)	x	x	NB	3,497	97	2,537	70	1,401	78	1,219	68	4,203	117	3,878	108	2,104	117	1,892	105
	x	x	SB	1,667	46	2,126	59	769	43	984	55	2,553	71	3,157	88	1,429	79	1,776	99
Jandakot Road Upgrade - Skotsch Road to Warton Road (Additional lane)	upgrade	upgrade	NB	3,325	104	2,574	80	3,046	95	2,391	75	3,903	122	3,352	105	3,737	117	3,319	104
	x	x	SB	2,353	74	2,925	91	2,357	74	2,705	85	2,338	73	3,255	102	2,170	68	3,072	96
Russell Road Upgrade - Hammond Road to Rockingham Road - Stage 1 - Hammond Road to Henderson Road (Additional lane)	upgrade	upgrade	EB	1,263	70	1,792	100	899	50	1,493	83	1,940	108	2,166	120	2,493	69	3,605	100
	upgrade	upgrade	WB	1,685	94	1,645	91	1,739	97	1,737	96	1,642	91	1,515	84	3,607	100	3,550	99
Russell Road – Henderson Road to Rockingham Road (Additional lane) - Stage 2	upgrade	upgrade	EB	1,307	73	1,524	85	907	25	1,591	44	2,259	125	2,530	141	2,404	67	3,414	95
	upgrade	upgrade	WB	1,523	85	1,441	80	1,524	42	1,625	45	2,139	119	2,214	123	3,192	89	3,034	84
Elderberry Drive Realignment - Jindabyne Heights to Berrigan Drive to connect to Ngort Drive			NB					1,331	95	1,479	106					1,598	114	1,754	125
			SB					1,042	74	1,135	81					1,332	95	1,633	117
Hammond Road Upgrade - Beeliar Drive to North Lake Road (Additional lane)	upgrade	upgrade	NB	1,439	90	1,469	92	1,366	106	1,320	113	1,748	109	1,791	112	2,899	91	2,997	94
	upgrade	upgrade	SB	974	61	969	61	950	48	910	63	1,229	77	926	58	1,970	62	2,432	76
Hammond Road Upgrade and Widening - Branch Circus to Bartram Road (Additional lane)	upgrade	upgrade	NB	1,832	115	1,672	104	2,635	82	2,071	65	2,311	144	1,921	120	3,024	87	2,542	89
	upgrade	upgrade	SB	1,308	82	1,697	106	1,548	48	2,217	69	1,628	102	1,918	120	2,112	66	2,998	88
Spearwood Avenue Upgrade - Beeliar Drive to Fancote Avenue (Additional lane)	upgrade	upgrade	NB	1,409	101	1,136	81	703	25	544	19	2,027	145	1,871	134	1,607	57	1,470	52
	upgrade	upgrade	SB	491	35	603	43	265	9	249	9	934	67	1,439	103	650	23	1,049	37
2041																			
Ngort Drive Upgrade & Extension - North Lake Road to Berrigan Drive	x	x	NB	817	58	838	60	662	47	767	55	1,399	100	1,449	103	1,413	101	1,315	94
	x	x	SB	686	49	867	62	611	44	848	61	929	66	1,676	120	1,392	99	1,849	132
Hammond Road Upgrade & Extension - Gaebler Road to Rowley Road - Stage 1 - Russell Road to Frankland Avenue (construct 1 carriageway)	x	x	NB	1,129	81	1,404	100	1,287	92	1,495	107	1,760	126	1,846	132	1,878	134	1,941	139
	x	x	SB	1,397	100	1,259	90	1,909	136	1,654	118	1,417	101	1,153	82	1,570	112	1,380	99
Rowley Road Upgrade - Rockingham Road to Hammond Road - Stage 1 - Kwinana Freeway to Hammond Road (construct 2 carriageways at 80	x	upgrade	EB	1,649	103	1,607	100	3,223	101	3,309	103	2,819	176	2,816	176	4,792	133	5,154	143
	x	upgrade	WB	1,261	79	1,225	77	2,576	81	2,015	63	1,943	121	1,904	119	3,285	91	3,138	87
Mayor Road Downgrade / Removal - Apium Mews to Atwell Close	x	x	EB	1,568	98	1,191	74	730	46	635	40	2,309	144	2,068	129				
	x	x	WB	946	59	1,031	64	631	39	620	39	2,471	154	2,510	157				
Midgegooroo Avenue Downgrade - Beeliar Drive to North Lake Road (reduce to 2 lanes)	x	x	NB	2,783	77	2,982	83	2,584	72	2,687	75	3,569	99	3,258	91	1,775	99	1,498	83
	x	x	SB	2,025	56	2,777	77	2,084	58	2,403	67	2,641	73	3,648	101	1,699	94	1,877	104
Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 2 - Frankland Avenue to Wattleup Road			NB													1,090	78	1,168	83
			SB													885	63	831	59
Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 3 - Wattleup Road to Rowley Road			NB													1,355	85	1,580	99
			SB													553	35	857	54
Poletti Road Upgrade - Beeliar Drive to North Lake Road (Additional lane)	upgrade	upgrade	NB	752	54	756	54	629	45	628	45	1,304	93	1,240	89	1,791	64	1,817	65
	upgrade	upgrade	SB	336	24	522	37	242	17	483	34	733	52	902	64	997	36	1,516	54
Pilatus Street Upgrade - Berrigan Drive to Jandakot Airport boundary (Additional lane)	x	upgrade	EB	1,528	42	1,456	40	1,242	35	1,340	37	2,394	67	1,835	51	1,847	51	2,033	56
	x	upgrade	WB	1,980	55	2,254	63	1,816	50	2,074	58	2,922	81	3,123	87	2,653	74	3,029	84
Kwinana Freeway - Rowley Road to Russell Road (Additional lane) State Planned Project	x	upgrade	NB	11,312	135	10,473	125	12,280	97	12,073	96	13,863	165	12,720	151	16,185	128	14,765	117
	x	upgrade	SB	8,742	104	8,725	104	8,614	103	8,388	100	10,486	125	10,348	123	12,206	97	12,476	99
Additional Scenario Upgrades																			
Rowley Rd West – Divided Dual Carriageway between Kwinana Freeway and Rockingham Rd – acting as a future highway	upgrade	upgrade	EB					1,767	49	2,265	63					2,571	71	2,541	71
	upgrade	upgrade	WB					3,038	84	2,563	71					3,650	101	3,685	102
Russell Rd/Cockburn Rd between Rockingham Rd to Beeliar Drive extension (Construct 2 carriageways)	upgrade	upgrade	NB					2,819	59	2,824	59					3,896	81	4,074	85
	upgrade	upgrade	SB					1,762	37	2,233	47					3,188	66	3,240	68
Cockburn Rd from Beeliar Dr extension to South Street (Additional Lane)	upgrade	upgrade	NB	2,831	59	2,436	51	4,036	84	3,460	72	3,820	80	3,098	65	5,262	110	4,749	99
	upgrade	upgrade	SB	1,635	34	2,375	49	1,960	41	2,821	59	1,909	40	2,422	50	2,429	51	3,140	65
Stock Rd – South St to Rowley Rd - Control of access highway upgrade. 3 lanes 100km/hr (2031)	upgrade	upgrade	NB	4,669	97	4,016	84	5,876	82	4,831	67	5,703	119	5,139	107	7,586	105	6,849	95
	upgrade	upgrade	SB	2,602	54	4,206	88	3,472	48	4,922	68	3,441	72	4,815	100	4,608	64	6,880	96
Kwinana Freeway between Anketell Road and Russell Road - Additional Lane	upgrade	upgrade	NB	12,897	154	12,293	146	12,866	102	12,262	97	15,106	180	14,418	172	15,064	120	14,376	114
	upgrade	upgrade	SB	10,364	123	9,417	112	10,334	123	9,380	112	12,294	146	11,380	135	12,256	146	11,333	135
Cockburn Road (South), upgrade to dual carriageway 70 kph (2031)	upgrade	upgrade	NB	2,886	180	3,029	189	2,524	79	2,685	84	9,122	570	9,536	596	8,804	275	9,208	288
	upgrade	upgrade	SB	1,716	107	1,949	122	1,548	48	1,717	54	8,454	528	8,458	529	8,355	261	8,332	260
Rowley Road East between Kwinana Freeway and Tonkin Highway- Additional Lane	x	upgrade	EB	1,746	109	1,813	113	1,334	83	1,505	94	2,090	131	2,278	142	3,016	94	3,320	104
	x	upgrade	WB	1,118	70	692	43	1,073	67	886	55	1,810	113	1,410	88	2,514	79	999	31
Nicholson Road upgrade- Additional Lane	x	upgrade	NB	1,942	108	1,059	59	1,839	102	962	53	2,195	122	1,516	84	2,160	120	1,848	103
	x	upgrade	SB	2,127	118	2,363	131	2,107	117	2,311	128	2,530	141	2,661	148	2,296	128	2,202	122
Liddelow Road speed reduction to 60 kph			NB	1,577	99	1,546	97	1,235	77	1,038	65	1,625	102	1,626	102	1,585	99	1,488	93
			SB	1,528	95	1,587	99	1,291	81	1,331	83	1,629	102	1,677	105	1,607	100	1,620	101
Russell Road – Henderson Road to Rockingham Road Additional Lane	upgrade	upgrade	EB	1,268	70	1,544	86	907	77	1,591	65	2,256	125	2,556	142	2,404	67	3,414	95
	upgrade	upgrade	WB	1,447	80	1,381	77	1,524	81	1,625	83	2,158	120	2,213	123	3,192	89	3,034	84

V/C Ratio
- 0 to 29
- 29 to 46
- 46 to 60
- 60 to 80
- 80 to 100
- 100 to 110
- 110 to 135
- 135 to 170
- 170 to 800

Figure 45: Implementation Plan for Scenario 6

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The road network action plan shown in Figure 50 lists the roads that could be upgraded based on the outcomes of the modelling analysis. The list is prepared by applying a logic of 10% improvement in V/C ratio in the “Do Something“ compared to the “Do Nothing” scenario. A 10% improvement in the V/C ratio resulted in a decision to recommend the upgrade.

Table 9 provides a summarised list of road upgrades recommended based upon the modelling results. Upgrades suggested for the 2031 time horizon are considered the priority upgrades.

Table 9: List of future road upgrades based on Scenario 6 modelling results

Road Section	Upgrade Required	Direction	Time of upgrade	
			2031	2041
Jandakot Road Upgrade – Skotsch Road to Warton Road	Additional lane	NB	Upgrade	
Russell Road Upgrade - Hammond Road to Rockingham Road - Stage 1 - Hammond Road to Henderson Road	Additional lane	NB	Upgrade	
	Additional lane	SB	Upgrade	
Russell Road – Henderson Road to Rockingham Road - Stage 2	Additional lane	EB	Upgrade	
	Additional lane	WB	Upgrade	
Hammond Road Upgrade - Beeliar Drive to North Lake Road	Additional lane	EB	Upgrade	
	Additional lane	WB	Upgrade	
Hammond Road Upgrade and Widening - Branch Circus to Bartram Road	Additional lane	NB	Upgrade	
	Additional lane	SB	Upgrade	
Spearwood Avenue Upgrade - Beeliar Drive to Fancote Avenue	Additional lane	NB	Upgrade	
	Additional lane	SB	Upgrade	
Rowley Road Upgrade - Rockingham Road to Hammond Road - Stage 1 - Kwinana Freeway to Hammond Rd	Construct 2 carriageways operating at 80kph	EB		Upgrade
	Construct 2 carriageways operating at 80 kph	WB		Upgrade
Poletti Road Upgrade - Beeliar Drive to North Lake Road	Additional lane	NB	Upgrade	
	Additional lane	SB	Upgrade	
Pilatus Street Upgrade - Berrigan Drive to Jandakot Airport boundary	Additional lane	EB		Upgrade
	Additional lane	WB		Upgrade
Kwinana Freeway - Rowley Road to Russell Road - State Planned Project	Additional lane	NB		Upgrade
	Additional lane	SB		Upgrade
Rowley Road West – Provision of divided dual carriageway – between Kwinana Freeway and Rockingham Road	Construct 2 carriageways operating at 80kph	EB		Upgrade
	Construct 2 carriageways operating at 80 kph	WB		Upgrade
Russell Road / Cockburn Road between Rockingham Road to Beeliar Drive extension	Construct 2 carriageways	NB	Upgrade	
	Construct 2 carriageways	SB	Upgrade	
Cockburn Road from Beeliar Drive extension to South Street	Additional lane	NB	Upgrade	
	Additional lane	SB	Upgrade	
Cockburn Road south of Beeliar Drive	Additional lane	NB	Upgrade	
	Additional lane	SB	Upgrade	
Stock Road	Control of access highway upgrade to 3 lanes operating at 100 kph	NB	Upgrade	
	Control of access highway upgrade to 3 lanes operating at 100 kph	SB	Upgrade	
Kwinana Freeway widening between Anketell Road and Russell Road	Additional lane	NB	Upgrade	
	Additional lane	SB	Upgrade	
Rowley Road East between Kwinana Freeway and Tonkin Highway	Divided dual carriageways	EB		Upgrade
	Divided dual carriageways	WB		Upgrade
Nicholson Road between Armadale Road and Thomas Road	Additional lane	NB		Upgrade
	Additional lane	SB		Upgrade

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7. Recommended Pedestrian Facilities

An additional component tested as part of this study was the assessment of pedestrian crossing infrastructure throughout the City's road network. The Western Australian Planning Commission (WAPC) Transport Impact Assessment Guidelines (Volume 2 – Planning Schemes, Structure Plans and Activity Centre Plans) has a table showing recommended criteria to assess the need for pedestrian crossing infrastructure. The below table was extracted from the document and was applied to the recommended scenario (Scenario 6) to determine the areas where pedestrian crossing facilities were recommended.

Table 10: Traffic volumes affecting pedestrian crossing amenity (Source: WAPC TIA Guidelines Vol. 2)

Road cross-section	Traffic volumes affecting ability of pedestrians to cross * (vehicles per hour – two way)
2 lane undivided	1,100 vph
2 lane undivided (or with pedestrian refuge islands)	2,800 vph
4 lane undivided (without pedestrian refuge islands)	700 vph
4 lane divided (or with pedestrian refuge islands)	1,600 vph

A heat map was developed for the future years 2031 and 2041. The heat map shows deficiency of pedestrian crossing infrastructure in red. Road segments with speed less than or equal to 60kph have been assessed. The assessment has been undertaken considering the AM and PM peak hour volumes.

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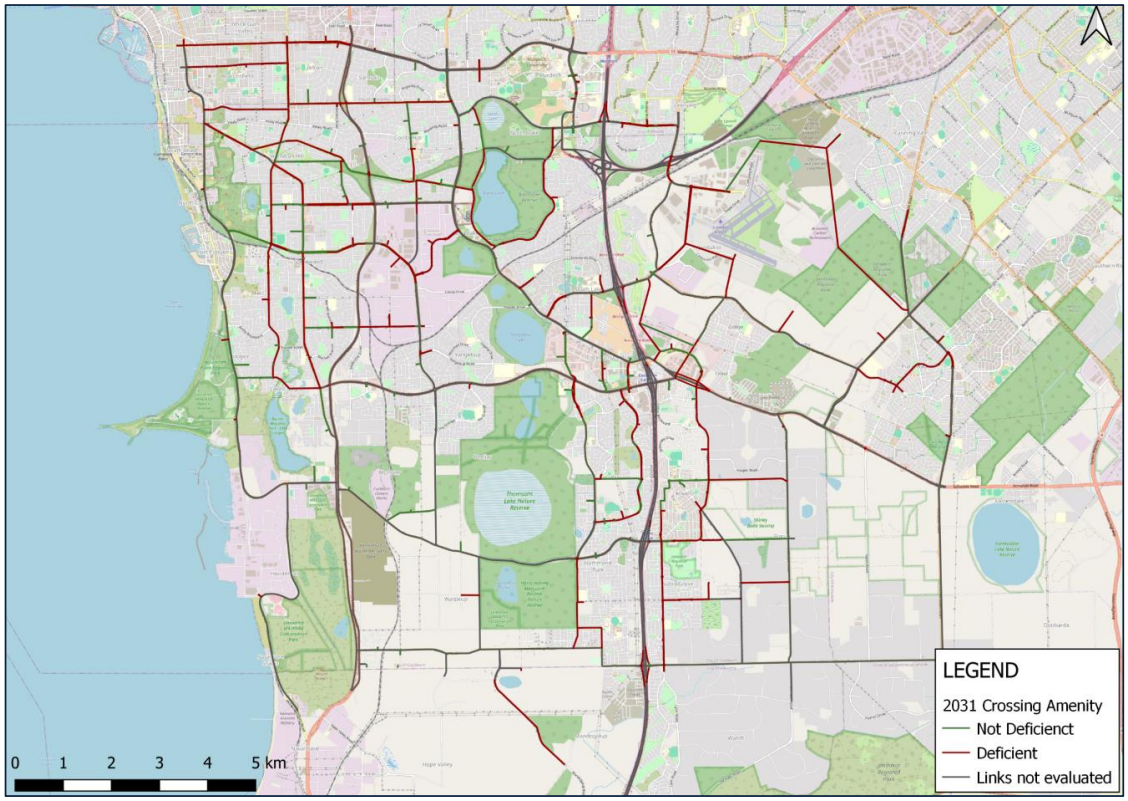


Figure 46: Scenario 6 – 2031 – Pedestrian Crossing Amenity evaluation

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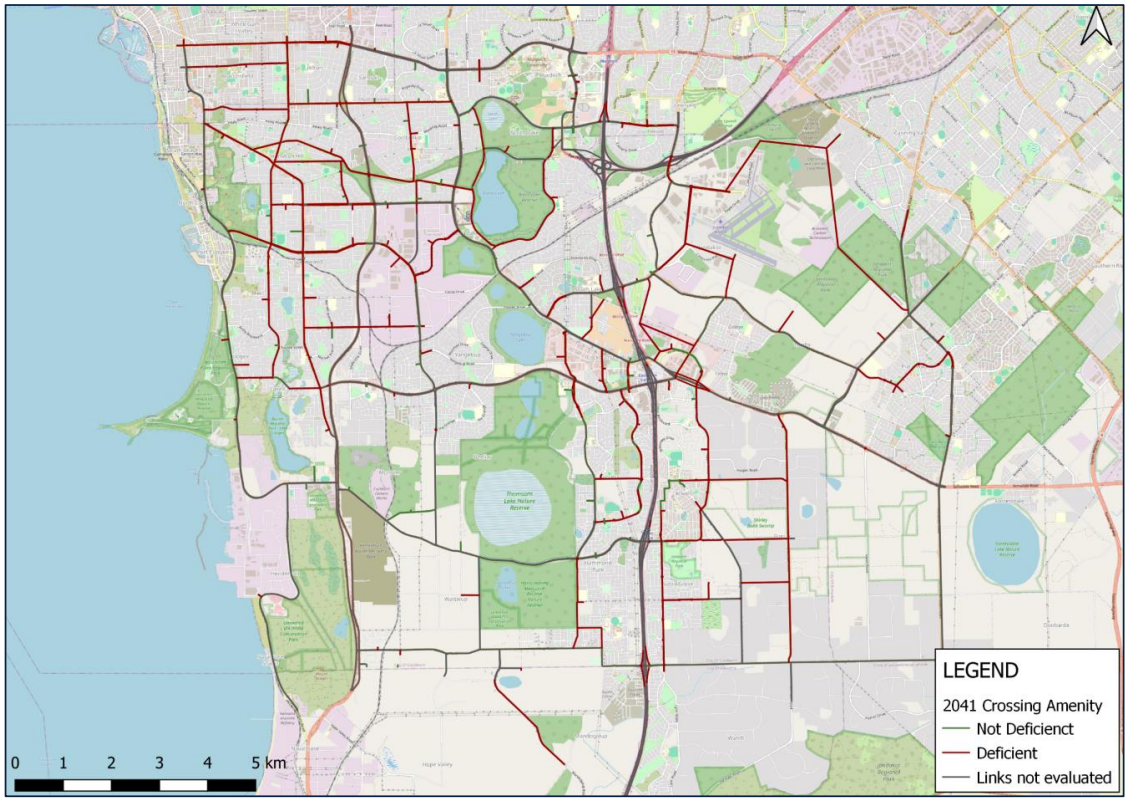


Figure 47: Scenario 6 – 2031 – Pedestrian Crossing Amenity evaluation

The maps highlight the potential focus areas for future pedestrian crossing infrastructure. It was developed in QGIS by identifying divided/ undivided lanes, presence/absence of existing pedestrian crossing infrastructure and subsequently applying the criteria mentioned in Table 11. Volumes used in this assessment are Assigned Volumes which are results from Scenario 6 model.

The type of pedestrian crossing required at these locations need to be assessed separately as the purpose of the maps is only to highlight road segments within the City of Cockburn network which satisfy the WAPC criteria and the identification of potential focus areas.

8. Conclusions

The 2023 District Traffic Study was a comprehensive review of the current and future traffic demand in the City of Cockburn road network. As part of the study, the following tasks were undertaken:

- Determination of base year (2021) peak hour for AM and PM;
- Development of AM and PM peak traffic models in Aimsun for the base year;
- Development of AM and PM peak traffic models in Aimsun for future years (2031 and 2041) for the "Do Nothing" and "Do Something" scenarios;
- Development of AM and PM peak traffic models in Aimsun for future years (2031 and 2041) for the additional scenarios;
- List of the key local road upgrades necessary for the future years (2031 and 2041) based on modelling results for the City's implementation plan; and
- Additional scenario testing to understand impacts of additional road upgrades, public transport, active transport and mode shift.

The analysis showed that there was a significant increase in traffic volumes and travel times in both future scenario years (2031 and 2041). Even with the proposed road upgrades, there are sections where the demand exceeds available road network capacity.

Results for the 2031 "Do Something" scenario did show some improvement compared to the "Do Nothing" option. The 2041 "Do Something" results highlighted that although it is better than the "Do Nothing" option, current planned upgrades themselves will not totally rectify congestion issues in the AM/PM peak period operation.

Following the base modelling, additional scenarios were evaluated. The additional scenario testing results highlighted the benefits of undertaking the upgrades to key areas in the network where traffic volumes are high and higher trips are expected.

The mode shift scenario demonstrated how significant a shift in 1% and 2% vehicular traffic demand has in the reduction of overall peak period vehicle-hours. The results from the future scenarios also indicate that additional road network demand management measures will be required beyond the planned road network upgrades to the functional road network. These involve investment in providing well connected active transport (walking and cycling routes) and public transport infrastructure to facilitate behavioural mode shift from private car trips to other modes.

An evaluation of pedestrian crossing infrastructure was undertaken which has highlighted pedestrian focus areas.

Based on the scenarios tested, it is recommended that the City's road network upgrade plan be revised to include upgrades as listed in Table 10. However, it is also recommended that these upgrades need to be accompanied by the addition of active transport and public transport infrastructure improvements as has been highlighted in previous sections.

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Appendix A – Model Inputs

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1. Introduction

This appendix will explain about the list of inputs needed to develop the base year (2021) and future years (2031 and 2041) model in Aimsun. The inputs consist of base year traffic volumes, determination of AM/PM peak period traffic volumes, Speed limit calibration, current and future road network upgrades, changes based on current design, total trips and sub-area matrices with network. The note also discusses about an additional scenario requested to run subject to agreement when the models have been developed.

2. List of Inputs

- Traffic Volumes
- Speed limit calibration
- Road network for base year 2021
- Road network for future years 2031, 2041
- Network Changes required based on the existing design
- Total trips and Sub-Area Matrices with network from MRWA
- Additional scenarios

2.1 Traffic Volumes

Traffic volumes along major links within City of Cockburn were analysed for 2020/21. Analysis is conducted using screenlines. In screenline analysis, the sum of observed link traffic counts that are crossed by the screenline is compared with model estimated volumes, for the same links and directions, from traffic assignment. Figure 1 is a map showing screen lines applied within the City of Cockburn area. The screenlines and sites are picked to represent major links along the network such as Freeways, Primary and Secondary Distributor roads.

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For the City of Cockburn DTS, there are 21 sites included in the analysis as shown below in Figure 1.

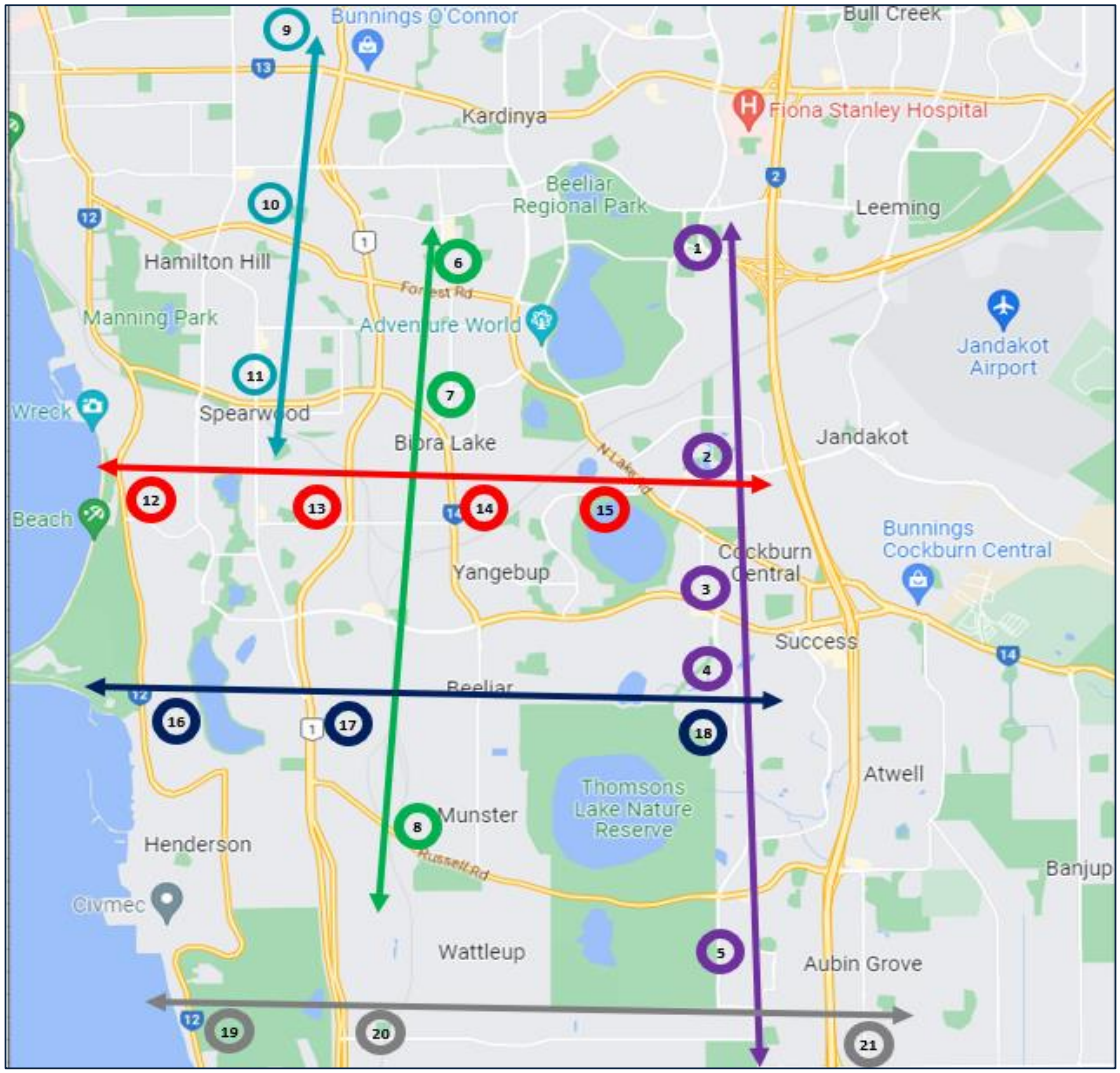


Figure 1: Screelines and sites within City of Cockburn for model calibration and validation

Traffic data was downloaded from Mainroads - Trafficmap for the above 21 sites. This is compared with the base year model for calibration and validation purpose. It also helps to establish the AM and PM peak periods within the city network. The AM and PM peak periods were determined by analysing hourly volumes for all the 21 sites and was 7:00 AM – 9:00 AM and 3:00 PM – 5:00 PM. A two-hour peak period was chosen for modelling purpose. The below table shows the site location and year of survey for the eastbound and westbound traffic volumes that were assessed.

Table 1: Site locations and year of the count (ID 1-11)

ID	Site Location	Year of count
1	Farrington Rd East of Murdoch Dr	2021/22
2	Berrigan Dr West of Kwinana Fwy	2021/22
3	North Lake Rd East of Hammond Rd	2021/21
4	Beeliar Dr East of Hammond Rd	2021/22
5	Russell Rd West of Kwinana Fwy	2020/21

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ID	Site Location	Year of count
6	Forrest Rd West of North Lake Rd	2020/21
7	Spearwood Ave East of Stock Rd	2020/21
8	Russell Rd East of Rockingham Rd	2020/21
9	South St West of Carrington Rd	2020/21
10	Rockingham Rd West of Forrest Rd	2020/21
11	Spearwood Ave East of Cockburn Rd	2020/21

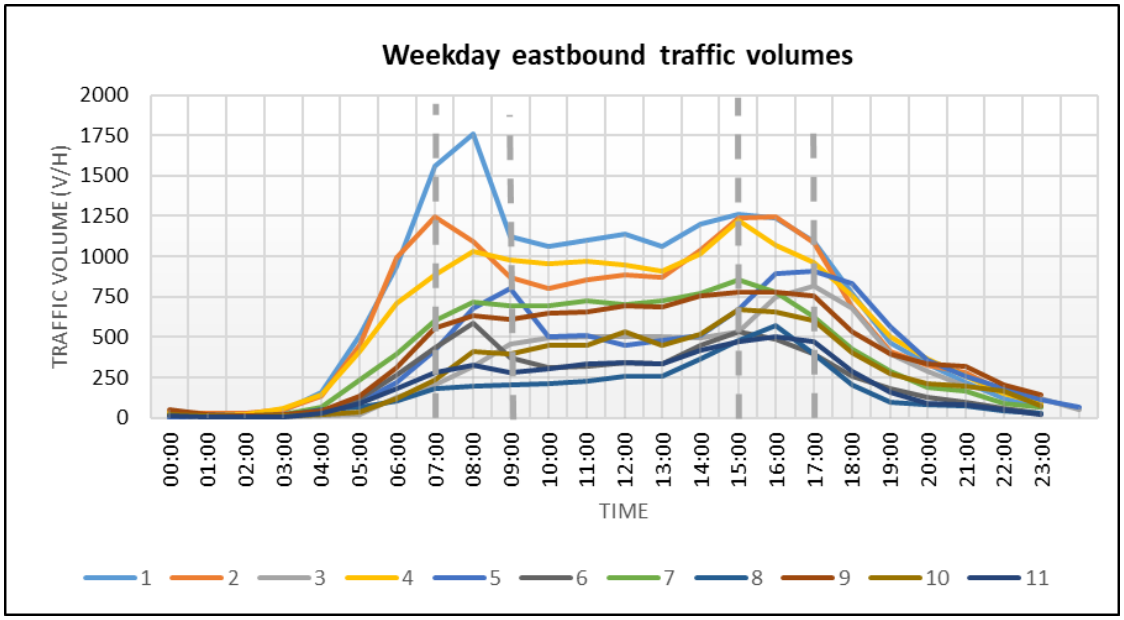


Figure 2: Average weekday eastbound traffic volumes for sites 1 to 11

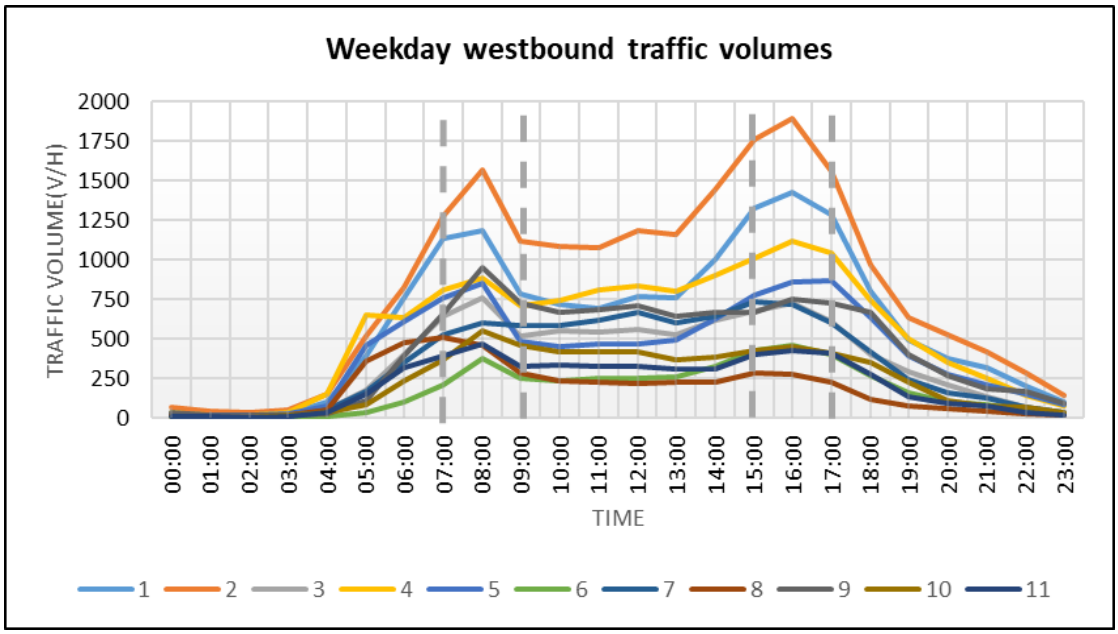


Figure 3: Average weekday westbound traffic volumes for sites 1 to 11

The below table shows the site location and year of count, where the northbound and southbound traffic volumes were assessed to determine the AM and PM peak period.

Table 2: Site locations and year of the count (ID 12-21)

ID	Site Location	Year of count
12	Cockburn Rd South of Spearwood Ave	2021/22
13	Stock Rd North of Barrington St	2021/22
14	Spearwood Ave South of Barrington St	2021/22
15	North Lake Rd South of Bibra Dr	2021/22
16	Cockburn Rd S of Okane Ct	2021/22
17	Rockingham Rd N of Russell Rd	2021/22
18	Hammond Rd S of Beeliar Dr	2021/22
19	Cockburn Rd N of Hogg Rd	2020/21
20	Rockingham Rd S of Wattleup Rd	2019/20
21	Kwinana Fwy N of Rowley Rd	2020/21

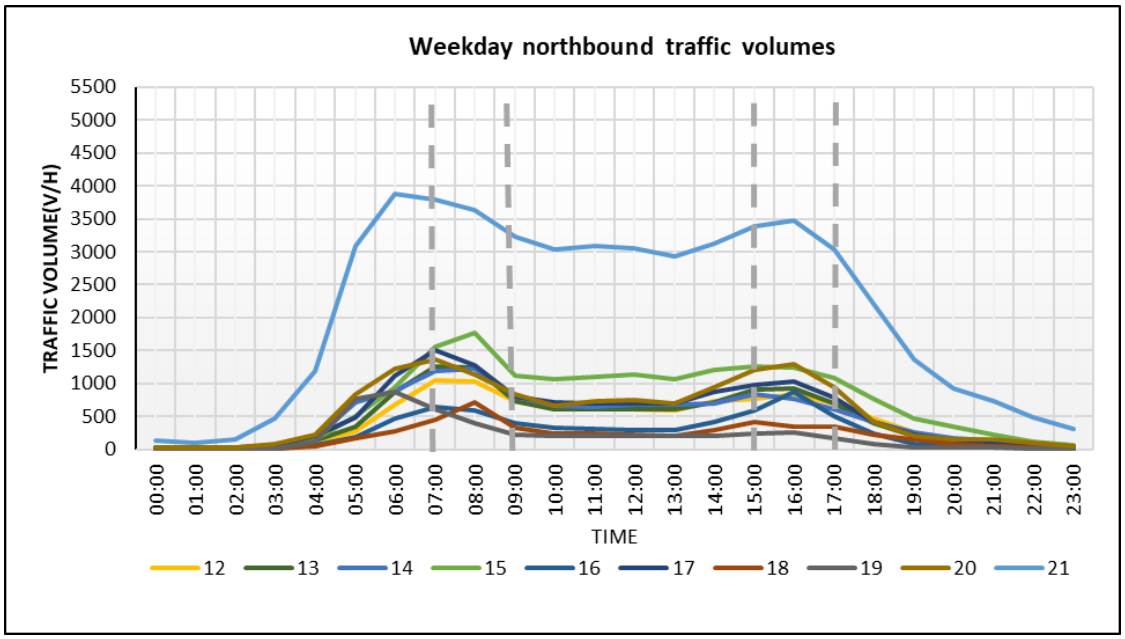


Figure 4: Average weekday northbound traffic volumes for sites 12 to 21

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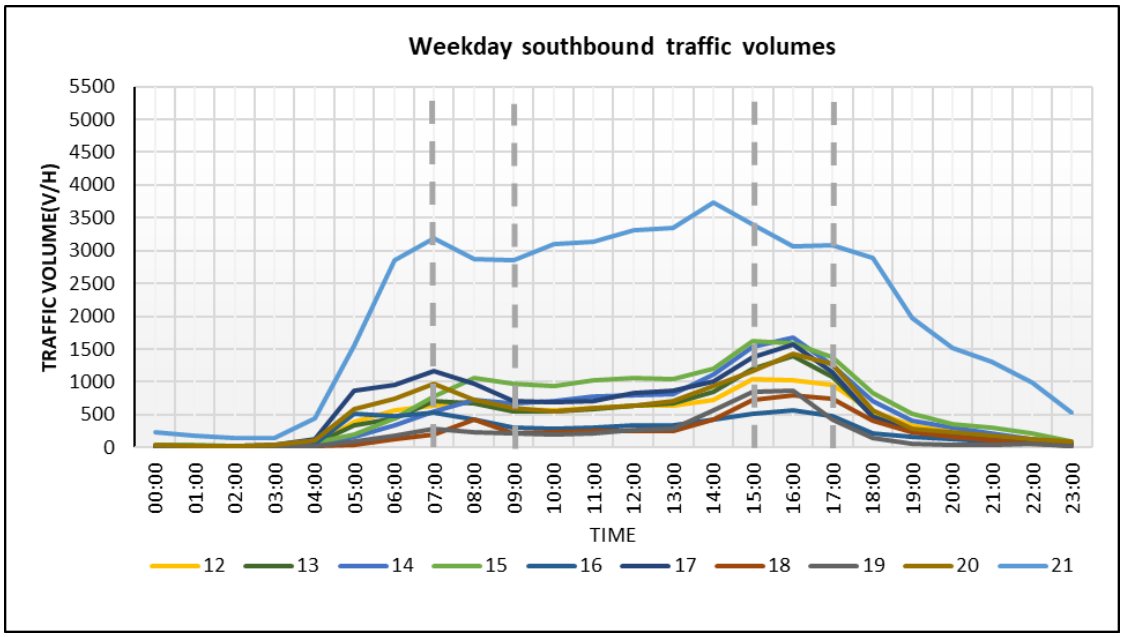


Figure 5: Average weekday southbound traffic volumes for sites 12 to 21

Sites 12 to 21 represent major links within City of Cockburn facilitating North-South movement. The weekday northbound and southbound traffic volumes also indicate that 7:00 – 9:00 AM and 3:00 – 5:00 PM are the AM and PM peak periods within the City.

The traffic volumes from these same locations will also be utilised to calibrate and validate the base model.

2.2 Speed limit calibration

The below table shows the changes in speed limits which were made to some roads in the Aimsun models received by Arup order to best match the speed limits in the Main Roads' Information Mapping System.

Table 3: Speed limit comparison

Road Name	Section	Speed limit before correction	Speed limit after correction
Stock Road	All except northbound between Wattleup Road and Russell Road	90	80
Wattleup Road	All	50	70
Pearse Road	All	50	70
Rockingham Road	All	50	60
Hamilton Road	All	50	60
Forrest Road	All	50	60
Phoenix Road	Between Rockingham Road and Stock Road	70	60
Jandakot Road	West of Soloman Road	80	70
Berrigan Drive	All	60	70
Farrington Road	West of Kwinana Freeway	50	70
Hope Road	All	50	70
South Street	Sections near Gibertson Rd intersection	90	70

Carrington Road	All	50	60
Cockburn Road	South of Spearwood Ave intersection	70	60
Hampton Road	All	50	60
Spearwood Ave	Between Rockingham Road and Cockburn Road	50	60
Kwinana Freeway	Roe Highway interchange on and off ramps	70	80
Murdoch Drive	Farrington Road turnoff and Roe Highway	50	70

The below figure shows the current speed limits of Main Roads' Information Mapping System.

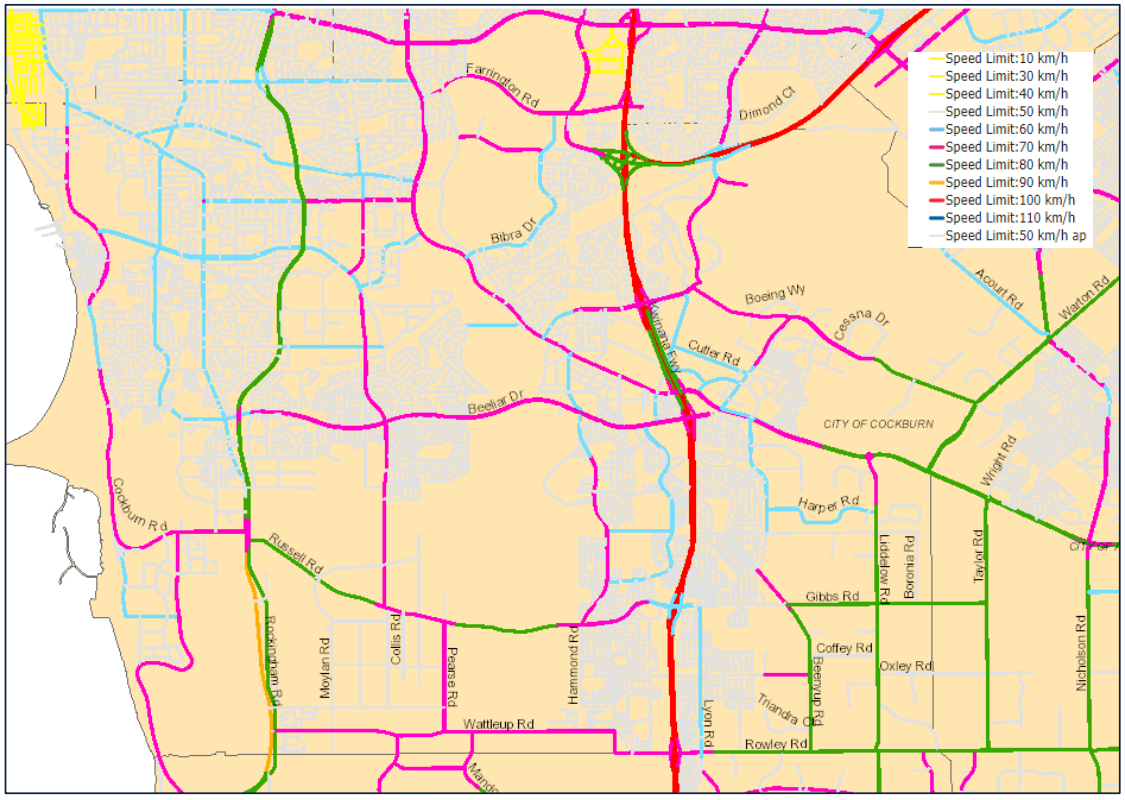


Figure 6: MRWA Road Information Mapping System showing speed limits

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The below figures show the difference between the ARUP base year model - speed limits and corrected speed limits in AIMSUN.

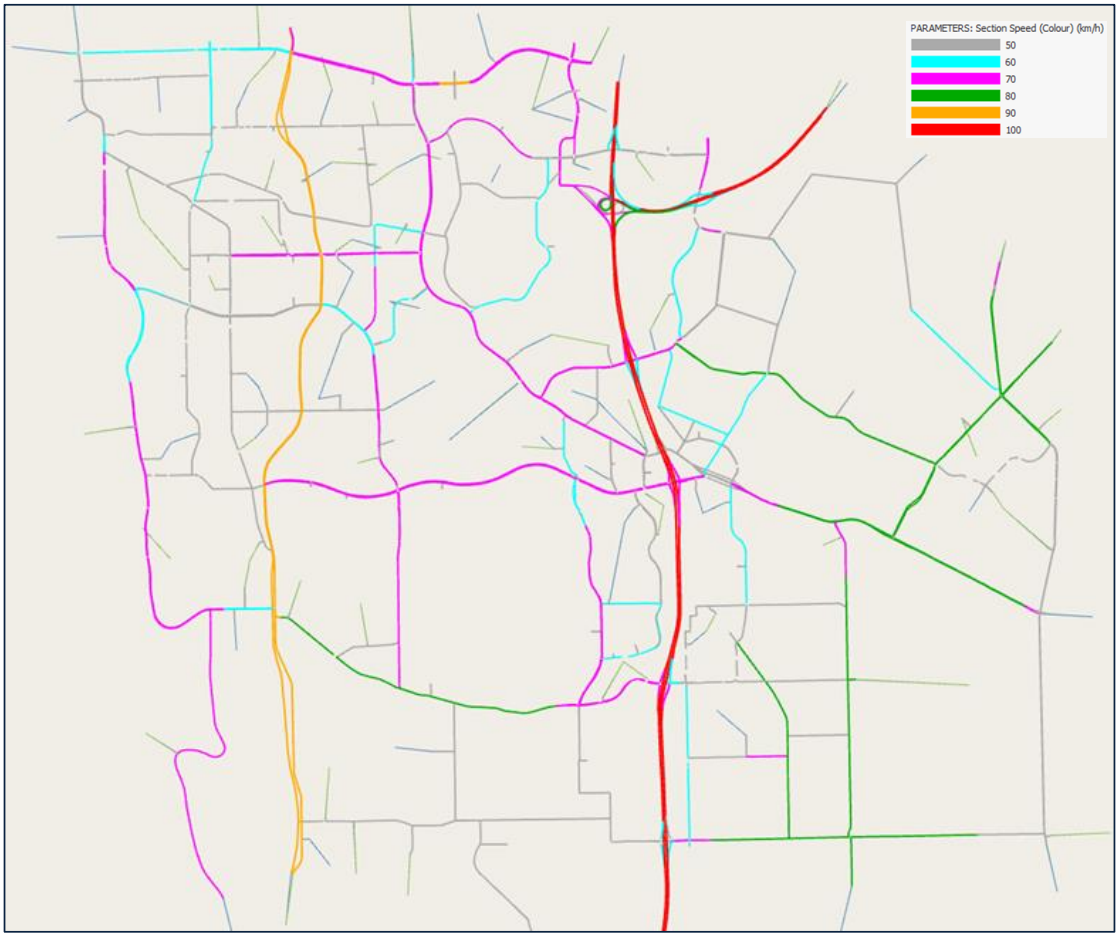


Figure 7: Network layout for base year 2021 model showing existing speed limit

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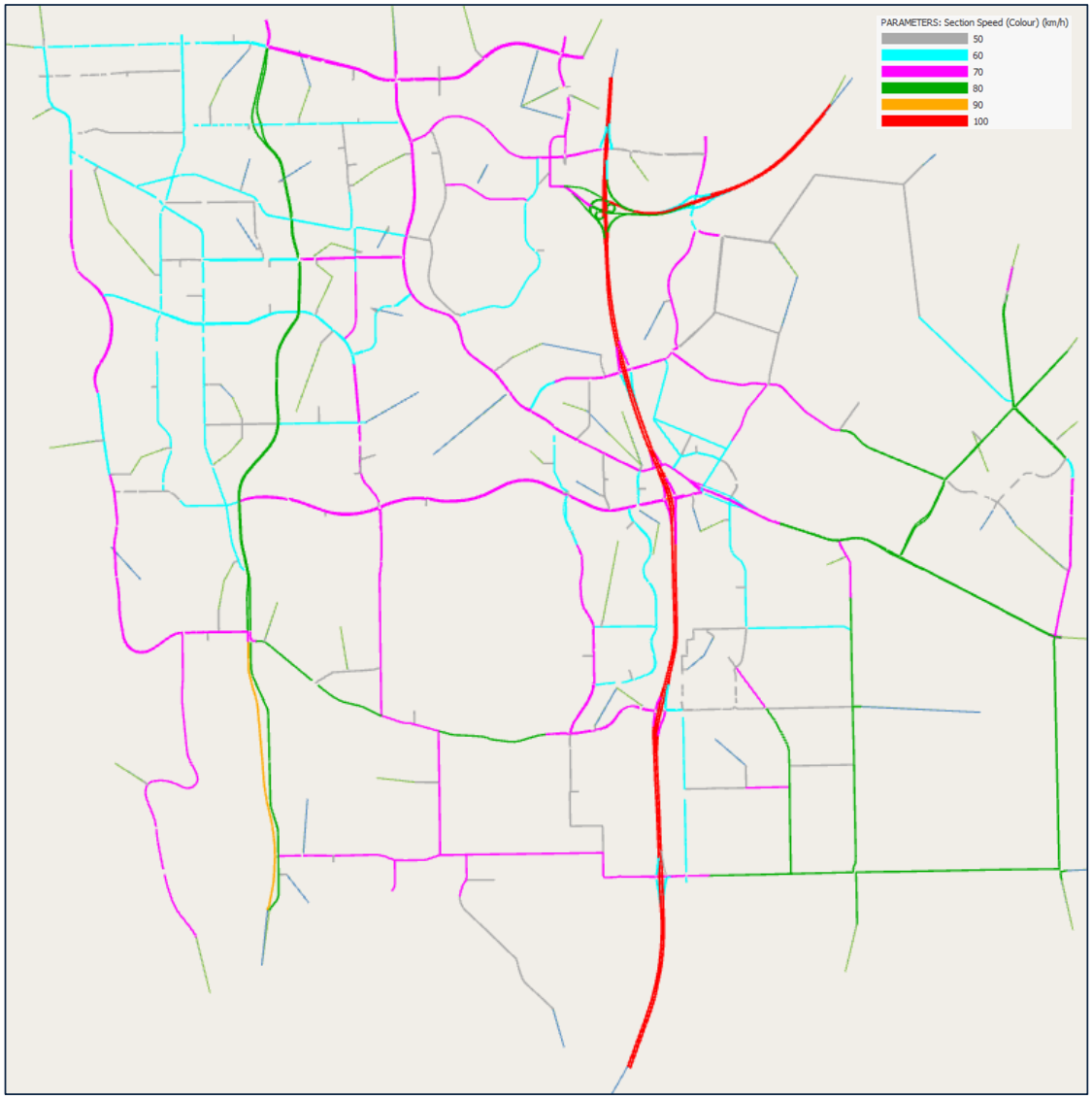


Figure 8: Network layout for base year 2021 model showing corrected speed limit

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2.3 Road Network for base year 2021

The below table represents the road network upgrades completed by 2021 after the last DTS report in 2018 and within the City of Cockburn boundary.

These upgrades are tabulated based on the City of Cockburn Regional & Major Roadworks 2018-2031, 2021 aerial images, and after consultation and agreement with the City. These road network upgrades will be included as part of the AIMSUN network for the base year 2021. Some of the upgrades planned in the previous DTS report for year 2021 were not upgraded and therefore will be listed for future year 2031/2041. There were also some inconsistencies in the network layout for these upgrades which will be fixed to reflect the actual base year 2021 layout.

Table 4: The agreed list of road network upgrades with completion in 2021 base year model

Implementation Plan	Completed Upgrade		Sections	Comments
	City of Cockburn	MRWA		
Road Network Upgrade	2021	2021		
Spearwood Avenue - Barrington Street to Beeliar Drive (bridge / 2nd c/w)	✓		Barrington Street to Beeliar Drive	
Beeliar Drive – Fawcett Road to Stock Road (reconstruction)	✓		Fawcett Road to Stock Road	
Verde Drive – Biscayne Way to Solomon Road (land & construct 1 c/w)	✓		Biscayne Way to Solomon Road	
Verde Drive – Solomon Road to Armadale Road (land & construct 1 c/w)	✓		Solomon Road to Armadale Road	
Prinsep Road – Cutler Road to Verde Drive (construct 1 c/w)	✓		Cutler Road to Verde Drive	
Jandakot Road – Solomon Road to Fraser Road (construct 2nd c/w)	✓		Solomon Road to Fraser Road	
Karel Avenue - Berrigan Drive to Farrington Street (construct 2nd c/w)		✓	Berrigan Drive to Farrington Street	
Kwinana Freeway - Russell Road to Roe Highway (northbound widening)		✓	Russell Road to Roe Highway	
Armadale Road - Anstley Road to Tapper Road (construct 2nd c/w)	✓		Anstley Road to Tapper Road	
Murdoch Drive Connection - Kwinana Freeway to Murdoch Drive	✓		Kwinana Freeway to Murdoch Drive	
Karel Avenue - Berrigan Drive to Farrington Street (construct 2nd c/w)		✓	Berrigan Drive to Farrington Street	
Mayor Road - Fawcett Road to Rockingham Road (reconstruct)	✓		Fawcett Road to Rockingham Road	

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2.4 Road Network for future years 2031 and 2041

The below table represents the agreed road network upgrades which is anticipated to be completed by 2031 and 2041 within City of Cockburn. Some of them are not applicable for strategic modelling and have been highlighted and commented above. These are projects which are either funded by the City or by Main Roads WA. Similar to the previous list, these upgrades are tabulated based on the City of Cockburn Regional & Major Roadworks 2018-2031, spreadsheet received from City of Cockburn showing the scoring/priority of projects, consultation and agreement with the City. It must be noted that the list only includes upgrades which are applicable for strategic modelling and does not include intersection upgrades. There were also some inconsistencies in the network layout for these upgrades which will be fixed to reflect the actual base year 2021 layout.

Table 5: The agreed list of road network upgrades with completion in years 2031 and 2041.

Implementation Plan	City of Cockburn		MRWA		Comments
Road Network Upgrade	2031	2041	2031	2041	
Rockingham Road – Phoenix Road to Spearwood Avenue reconstruction (to 1 lane each way)	✓				
Jandakot Road Upgrade - Skotsch Road to Warton Road (land and construct 2 c/w)	✓				
Russell Road Upgrade - Hammond Road to Rockingham Road - Stage 1 - Hammond Road to Henderson Road (construct 2 c/w)	✓				
Russell Road – Henderson Road to Rockingham Road (land & construct 2 c/w) - Stage 2	✓				
Elderberry Drive Realignment - Jindabyne Heights to Berrigan Drive to connect to Ngort Drive	✓				
Hammond Road Upgrade - Beeliar Drive to North Lake Road (construct second c/w)	✓				
Hammond Road Upgrade and Widening - Branch Circus to Bartram Road (construct 2nd c/w & upgrade verge)	✓				
Spearwood Avenue Upgrade - Beeliar Drive to Fancote Avenue (construct 2nd c/w)	✓				
Ngort Drive Upgrade & Extension - North Lake Road to Berrigan Drive		✓			
Hammond Road Upgrade & Extension - Gaebler Road to Rowley Road - Stage 1 - Russell Road to Frankland Avenue (construct 1 c/w NB and SB)		✓			
Rowley Road Upgrade - Rockingham Road to Hammond Road - Stage 1 - Kwinana Freeway to Hammond Road (land and construct 2nd c/w)		✓			
Mayor Road Downgrade / Removal - Apium Mews to Atwell Close		✓			
Midgegooroo Avenue Downgrade - Beeliar Drive to North Lake Road (reduce to 2 lanes)		✓			
Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 2 - Frankland Avenue to Wattleup Road		✓			

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Hammond Road Upgrade & Extension - Russell Road to Rowley Road - Stage 3 - Wattleup Road to Rowley Road		✓			
Poletti Road Upgrade - Beeliar Drive to North Lake Road (construct 2nd c/w)		✓			
Pilatus Street Upgrade - Berrigan Drive to Jandakot Airport boundary (construct 2nd c/w)		✓			
Kwinana Freeway - Rowley Road to Russell Road (northbound widening) State Planned Project				✓	

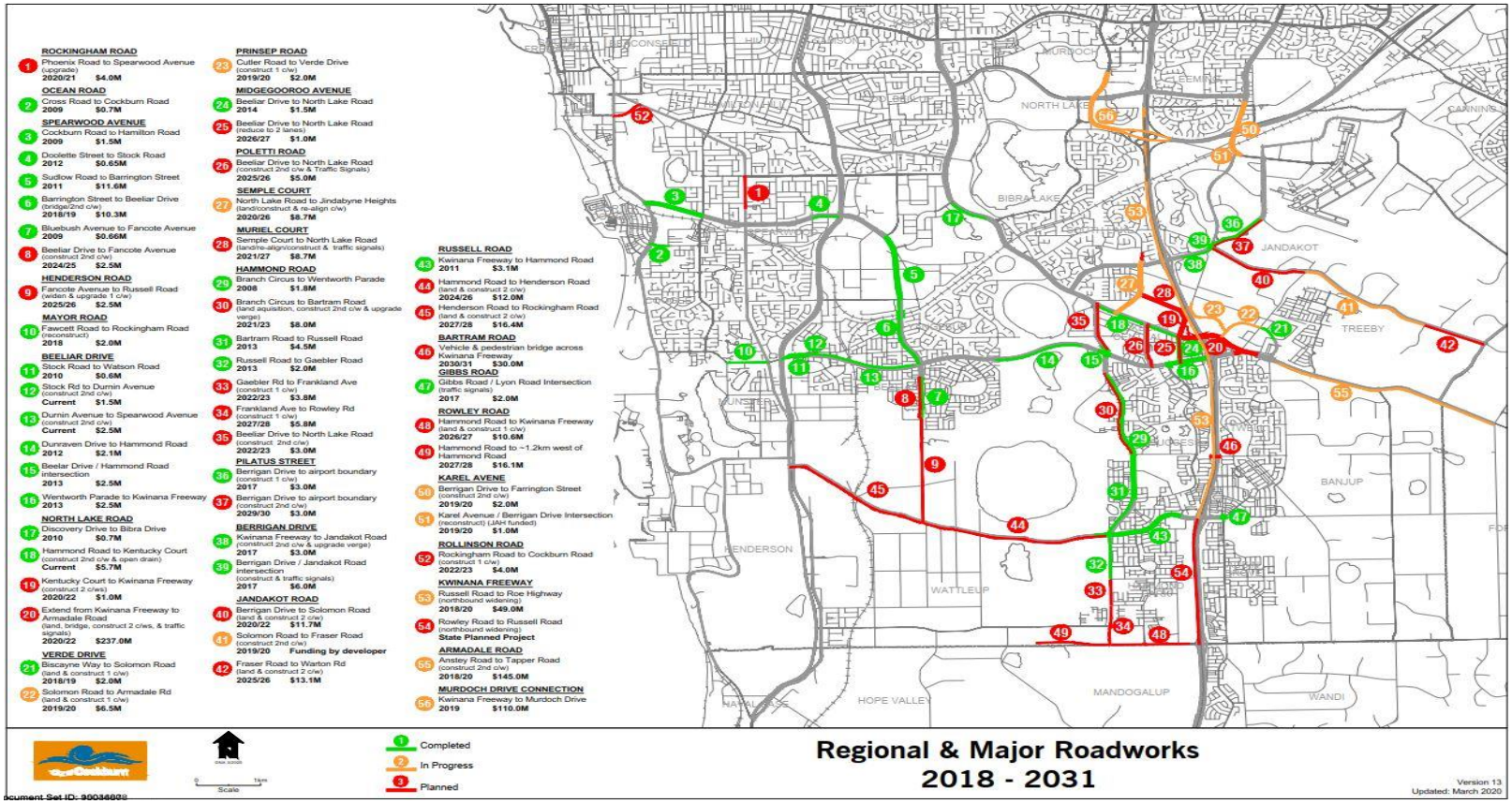


Figure 9: City of Cockburn Regional & Major Roadworks 2018 – 2031

2.5 Network Changes required based on the existing design

SMEC has conducted a desktop study using Metro Maps, which is mainly focused on the main corridors, to note any changes required to the AIMSUN models. Table 6 shows the changes which have been updated to both the base year and future years models in order to reflect the existing design.

Table 6: Network changes to the base year model

Road network / Intersection	New
Murdoch Drive / Roe Hwy Connection	• Removal of Farrington Rd / Roe Hwy interchange • Add roundabout to Bibra Lake Dr / Roe Hwy connection • Removal of NB connection from Farrington Road to Murdoch Dr & adjusted SB connection • Removal of Roe Hwy connection to Bibra Lake Dr
Roe Highway / Kwinana Freeway	• Update to the overall design of the interchange
Armadale Rd / Nicholson Rd	• Added Roundabout & Flyover lanes
Armadale Rd / Liddelow Rd	• Converted Intersection to Roundabout
Russell Road / Hammond Road	• Converted Intersection to Roundabout
Wattelup Road / Franklin Ave / Rowley Rd	• Removal of some roads
Stock Rd / Beeliar Dr Intersection	• Updated intersection lanes
Verde Dr	• Change made to most road sections to 1 way
Verde Dr/Cutler Rd	• Removal of road connection

2.6 Total trips and Sub-area matrices with network – MRWA

SMEC has requested MRWA (on behalf of City of Cockburn) to provide *Sub-Area matrices with network and Link-Volume plot* for base year 2021 and future years 2031 and 2041. The data has been received and imported into the base AIMSUN model received from Arup. The O-D matrices include current and future land use and development within the City. It was agreed between the City and SMEC that the ROM matrices for the base year 2021 be used by calibrating and validating it with Real Data Set (RDS) which are the 21 sites picked above. SMEC has used the default parameters for VDF, TPF and other parameters as per the received Arup Model basic calibration process in 2018. Therefore, SMEC will adjust the future year ROM24 matrices of 2031 and 2041 to the calibrated base year matrices for demand accuracy.

Here is the summary of the total trips based on the received data from ROM24.

Table 7: Summary of ROM24 total trips

Year	Total Trips	% Growth compare to base year
2021	746148	
2031	938730	+26%
2041	1075258	+44%

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Appendix B – Modelling methodology

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1. Introduction

This appendix provides information about the study purpose, modelling methodology, modelling assumptions and summary. AIMSUN is the traffic modelling software that is used to conduct this strategic modelling. The analysis is conducted for three forecast year scenarios: base year (2021), medium-term future year (2031), and long-term future year (2041). The outputs from this modelling study will assist in preparing an outline of priority road upgrade plans for the short-term, medium-term, and long-term.

2. Modelling Methodology

The Cockburn District Traffic Model (CDTM) was created as a strategic model to capture the extents of the City of Cockburn. To build the strategic model, a subarea network with matrices was requested to MRWA and extracted from the ROM24 model owned by Main Roads. Both networks and matrices were used and updated in Aimsun. The software enables the creation of both static and dynamic environment simulations and has an advantage of transferring from a strategic model to a microsimulation model for a more comprehensive analysis in the future if required. However, for this analysis, a static assignment method is used to get the results.

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2.1 Study Area and Zoning System

Table 1 summarizes the comparison between the initial supplied ROM24 data, previous CDTM zones (updated in 2018) and the recently revised zones.

Table 1: Zone comparison between ROM24 and CDTM

Zone Set	2016	2021	2031	2041
Previous CDTM Internal Zones	60	60	60	
Previous CDTM External Zones	48	50	52	
Previous CDTM Total Zones	**108**	***110**	***112**	
Updated CDTM Internal Zones		76	76	76
Updated CDTM External Zones		35	37	37
Updated CDTM Total Zones		**111**	**113**	**113**
ROM24 Internal Zones		77	77	78
ROM24 External Zones		37	42	41
ROM24 Total Zones		**114**	**119**	**119**

The final CDTM contains one more zone than the ROM24, reflecting the City of Cockburn area. This minor increase has been made to improve forecast precision within the study area. The increase in CDTM external zones between 2021 and 2031 is due to the addition of external network connections as new corridors in and out of the City of Cockburn area were built after the previous study for 2021 and the future network for 2031.

The previous report missed out a zone each in the 2021 and the 2031 road network. This has been rectified.

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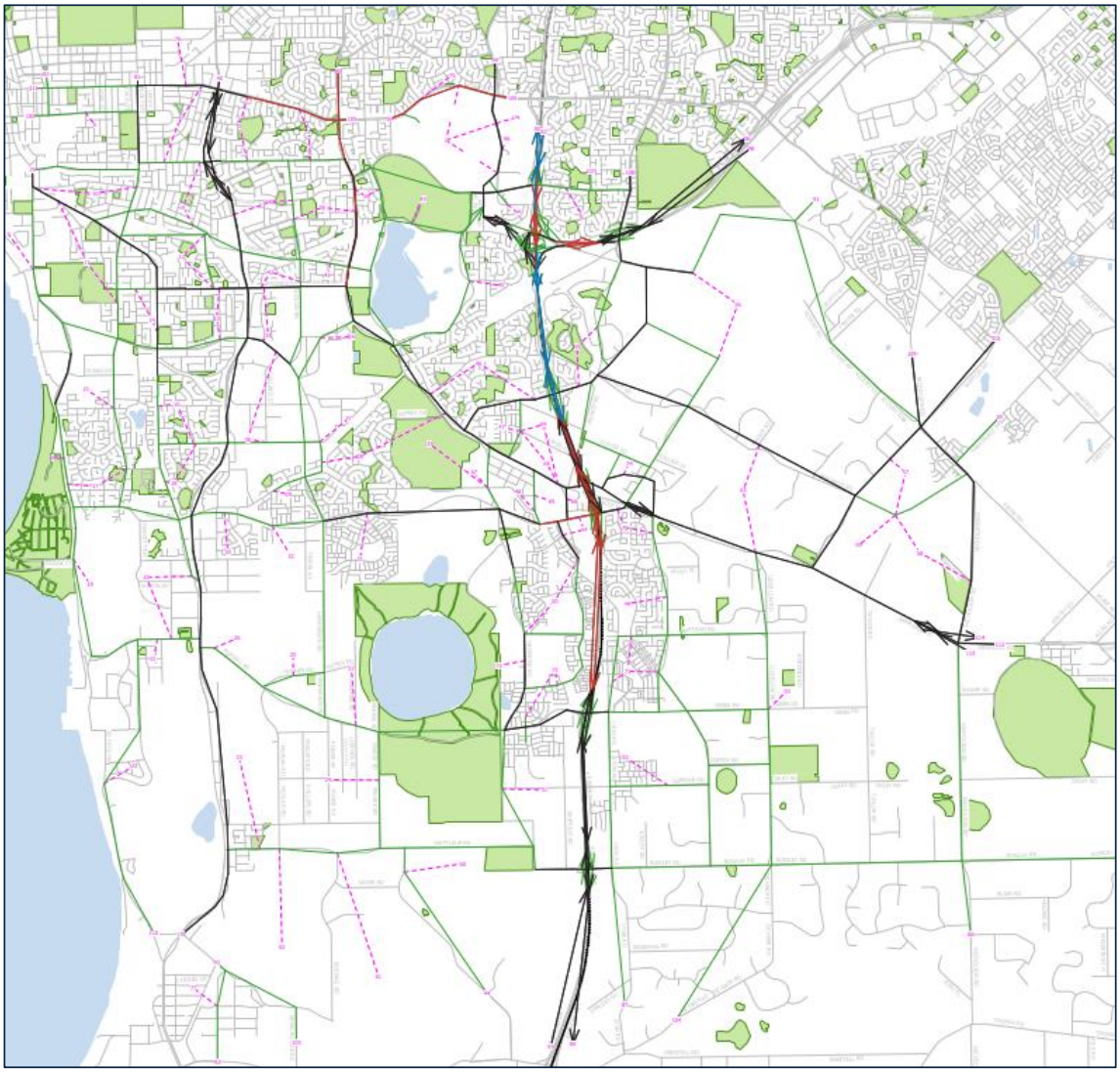


Fig.1 Cockburn ROM24 Sub-Area Zone System

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Figure below illustrates the final zone scheme used for the base year model for the City of Cockburn District Study:

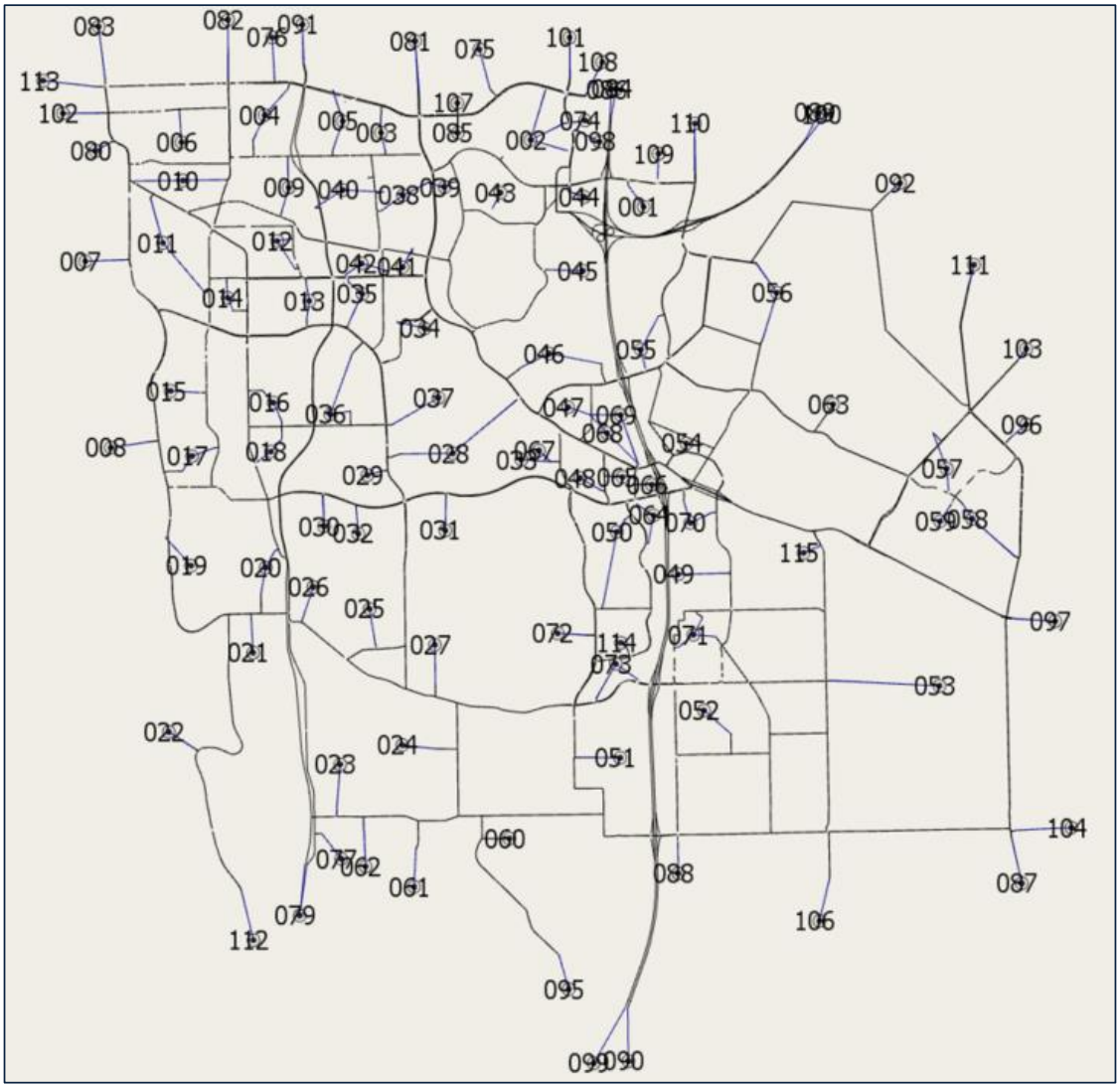


Figure 2: 2021 Modelled Aimsun zone layout

2.2 Review of CDTM

A review of the CDTM was undertaken to ensure that the base and future year models have been updated to accurately reflect the current and future year plans for the City of Cockburn. For details on these changes, please refer to the input technical memo.

2.3 Demand Matrix

The traffic demand matrices were generated from all-day sub-area matrices for all vehicle types from ROM24 for existing and future years. The 2021 matrix was used in conjunction with peak hour counts and matrix estimation to generate base 2021 AM and PM matrices.

	AM Light Vehicles	AM Heavy Vehicles	PM Light Vehicles	PM Heavy Vehicles
2021	117392	9930	128028	12244
2031	150809	14826	160641	18406
2041	187002	24776	197257	29468

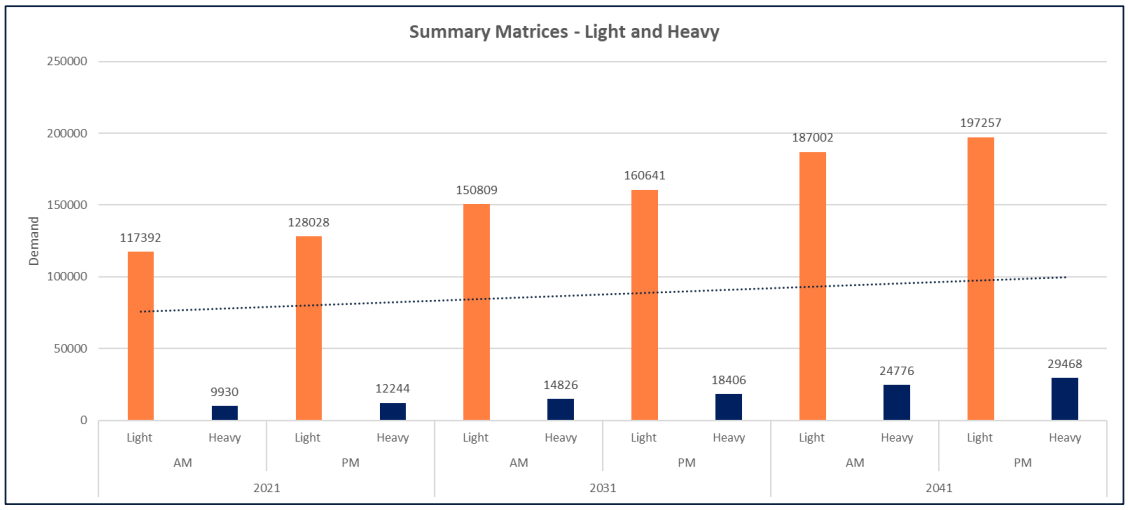


Fig.3 Summary Matrices – Light and Heavy vehicles for base and future years

The future years matrices were calculated using the estimated base year demand and the application of growth factors generated by pivoting on ROM future year matrices as shown in Figure.4 below.

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Table 1: The 8 Cases

Base (B)	Synthetic Base (S_b)	Synthetic Future (S_f)	Predicted (P)		Cell Type
0	0	0	0		1
0	0	>0	S_f		2
0	>0	0	0		3
0	>0	>0	Normal growth	0	4
			Extreme growth	$S_f - X_1$	
>0	0	0	B		5
>0	0	>0	$B + S_f$		6
>0	>0	0	0		7
>0	>0	>0	Normal growth	$B.S_f / S_b$	8
			Extreme growth	$B.X_2 / S_b + (S_f - X_2)$	

Figure 4: Pivoting in Travel Demand Models (Source: Pivoting in Travel Demand Models – Australasian Transport Research Forum 2012)

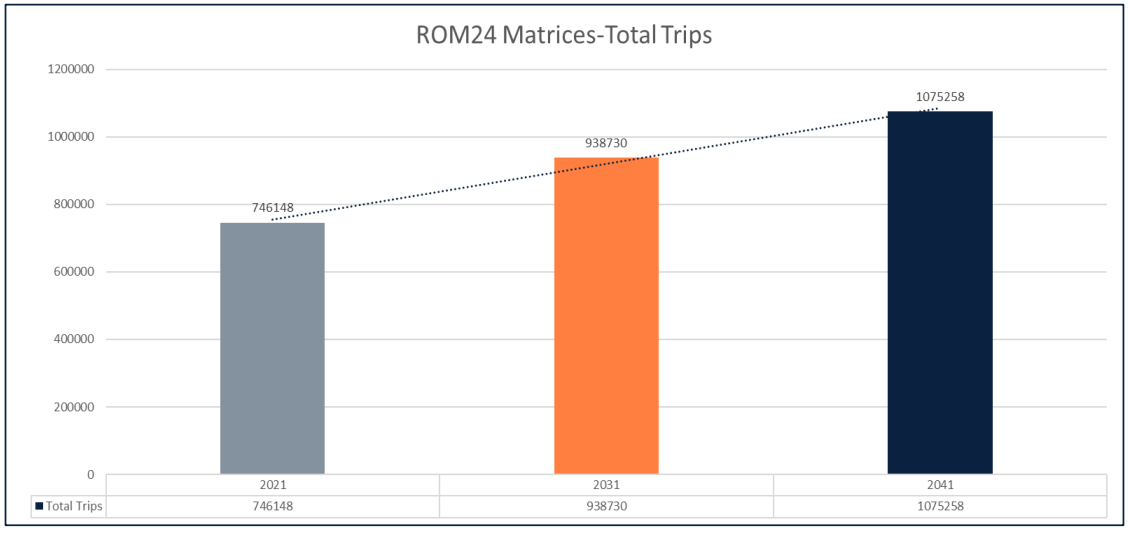


Figure 5: ROM24 Matrices – Total Trips for 2021, 2031, 2041

2.4 Time Period

The AM and PM peak periods were determined by analysing hourly volumes in the base year for all the 21 sites. A two-hour peak period was chosen for modelling purposes as shown below:

- AM peak (between 07:00-09:00)
- PM peak (between 15:00-17:00)

Throughout the report, modelling results for two-hour peaks are presented.

2.5 Mode Split

Matrices based on ROM24 have been developed to reflect the mode split and allow for the assessment of car/light and heavy vehicle network impacts. These rates were verified using traffic counts from the Main Roads Traffic Map and other information. If a more detailed traffic assessment is needed, the City may need to conduct some sensitivity testing on modal share factors to simulate greater non-car mode share; this is currently outside of the scope of this project.

2.6 Trip Assignment

To assign the initial demand, a static origin-destination matrix adjustment assignment was performed. This is identical to the trip assignment preformed in the previous study and is consistent with industry standards, allowing stable convergence to a consistent outcome.

The model network and initial matrices were extracted from ROM24, then the main parameters were imported into Aimsun. This enabled the City of Cockburn Model to be consistent with the Main Roads strategic model.

3. CDTM Model Review

The updated CDTM is a macroscopic Aimsun model derived from ROM24 demand matrices and verified against count data also called as Real data set (RDS) . Based on the ROM24 matrices, mode share is divided into car/light and heavy vehicles and 'furnessed' to count data to accurately reflect the current situation. Furnessing is described as follows in the Main Roads Operational Modelling Guidelines:

“The Furness method of matrix updating is an iterative process to derive matrices that result in the best match to trip end count data. Trip end totals for each zone should be formed from external link survey data, internal link survey data and other filler zones with the values based on surveys, surrounding land use or the number of individual households. Within this, individual OD pairs should be fixed to known survey values or established during the calibration process.”

Public Transport has not been included for this modelling study.

Below is a process of the base model redevelopment and the future model development

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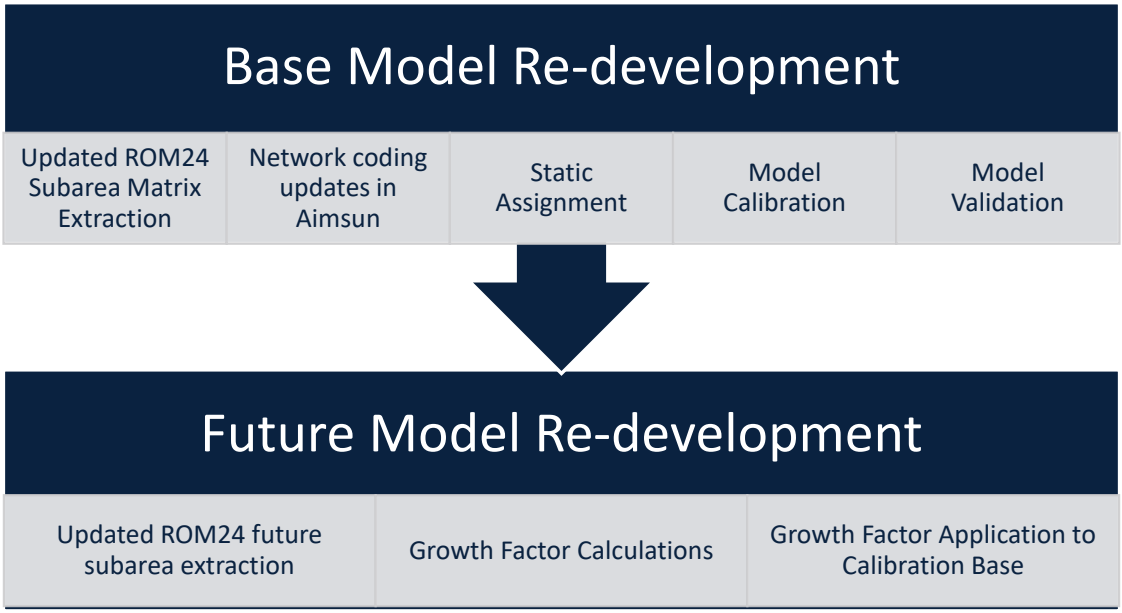


Fig.6 Base year and Future year model development process

3.1 Modelling Assumptions

3.1.1 Vehicle settings

Table 2: Car Parameters

Car Parameters	Mean	Deviation	Minimum	Maximum
Length	4m	0.5m	3.35m	5m
Width	2m	0m	2m	2m
Max Desired Speed	110km/h	10km/h	80km/h	120km/h
Speed Limit Acceptance	1.05	0.09	0.9	1.16
Clearence	1.85m	0.3m	0.5m	3.2m
Max Yield Time	15s	3s	5s	30s
Guided Acceptance Level	100%	0%	100%	100%

Table 3: Truck Parameters

Truck Parameters	Mean	Deviation	Minimum	Maximum
Length	8.65m	1.9m	6m	11.65m
Width	2.4m	0m	2.4m	2.4m
Max Desired Speed	100km/h	5.5km/h	80km/h	110km/h
Speed Limit Acceptance	1	0.1	0.9	1.10
Clearence	2m	0.5m	1m	3.3m
Max Yield Time	30s	5s	20s	36s
Guided Acceptance Level	100%	0%	100%	100%

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3.2 Base Model – Calibration and Validation

To ensure that the model is suitable for purpose, a 2018 base year model was updated and calibrated with parameters using existing traffic count data located in Main Roads TrafficMap website to form the 2021 base year model.

Once the model is fully calibrated and validated, the model was used to predict future changes in traffic volumes caused by future road upgrades changes.

The 2021 CDTM model has been calibrated to the accepted standards at a daily level and satisfactory for peak times based on the available traffic data in Traffic Maps and correlation with the ROM24 data to observed daily traffic counts within the screenlines which falls within the City of Cockburn's study area.

Table 4 contains the desired industry standards taken from the NSW Road and Maritime Services Traffic Modelling Guidelines version 1 issued in 2013 and the Main Roads OMeGA guidelines for desirable values of link calibration and validation measures.

Table 4: Link Calibration and Validation measures (Source: Traffic Modelling Guidelines" Version 1, NSW Road and Maritime Services)

Link Calibration Measure	Desirable Value
GEH < 5	85%

Link Validation Measure	Desirable Value
Coefficient of Determination (R^2)	>0.90

Additional measures, such as GEH, were included because they are needed for the Aimsun strategic modelling based on the Main Roads modelling guidelines.

3.2.1 Base model calibration – GEH statistic

The Roads and Maritime Services (RMS) guidelines stated that the model calibration criteria are built on a statistics formula known as GEH. RMS states:

"the formula is a form of Chi-square statistic that is designed to be tolerant of largest errors in low flows. The reason for introducing such a statistic is the inability of either the absolute difference or the relative difference to cope over a wide range of flows."

The GEH equation is as follows:

$$GEH = \sqrt{\frac{(V_o - V_m)^2}{0.5\,(V_o + V_m)}}$$

Where:

V_o is the observed flow in vehicles per hour

V_m is the modelled flow in vehicles per hour

Figure 7: GEH Equation (Source: Roads and Maritime Services (RMS) guidelines)

According to RMS guidelines, the turn volume calibration is accomplished when "85% of individual turn volumes have a GEH 5.0".

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3.2.2 Base model calibration – results

The calibration process was successful and met the requirement. It has demonstrated a good model performance when compared to observed flows. As shown in Table 5, all time periods were calibrated above the necessary 85% margin for all types of vehicles.

Table 5: GEH Results for light vehicles and heavy vehicles.

GEH Results	GEH Range	Car (Light Vehicle)	Truck (Heavy Vehicles)
AM Peak Hour	=<5	86%	86%
	5 to 10	14%	12%
	>10	0%	2%
PM Peak Hour	=<5	88%	86%
	5 to 10	10%	14%
	>10	2%	0%

3.2.3 Validation Plots – Peak periods

The scatter plot validates well against average peak period observed traffic volumes with parameters that satisfy industry acceptable standards. Figure 8 and Figure illustrate scatter plots of traffic count locations versus 2021 CDTM volumes to demonstrate model validation for the AM and PM peak time periods, respectively.

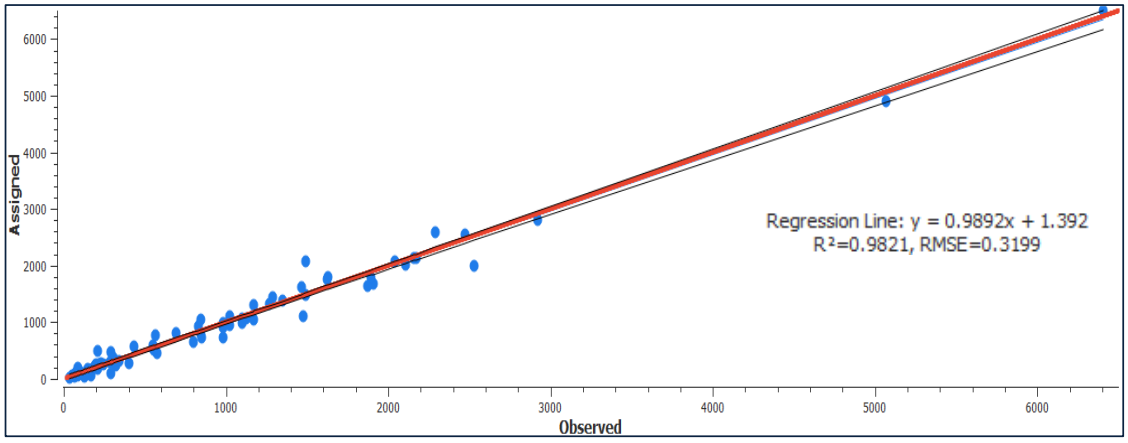


Figure 8: AM Peak period validation plot

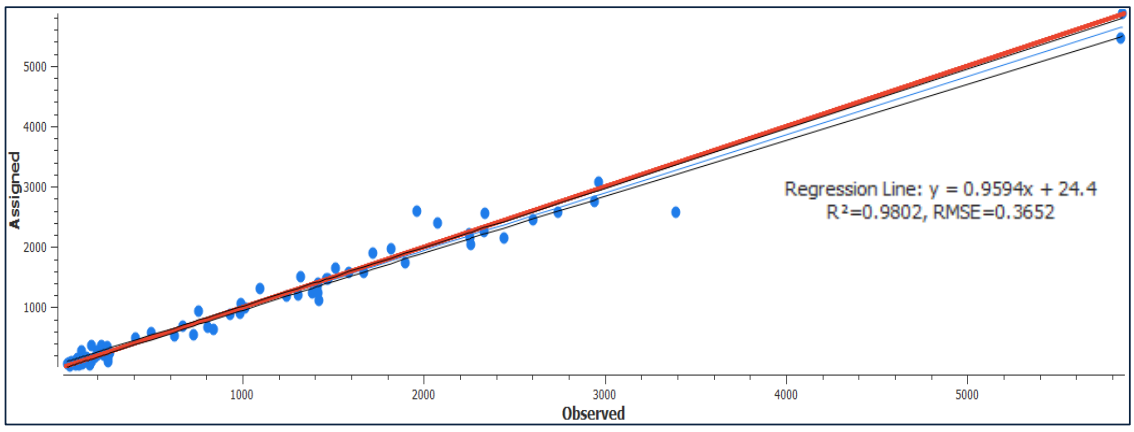


Figure 9: PM Peak period validation plot

The AM and PM peak periods validate efficiently to the guideline standards, indicating that the model is robust and suitable for purpose. As a result, both modelled peak periods are useful in understanding peak period traffic, operation, including directional bias, and traffic growth in congested conditions.

3.2.4 Model Convergence

The 2021 base model was run through 50 iterations to ensure proper convergence. The relative difference between the AM and PM peaks was 2.02% and 1.71%, respectively. When the relative gap is less than 5%, the model is deemed converged, and the results of both model calibrations indicate an acceptable model.

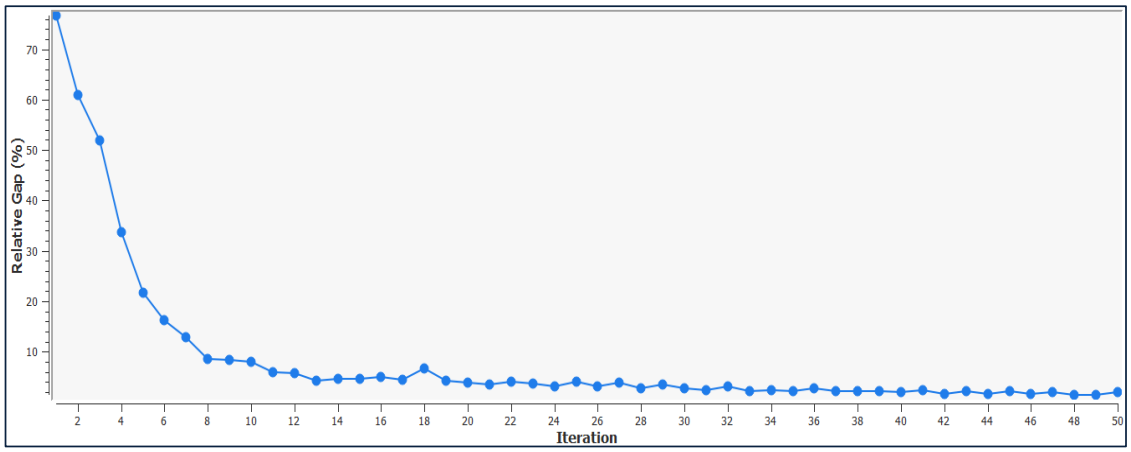


Fig.10 AM Peak Period convergence plot

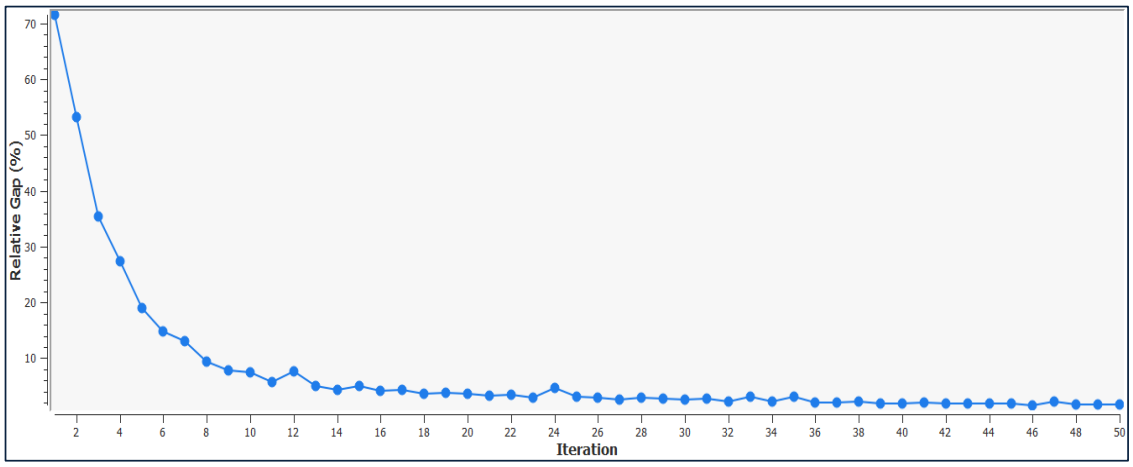


Fig.11 PM Peak Period convergence plot

3.2.5 Validation summary

From the review of the base year (2021) AM and PM peak hour traffic volumes for the 21 sites picked within the City of Cockburn boundary, the CDTM validates well and in accordance with the industry standards. While the GEH statistic was used to calibrate the model, a coefficient of determination (R^2) was used to validate the model and compare it with the industry acceptable standards. Both the coefficient of determination (R^2) values for the AM and PM peak are above 0.95. As it currently stands, the CDTM would appear to provide the best available tool to understand strategic transport flows on major roads within the City of Cockburn area. A summary of the level of validation for both AM and PM peak period is shown in the below table 6 and figures 8 and 9.

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Link Validation Measure	Desirable Value	AM Peak	PM Peak
Coefficient of Determination (R^2)	>0.90	0.98	0.98

Table 6: Coefficient of Determination for AM and PM Peak

14.2 Corporate and System Services

14.2.1 Monthly Financial Report - April 2024

Executive	A/Director Corporate and System Services
Author	A/Head of Finance
Attachments	1. Financial Activity Statement April 2024 ⇩

RECOMMENDATION
That Council:

(1) ADOPTS the Monthly Financial Report containing the Statement of Financial Activity and other financial information for the month of April 2024, as attached to the Agenda.

Background

Local Government (Financial Management) Regulations 1996 prescribe that a Local Government is to prepare each month a Statement of Financial Activity.

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

1. Details of the composition of the closing net current assets (less restricted and committed assets)
2. Explanation for each material variance identified between year to date (YTD) budgets and actuals
3. Any other supporting information considered relevant by the Local Government.

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

The regulations require the information reported in the statement to be shown either by nature or type, statutory program, or business unit.

The City has chosen to report the information according to nature or type and its organisational business structure.

Local Government (Financial Management) Regulations 1996 - Regulation 34 (5) states “Each financial year, a Local Government is to adopt a percentage or value, calculated in accordance with the Australian Accounting Standards, 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.

The materiality threshold has been set by Council at $300,000 for the 2023-24 financial year (FY24).

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Detailed analysis of budget variances is an ongoing exercise, with necessary budget amendments either submitted for Council approval through the Expenditure Review Committee or included in the City's mid-year budget review required by legislation.

Submission

N/A

Report

The attached Monthly Financial Report for April 2024 has been prepared in accordance with the Local Government Act and the associated Financial Management Regulations.

This was reviewed by management, with the following commentary addressing key financial results and the City's budgetary performance to the end of the month.

Statement of Financial Position

Due to amendments to the *Local Government (Financial Management) Regulations 1996*, Regulation 35 (1) requires the City to now include a Statement of Financial Position each month in the financial report.

This shows the City's financial position at the end of the month, compared to the end of the previous financial year. Net assets total $1.824 billion at the end of the month ($1.802 billion end of June), with the increase reflecting the impact of the City's year to date financial activities.

Opening Surplus

The audited opening surplus is $9.79 million, and the amended budget now matches this following the mid-year budget review. The surplus includes $8.76 million of municipal funding for the City's carry forward projects (adopted by Council in August 2023).

Closing Surplus

The City's YTD closing surplus to the end of March was $46.45 million, compared to a YTD budget of $32.74 million.

This represents a favourable variance of $13.72 million, inclusive of variances across the FY24 operating and capital budgets reported in the following sections.

The full year surplus is currently budgeted at $338,877, increased from Council's adopted budget surplus of $262,844. This fluctuates throughout the year due to various budget amendments adopted by Council (e.g., Expenditure Review Committee recommendations).

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Operating Revenue

Operating revenue of $180.40 million was $0.46 million ahead of YTD budget for April.

The following table summarises the operating revenue budget performance by nature:

Revenue from operating activities	Amended		YTD Actual	YTD Variance
	Full Year Budget $	YTD Budget $	$	$
Rates	125,915,511	125,915,511	125,987,748	72,237
Specified Area Rates	601,000	601,000	604,036	3,036
Operating Grants, Subsidies, Contributions	10,100,986	7,901,427	7,981,219	79,792
Fees and Charges	41,629,878	35,250,879	36,531,141	1,280,262
Service charges	1,200,000	1,160,000	1,125,020	(34,980)
Interest Earnings	11,145,106	9,457,466	9,907,216	449,750
Fair value adjustments to financial assets	7,372	0	0	0
Profit/(Loss) Asset Sale	1,281,988	(340,419)	(1,735,458)	(1,395,039)
Total	**191,881,841**	**179,945,864**	**180,400,922**	**455,058**

Material variances identified in the City's operating revenue were identified as follows:

- Fees and charges ($1.28 million over YTD budget):
  - Royalty income from 1712 Russell Road was more than YTD budget by $0.33 million.
  - Landfill fees received was $0.33 million more than YTD budget.
- Interest earnings ($0.45 million over YTD budget). The City investment strategy has proven to be successful as the earnings have gone over YTD budget again.
- Loss on asset sale ($1.40 million over YTD budget) as the City has written off some historical building assets at the Coogee Caravan Park belonging to the lessee, causing a $1.74 million book loss (non-cash item).

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Operating Expenditure

Operating expenditure to the end of April of $155.20 million was under YTD budget by $6.95 million.

The following table summarises the operating expenditure budget variance performance by nature:

Expenditure from Operating Activities	Amended		YTD Actual $	YTD Variance $
	Full Year Budget $	YTD Budget $		
Employee costs	78,476,126	63,331,102	62,382,022	(949,080)
Materials & Contracts	55,604,821	43,817,631	37,570,996	(6,246,635)
Utility charges	6,472,033	5,188,998	5,058,372	(130,626)
Depreciation/Amortisation	44,644,357	35,853,610	36,165,618	312,008
Interest/Finance Costs	320,884	33,793	149,062	115,269
Insurance expenses	2,647,970	2,647,970	2,529,546	(118,424)
Other expenditure	13,594,902	11,271,664	11,341,248	69,584
Total	**201,761,093**	**162,144,768**	**155,196,864**	**(6,947,904)**

Significant variances identified in the City's operating expenditure were identified as follows:

- Employee Costs ($0.95 million under YTD budget):
  - Employee costs across the City are generally under budget due to underspending of $0.65 million in training, conferences and professional development activities.
- Materials and contracts were $6.25 million under YTD budget:
  - Waste Services Business Unit had an underspend of $0.92 million against its YTD budget mainly due to the underspend in Entry Fee for Recyclables $0.29 million and Off-Site Processing of Green Waste $0.55 million.
  - General underspend within the Environmental Initiatives operational projects under Environmental Management, Policy and Planning Service Unit, $0.35 million behind its YTD budget.
  - General underspend across the Community Development & Services ($1.11 million), with Cockburn Care having the highest underspend of $0.42 million against its YTD budget.
  - General underspend across the Property Services Service Unit, mainly in its Land Administration operational projects $0.36 million.
  - Expenditure across all Cockburn ARC's activities were $0.53 million under YTD budget.
  - Underspend within the COSAFE operational projects as majority of them have not started yet, $0.37 million.
  - Office of the CEO Business Unit had $0.52 million underspend against its YTD budget due to minimal spending within its discretionary
  - project budget.

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Capital Expenditure

Council adopted a capital works program of $43.87 million in the FY24 annual budget, that is now $75.65 million following the addition of carry forwards adopted by Council in August and reductions included in the mid-year budget review.

The City has spent $25.29 million on its capital program to the end of April, representing an underspend of $4.70 million against YTD budget. A further $38.49 million has been committed through contract to be spent within this year and into next financial year.

The following table shows the budget performance by asset class:

Capital Acquisitions	Amended		YTD Actual $	YTD Variance $
	Budget $	YTD Budget $		
Buildings	19,714,139	7,484,811	5,880,117	(1,604,694)
Furniture & Equipment	1,085,000	315,000	267,352	(47,648)
Plant and Equipment	15,092,811	3,404,121	2,608,782	(795,339)
Information Technology	4,801,803	1,526,586	1,123,565	(403,021)
Infrastructure - Roads	10,069,797	6,056,253	5,615,987	(440,266)
Infrastructure - Drainage	6,556,569	1,459,031	1,144,095	(314,936)
Infrastructure - Footpath	2,122,392	1,534,407	1,189,232	(345,175)
Infrastructure - Parks hard	6,360,116	4,233,169	3,741,368	(491,801)
Infrastructure - Landscaping	1,257,799	925,320	992,907	67,587
Infrastructure - Landfill site	5,087,265	2,219,220	2,097,150	(122,070)
Infrastructure - Marina	1,452,102	464,015	399,404	(64,611)
Infrastructure - Coastal	2,050,873	360,111	226,939	(133,172)
Total	**75,650,666**	**29,982,044**	**25,286,898**	**(4,695,146)**

- Buildings were $1.60 million under YTD budget mainly due to general underspend in all minor building improvements projects $1.12 million under YTD budget.
- Plant and Equipment purchases were $0.80 million under YTD mainly due to long lead time in securing stock.
- Parks hard infrastructure was $0.49 million behind YTD budget, mainly due to minimal spending in Construction of Parks, $0.34 million underspent.

Non-Operating Grants, Subsidies and Contributions

The City's budget for capital grants and contributions is a net $4.83 million. This includes $6.84 million in funding to be received, less outgoing contributions of $2.02 million for the underground power project in South Lake (Western Power).

Non-operating revenue of $2.76 million was recognised to the end of April, $0.05 million over YTD budget (timing issue).

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Financial Reserves

A detailed schedule of the City's financial reserves is included in the financial report, showing a balance of $212.74 million held at the end of April ($213.78 million in March).

Council funded reserves made up $179.12 million of the balance, $13.31 million for restricted and legislated purposes, and another $20.31 million for developer contribution plans.

Transfers in and out of financial reserves are made in accordance with budgetary requirements.

Cash and Financial Assets

The City's closing cash and financial assets investment holding at month's end totalled $258.33 million (down from $264.53 million in March).

This balance included financial assets (term deposits and investments) of $256.29 million, and cash and cash equivalent holdings (cash at bank and at call deposits) of $2.04 million.

$213.53 million of these funds were internally and externally restricted, representing the City's financial reserves and liability for bonds and deposits held.

The remaining $44.80 million represented unrestricted municipal funds for the City's operating activities and liabilities.

Investment Performance, Ratings and Maturity

The City's term deposit portfolio running yield was an annualised 5.07 percent as of 30 April (5.05 percent in March).

RBA announced no increases to the cash rate in April again. As a result, the City's portfolio running yield has again outperformed the KPI target rate of 4.85 percent (cash rate of 4.35 percent plus 0.50 percent performance margin).

New investments placed during the month were at rates ranging between 5.05 and 5.16 percent for the duration of longer than 12 months period.

Current term deposit investments are fully compliant with Council's Investment Policy requirements, as indicated below:

Investment Policy Compliance		
Legislative Requirements	✓	Fully compliant
Portfolio Credit Rating Limit	✓	Fully compliant
Institutional Exposure Limits	✓	Fully compliant
Term to Maturity Limits	✓	Fully compliant

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The portfolio also includes several reverse mortgage securities purchased under previous policy and statutory provisions.

These have a face value of $2.364 million and market value of $1.53 million, although the City currently carries them at a book value of $0.79 million (net of a $1.575 million impairment provision made several years ago).

The City continues receiving interest and capital payments, with $0.636 million returned to date of the original $3.0 million invested.

The City's investments were held with the following financial institutions as at 30 April (inclusive of accrued interest):

Issuer	**Market Value**	% Total Value
AMP Bank Ltd	**15,018,293.24**	5.84%
Auswide Bank Limited	**1,539,102.74**	0.60%
Bank of Queensland Ltd	**24,690,643.85**	9.60%
Commonwealth Bank of Australia Ltd	**71,786,503.76**	27.91%
Credit Union Australia Ltd t/as Great Southern Bank	**19,522,322.69**	7.59%
Defence Bank Ltd	**10,490,931.50**	4.08%
Emerald Reverse Mortgage Trust	**1,526,876.03**	0.59%
Heritage and People's Choice Limited t/as People's Choice Credit Union	**5,728,415.07**	2.23%
ING Bank Australia Limited	**63,607,946.14**	24.73%
Macquarie Bank Ltd	**0.01**	0.00%
National Australia Bank Ltd	**18,934,976.59**	7.36%
Suncorp-Metway Ltd	**21,327,669.32**	8.29%
Westpac Banking Corporation Ltd	**3,002,354.79**	1.17%
Portfolio Total	**257,176,035.70**	100.00%

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The City's short-term deposits (less than 12 months) made up 68.61 percent ($176.50 million) of the City's portfolio, compared to 71.69 percent ($189.50 million) in March.

These were classified under the following credit ratings:

Market Value by Security Rating Group (Short Term)



Deposits invested between 1 and 3 years made up 31.39 percent ($80.72 million) of the City's portfolio, compared to 28.31 percent ($74.85 million) in March.

These were classified under following credit ratings:

Market Value by Security Rating Group (Long Term)



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Investment in Fossil Fuel Free Banks

At month end, the City held $61.36 million (24.50 percent) of its investment portfolio with banks considered non-funders of fossil fuel related industries ($75.36 million or 29.20 percent last month).

The amount invested with fossil fuel free banks fluctuates depending on the competitiveness of deposit rates being offered and the capacity of fossil fuel free banks to accept funds.

The City preferences fossil fuel free investments (given a similar deposit rate) in accordance with Council's Investment of Funds Policy.

Rates Debt Recovery

The collectible rates and charges for 2023-24 (comprising arrears, annual levies, and part year rating) totals $151.40 million.

To the end of April, the City had collected $142.59 million (94.18 percent), leaving a balance outstanding of $8.81 million (5.82 percent). Prepayment of rates totalling $1.84 million has also been received and will be applied to future year's rates accounts.

This year, underground power charges totalling $3.077 million were raised against affected properties in South Lake, able to be paid either in full or over a ten-year payment plan.

To the end of April, the City had received full payment from 29.8 percent of these properties, exceeding conservative estimates for 10 percent.

The City is forecasting to collect approximately 40 percent of total charges in year one, with the balance to be collected over the remaining nine years of the payment plan.

In terms of overdue and delinquent rates accounts under formal or legal debt recovery processes, the City had 275 properties owing a total of $1.07 million in combined rates and legal fees (331 properties or $1.30 million in March).

These now include those properties that have fallen into arrears with their current year's rates and have not made any arrangements with the City.

Formal debt recovery activities are commenced when ratepayers have overdue rates and have not committed to instalment or other payment arrangements or sought relief under the City's Financial Hardship Policy.

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Trade and Sundry Debtors

The City had $3.27 million in outstanding trade and sundry debtors to the end of February ($3.02 million in March).

Those debts overdue by more than 90 days made up $241k or 7.37 percent of total debts outstanding ($217k or 7.20 percent in March).

The 90-day debtors included lease monies owed by naval base tenants totalling $93k, landfill commercial debtors owing $75k and another $20k in Cockburn Care arrears being actively managed.

Strategic Plans/Policy Implications

Listening & Leading
A community focused, sustainable, accountable and progressive organisation.
• Best practice Governance, partnerships and value for money.

Budget/Financial Implications

Budget amendments are initially referred to Council's Expenditure Review Committee for recommendation to Council. Changes adopted by Council at its December meeting have been included in this monthly financial report.

Council's adopted budget surplus for FY24 of $262,844 has since increased to $338,877 due to Council decisions made to the end of April 2024.

These budget surplus changes are listed at Note 8 in the financial report.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

It is important that Council reviews the performance of its adopted budget each month for revenue, expenditure, and the closing financial position.

This enables it to be informed on and identify any potential financial risks.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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CITY OF COCKBURN

MONTHLY FINANCIAL REPORT

(Containing the Statement of Financial Activity)

For the Period Ended 30 April 2024

LOCAL GOVERNMENT ACT 1995
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 APRIL 2024

SUMMARY INFORMATION

Funding surplus / (deficit) Components

Funding surplus / (deficit)

	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
Opening	$9.79 M	$9.79 M	$9.79 M	($0.00 M)
Closing	$0.34 M	$32.74 M	$46.45 M	$13.72 M

Refer to Statement of Financial Activity

Cash and financial assets

	$258.33 M	% of total
Unrestricted Cash	$44.80 M	17.3%
Restricted Cash	$213.53 M	82.7%

Refer to Note 2 - Cash and Financial Assets

Key Operating Activities

Amount attributable to operating activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
$34.83 M	$53.65 M	$68.58 M	$14.93 M

Refer to Statement of Financial Activity

Employee Cost

YTD Actual	($62.38 M)	% Variance
YTD Budget	($63.33 M)	(1.5%)

Refer to Statement of Financial Activity

Rates Revenue

YTD Actual	$126.59 M	% Variance
YTD Budget	$126.52 M	0.0%

Refer to Statement of Financial Activity

Fees and Charges

YTD Actual	$36.53 M	% Variance
YTD Budget	$35.25 M	3.6%

Refer to Statement of Financial Activity

Materials & Contracts

YTD Actual	($37.57 M)	% Variance
YTD Budget	($43.82 M)	(14.3%)

Refer to Statement of Financial Activity

Key Investing Activities

Amount attributable to investing activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
($68.53 M)	($32.04 M)	($27.60 M)	$4.44 M

Refer to Statement of Financial Activity

Proceeds on sale

YTD Actual	$0.45 M	%
Amended Budget	$2.29 M	19.5%

Refer to Note 3 - Disposal of Assets

Asset Acquisition

YTD Actual	$25.29 M	% Spent
Amended Budget	$75.65 M	33.4%

Refer to Note 4 - Capital Acquisition

Capital Grants

YTD Actual	$2.76 M	% Received
Amended Budget	($4.83 M)	(57.2%)

Refer to Note 4 - Capital Acquisition

Key Financing Activities

Amount attributable to financing activities

Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)
$24.26 M	$1.34 M	($4.31 M)	($5.65 M)

Refer to Statement of Financial Activity

Borrowings

Principal repayments	$1.25 M
Interest expense	$0.14 M
Principal due	$6.25 M

Refer to Note 5 - Borrowings

Reserves

Reserves balance	$212.74 M
Interest earned	$0.84 M

Refer to Note 6 - Cash Reserves

This information is to be read in conjunction with the accompanying Financial Statements and notes.

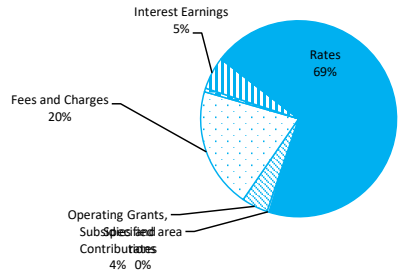
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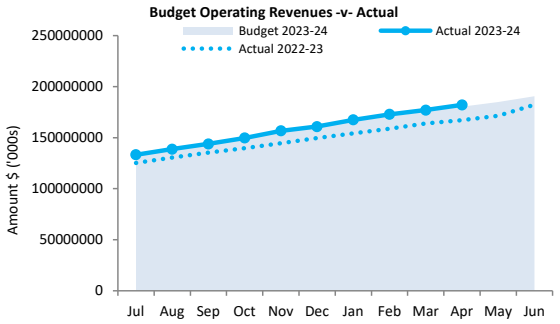
MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 APRIL 2024

SUMMARY INFORMATION - GRAPHS

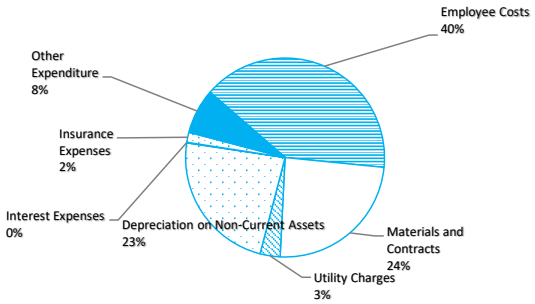
OPERATING ACTIVITIES

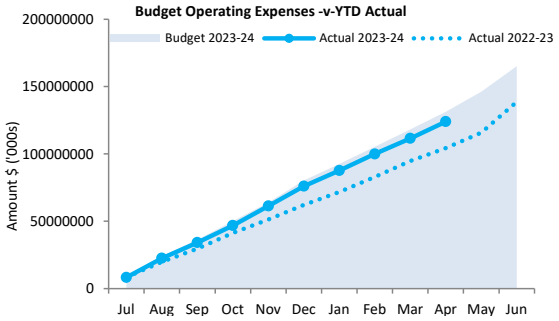
OPERATING REVENUE





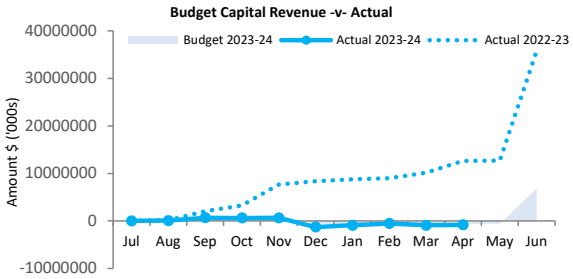
OPERATING EXPENSES



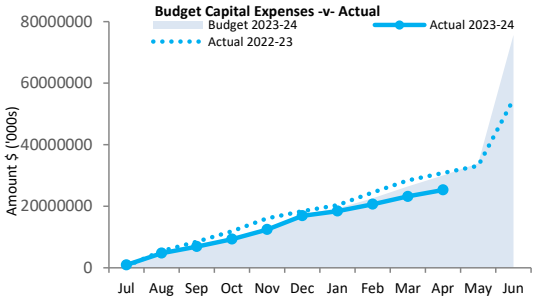


INVESTING ACTIVITIES

CAPITAL REVENUE

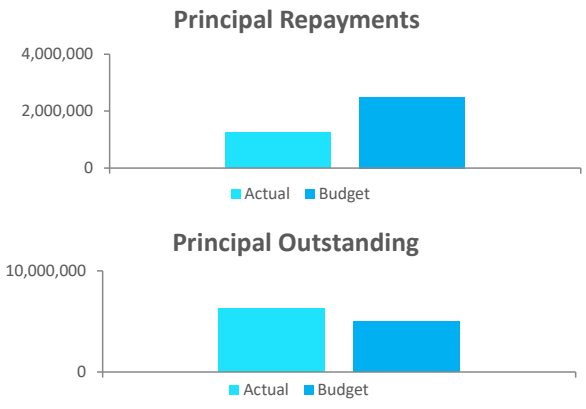


CAPITAL EXPENSES

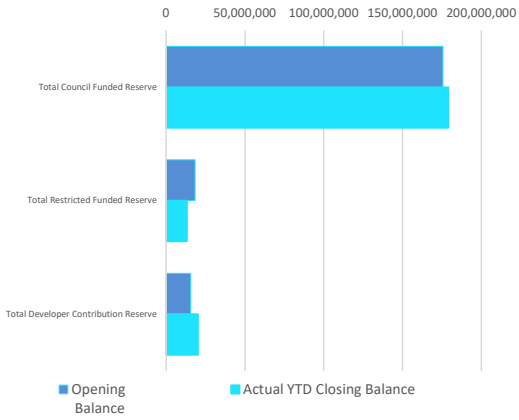


FINANCING ACTIVITIES

BORROWINGS



RESERVES



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

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ΓATEMENT OF FINANCIAL ACTIVITY
ƆR THE PERIOD ENDED 30 APRIL 2024

BY NATURE OR TYPE

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		$	$	$	$	%	
pening funding surplus / (deficit)	1(c)	9,786,927	9,786,927	**9,786,927**	0	0.00%	
evenue from operating activities							
ates		125,915,511	125,915,511	**125,987,748**	72,237	0.06%	
ecified area rates		601,000	601,000	**604,036**	3,036	0.51%	
perating grants, subsidies and contributions		10,100,986	7,901,427	**7,981,219**	79,792	1.01%	
es and charges		41,629,878	35,250,879	**36,531,141**	1,280,262	3.63%	▲
rvice charges		1,200,000	1,160,000	**1,125,020**	(34,980)	(3.02%)	
terest earnings		11,145,106	9,457,466	**9,907,216**	449,750	4.76%	▲
ir value adjustments to financial assets at fair value rough profit or loss		7,372	0	**0**	0	0.00%	
ofit/(loss) on disposal of assets		1,281,988	(340,419)	**(1,735,458)**	(1,395,039)	409.80%	
		191,881,841	**179,945,864**	**180,400,922**	455,058	0.25%	
penditure from operating activities							
nployee costs		(78,476,126)	(63,331,102)	**(62,382,022)**	949,080	1.50%	▲
aterials and contracts		(55,604,821)	(43,817,631)	**(37,570,996)**	6,246,635	14.26%	▲
ility charges		(6,472,033)	(5,188,998)	**(5,058,372)**	130,626	2.52%	
epreciation on non-current assets		(44,644,357)	(35,853,610)	**(36,165,618)**	(312,008)	(0.87%)	▼
terest expenses		(320,884)	(33,793)	**(149,062)**	(115,269)	(341.10%)	
surance expenses		(2,647,970)	(2,647,970)	**(2,529,546)**	118,424	4.47%	
ther expenditure		(13,594,902)	(11,271,664)	**(11,341,248)**	(69,584)	(0.62%)	
		(201,761,093)	**(162,144,768)**	**(155,196,864)**	6,947,904	4.29%	
on-cash amounts excluded from operating activities	1(a)	44,706,106	35,853,610	**43,379,409**	7,525,799	20.99%	▲
Amount attributable to operating activities		**34,826,854**	**53,654,706**	**68,583,467**	14,928,761		
vesting activities							
oceeds from non-operating grants, subsidies and ntributions		4,827,053	(2,688,495)	**(2,762,290)**	(73,795)	2.74%	
oceeds from disposal of assets	3	2,288,908	628,681	**445,549**	(183,132)	(29.13%)	
ayments for property, plant and equipment and frastructure	4	(75,650,666)	(29,982,044)	**(25,286,898)**	4,695,146	15.66%	▲
Amount attributable to investing activities		**(68,534,705)**	**(32,041,858)**	**(27,603,639)**	4,438,219		
nancing Activities							
ansfer from reserves	6	68,963,005	23,992,617	**24,184,428**	191,811	0.80%	
epayment of debentures	5	(2,500,000)	(1,250,000)	**(1,250,000)**	0	0.00%	
ansfer to reserves	6	(42,203,207)	(21,403,608)	**(27,246,411)**	(5,842,803)	(27.30%)	▼
Amount attributable to financing activities		**24,259,798**	**1,339,009**	**(4,311,983)**	(5,650,992)		
osing funding surplus / (deficit)	1(c)	**338,877**	**32,738,784**	**46,454,778**	13,715,994		

EY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold.
efer to Note 9 for an explanation of the reasons for the variance.
his statement is to be read in conjunction with the accompanying Financial Statements and Notes.

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EY TERMS AND DESCRIPTIONS
OR THE PERIOD ENDED 30 APRIL 2024

NATURE OR TYPE DESCRIPTIONS

EVENUE

ATES
l rates levied under the *Local Government Act 1995.* Includes neral, differential, specified area rates, minimum rates, terim rates, back rates, ex-gratia rates, less discounts and ncessions offered. Exclude administration fees, interest on stalments, interest on arrears, service charges and werage rates.

PERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
fers to all amounts received as grants, subsidies and ntributions that are not non-operating grants.

ON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS
nounts received specifically for the acquisition, construction new or the upgrading of identifiable non financial assets paid to a cal government, irrespective of whether these amounts are ceived as capital grants, subsidies, contributions or donations.

EVENUE FROM CONTRACTS WITH CUSTOMERS
evenue from contracts with customers is recognised when the cal government satisfies its performance obligations under the ntract.

ES AND CHARGES
evenues (other than service charges) from the use of facilities d charges made for local government services, sewerage tes, rentals, hire charges, fee for service, photocopying arges, licences, sale of goods or information, fines, penalties d administration fees. Local governments may wish to disclose ore detail such as rubbish collection fees, rental of property, es and penalties, other fees and charges.

RVICE CHARGES
rvice charges imposed under *Division 6 of Part 6 of the Local overnment Act 1995. Regulation 54 of the Local Government inancial Management) Regulations 1996* identifies these as levision and radio broadcasting, underground electricity and eighbourhood surveillance services. Exclude rubbish removal arges. Interest and other items of a similar nature received om bank and investment accounts, interest on rate instalments, terest on rate arrears and interest on debtors.

TEREST EARNINGS
terest and other items of a similar nature received from bank d investment accounts, interest on rate instalments, interest rate arrears and interest on debtors.

THER REVENUE / INCOME
her revenue, which can not be classified under the above adings, includes dividends, discounts, rebates etc.

OFIT ON ASSET DISPOSAL
cess of assets received over the net book value for assets on their sposal.

EXPENSES

EMPLOYEE COSTS
All costs associate with the employment of person such as salaries, wages, allowances, benefits such as vehicle and housing, superannuation, employment expenses, removal expenses, relocation expenses, worker's compensation insurance, training costs, conferences, safety expenses, medical examinations, fringe benefit tax, etc.

MATERIALS AND CONTRACTS
All expenditures on materials, supplies and contracts not classified under other headings. These include supply of goods and materials, legal expenses, consultancy, maintenance agreements, communication expenses, advertising expenses, membership, periodicals, publications, hire expenses, rental, leases, postage and freight etc. Local governments may wish to disclose more detail such as contract services, consultancy, information technology, rental or lease expenditures.

UTILITIES (GAS, ELECTRICITY, WATER, ETC.)
Expenditures made to the respective agencies for the provision of power, gas or water. Exclude expenditures incurred for the reinstatement of roadwork on behalf of these agencies.

INSURANCE
All insurance other than worker's compensation and health benefit insurance included as a cost of employment.

LOSS ON ASSET DISPOSAL
Shortfall between the value of assets received over the net book value for assets on their disposal.

DEPRECIATION ON NON-CURRENT ASSETS
Depreciation expense raised on all classes of assets.

INTEREST EXPENSES
Interest and other costs of finance paid, including costs of finance for loan debentures, overdraft accommodation and refinancing expenses.

OTHER EXPENDITURE
Statutory fees, taxes, allowance for impairment of assets, member's fees or State taxes. Donations and subsidies made to community groups.

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STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2024

STATUTORY REPORTING BY BUSINESS UNIT

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		$	$	$	$	%	
Opening funding surplus / (deficit)	1(c)	9,786,927	9,786,927	**9,786,927**	(0)	(0.00%)	
Revenue from operating activities							
Office of the CEO		0	0	**1,020**	1,020	0.00%	
Legal and Compliance		1,653	1,378	**3,085**	1,707	123.88%	
Finance		139,744,539	137,775,450	**138,084,593**	309,143	0.22%	▲
Information & Technology		0	0	**21,090**	21,090	0.00%	
Library & Cultural Services		181,600	75,351	**205,041**	129,690	172.11%	
Recreation Infrastructure & Services		15,527,060	13,110,168	**13,455,717**	345,549	2.64%	▲
Community Development & Services		8,073,499	6,568,807	**6,602,330**	33,523	0.51%	
Community Safety & Ranger Services		1,560,960	1,166,169	**1,537,750**	371,581	31.86%	▲
Development and Compliance		3,268,485	2,806,469	**2,895,936**	89,467	3.19%	
Planning		203,200	17,500	**8,436**	(9,064)	(51.79%)	
Sustainability & Environment		737,053	478,529	**498,296**	19,767	4.13%	
Operations & Maintenance		16,673,119	14,470,570	**15,024,104**	553,534	3.83%	▲
Projects		1,211,988	(340,419)	**10,891**	351,310	(103.20%)	
Property & Assets		4,042,513	3,451,125	**1,748,492**	(1,702,633)	(49.34%)	▼
Advocacy and Engagement		0	0	**76**	76	0.00%	
Business and Economic Development		351,801	117,267	**887**	(116,380)	(99.24%)	
People Culture and Safety		297,000	247,500	**303,178**	55,678	22.50%	
		191,874,470	**179,945,864**	**180,400,922**	455,058		
Expenditure from operating activities							
Executive Support		(4,347,988)	(3,424,734)	**(2,953,071)**	471,663	13.77%	▲
Civic Services		(677,370)	(520,519)	**(364,483)**	156,036	29.98%	
Corporate Strategy		(2,361,883)	(1,943,038)	**(1,536,930)**	406,108	20.90%	▲
Governance, Risk & Compliance		(6,870,186)	(5,822,532)	**(5,700,794)**	121,738	2.09%	
Finance		(9,780,294)	(8,212,147)	**(8,287,944)**	(75,797)	(0.92%)	
Information & Technology		(1,032,909)	(836,356)	**(709,662)**	126,694	15.15%	
Procurement		(7,844,096)	(6,412,293)	**(6,807,310)**	(395,017)	(6.16%)	▼
Library & Cultural Services		(18,278,981)	(14,609,418)	**(13,760,991)**	848,427	5.81%	▲
Recreation Infrastructure & Services		(13,745,566)	(11,183,120)	**(9,758,707)**	1,424,413	12.74%	▲
Community Development & Services		(7,350,270)	(6,135,005)	**(5,515,260)**	619,745	10.10%	▲
Community Safety & Ranger Services		(7,212,823)	(5,790,930)	**(5,141,583)**	649,347	11.21%	▲
Development Assessment & Compliance		(3,608,293)	(2,638,569)	**(2,740,343)**	(101,774)	(3.86%)	
Planning		(4,885,932)	(3,688,821)	**(2,960,919)**	727,902	19.73%	▲
Sustainability & Environment		(88,924,669)	(71,249,870)	**(71,923,282)**	(673,412)	(0.95%)	▼
Operations & Maintenance		(1,267,477)	(963,395)	**(760,198)**	203,197	21.09%	
Projects		(13,739,432)	(10,934,799)	**(9,743,701)**	1,191,098	10.89%	▲
Property & Assets		(1,375,903)	(1,080,430)	**(814,424)**	266,006	24.62%	
Stakeholder Management		(1,981,689)	(1,643,397)	**(1,579,435)**	63,962	3.89%	
Communications & Marketing		(1,506,492)	(1,234,396)	**(1,050,164)**	184,232	14.92%	
Customer Experience		(1,335,933)	(918,972)	**(863,502)**	55,470	6.04%	
Business & Economic Development		(5,030,096)	(4,171,454)	**(3,346,577)**	824,877	19.77%	▲
Internal Recharging		1,404,560	1,269,431	**1,122,416**	(147,015)	11.58%	
		(201,753,722)	**(162,144,764)**	**(155,196,864)**	6,947,900		
Non-cash amounts excluded from operating activities	1(a)	44,706,106	35,853,610	**43,379,409**	7,525,799	20.99%	▲
Amount attributable to operating activities		**34,826,854**	**53,654,710**	**68,583,467**	14,928,757		
Investing Activities							
Proceeds from non-operating grants, subsidies and contributions		4,827,053	(2,688,495)	**(2,762,290)**	(73,795)	2.74%	
Proceeds from disposal of assets	3	2,288,908	628,681	**445,549**	(183,132)	(29.13%)	
Payments for property, plant and equipment and infrastructure	4	(75,650,666)	(29,982,044)	**(25,286,898)**	4,695,146	15.66%	▲
Amount attributable to investing activities		**(68,534,705)**	**(32,041,858)**	**(27,603,639)**	4,438,219		
Financing Activities							
Transfer from reserves	6	68,963,005	23,992,617	**24,184,428**	191,811	0.80%	
Repayment of debentures	5	(2,500,000)	(1,250,000)	**(1,250,000)**	0	0.00%	
Transfer to reserves	6	(42,203,207)	(21,403,608)	**(27,246,411)**	(5,842,803)	(27.30%)	▼
Amount attributable to financing activities		**24,259,798**	**1,339,009**	**(4,311,983)**	(5,650,992)		
Closing funding surplus / (deficit)	1(c)	**338,877**	**32,738,784**	**46,454,778**	13,715,983		

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to threshold. Refer to Note 9 for an explanation of the reasons for the variance.
The material variance adopted by Council for the 2023-24 year is $300,000 or 0.00% whichever is the greater.
This statement is to be read in conjunction with the accompanying Financial Statements and notes.

IONTHLY FINANCIAL REPORT
)R THE PERIOD ENDED 30 APRIL 2024

STATEMENT OF FINANCIAL POSITION

	Year to Date 30 April 2024	Last Year Closing 30 June 2023
	$	$
ırrent Assets		
sh and cash equivalents	9,043,560	13,592,531
ıancial assets	181,500,000	183,000,000
ade and other receivables	25,586,330	16,386,312
ventories	-16,211	27,313
tal Current Assets	216,113,679	213,006,156
on-Current Assets		
ade and other receivables	1,304,979	1,362,704
her financial assets	67,952,146	38,512,037
operty, plant and equipment	406,045,977	406,497,056
frastructure	1,224,166,563	1,236,775,214
tal Non-Current Assets	1,699,469,665	1,683,147,011
tal Assets	1,915,583,344	1,896,153,167
ırrent Liabilities		
ade and other payables	11,449,661	20,009,067
her liabilities	2,320,006	1,211,129
ase liabilities	112,342	100,625
rrowings	1,250,000	2,500,000
nployee related provisions	9,406,951	9,313,188
tal Current Liabilities	24,538,960	33,134,009
on-Current Liabilities		
her liabilities	21,671,473	16,764,058
rrowings	5,000,000	5,000,000
nployee related provisions	2,274,271	1,598,227
her provisions	37,764,565	37,764,565
tal Non-Current Liabilities	66,710,309	61,126,850
tal Liabilities	91,249,269	94,260,859
et Assets	1,824,334,074	1,801,892,308
uity		
tained surplus	628,200,420	608,820,635
serve accounts	212,740,296	209,678,314
valuation surplus	983,393,358	983,393,355
tal Equity	1,824,334,074	1,801,892,308

is statement is to be read in conjunction with the accompanying notes.

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MONTHLY FINANCIAL REPORT
FOR THE PERIOD ENDED 30 APRIL 2024

BASIS OF PREPARATION

BASIS OF PREPARATION

REPORT PURPOSE

This report is prepared to meet the requirements of *Local Government (Financial Management) Regulations 1996* , *Regulation 34* . Note: The statements and accompanying notes are prepared based on all transactions recorded at the time of preparation and may vary due to transactions being processed for the reporting period after the date of preparation.

BASIS OF ACCOUNTING

This statement comprises a special purpose financial report which has been prepared in accordance with Australian Accounting Standards (as they apply to local governments and not-for-profit entities) and Interpretations of the Australian Accounting Standards Board, and the *Local Government Act 1995* and accompanying regulations.

The *Local Government (Financial Management) Regulations 1996* take precedence over Australian Accounting Standards. Regulation 16 prohibits a local government from recognising as assets Crown land that is a public thoroughfare, such as land under roads, and land not owned by but under the control or management of the local government, unless it is a golf course, showground, racecourse or recreational facility of State or regional significance. Consequently, some assets, including land under roads acquired on or after 1 July 2008, have not been recognised in this financial report. This is not in accordance with the requirements of *AASB 1051 Land Under Roads paragraph 15* and *AASB 116 Property, Plant* and Equipment *paragraph 7.*

Accounting policies which have been adopted in the preparation of this financial report have been consistently applied unless stated otherwise. Except for cash flow and rate setting information, the report has been prepared on the accrual basis and is based on historical costs, modified, where applicable, by the measurement at fair value of selected non-current assets, financial assets and liabilities.

PREPARATION TIMING AND REVIEW

Date prepared: All known transactions up to 30 April 2024

SIGNIFICANT ACCOUNTING POLICES

CRITICAL ACCOUNTING ESTIMATES

The preparation of a financial report in conformity with Australian Accounting Standards requires management to make judgements, estimates and assumptions that effect the application of policies and reported amounts of assets and liabilities, income and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances; the results of which form the basis of making the judgements about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

THE LOCAL GOVERNMENT REPORTING ENTITY

All funds through which the City controls resources to carry on its functions have been included in the financial statements forming part of this financial report.
In the process of reporting on the local government as a single unit, all transactions and balances between those funds (for example, loans and transfers between funds) have been eliminated.
All monies held in the Trust Fund are excluded from the financial statements. A separate statement of those monies

GOODS AND SERVICES TAX

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office (ATO). Receivables and payables are stated inclusive of GST receivable or payable. The net amount of GST recoverable from, or payable to, the ATO is included with receivables or payables in the statement of financial position. Cash flows are presented on a gross basis. The GST components of cash flows arising from investing or financing activities which are recoverable from, or payable to, the ATO are presented as operating cash flows.

ROUNDING OFF FIGURES

All figures shown in this statement are rounded to the nearest dollar.

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2024

NOTE 1
STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

Non-cash and non-current items excluded from operating activities	Notes	Amended Budget	YTD Budget (a)	YTD Actual (b)
		$	$	$
Adjustments to operating activities				
Less: (Profit)/loss on asset disposals	3	(1,281,988)	0	1,735,458
Less: Movement in liabilities associated with restricted cash		1,351,109	0	4,732,847
Less: Financial assets at fair value through profit and loss		(7,372)	0	11,717
Less: Movement in other liabilities (non-current)		0	0	57,725
Movement in employee benefit provisions (non-current)		0	0	676,044
Add: Depreciation on assets		44,644,357	35,853,610	36,165,618
Total non-cash items excluded from operating activities		**44,706,106**	**35,853,610**	**43,379,409**

(b) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with *Financial Management Regulation* 32 to agree to the surplus/(deficit) after imposition of general rates.

		Last Year Closing 30 June 2023	This Time Last Year 30 April 2023	Year to Date 30 April 2024
Adjustments to net current assets				
Less: Reserves - restricted cash	6	(209,678,316)	(177,996,360)	(212,740,298)
Less: Bonds & deposits		(3,840,400)	(3,770,107)	(4,344,012)
Add: Borrowings	5	2,500,000	1,552,149	1,250,000
Add: Lease liabilities		100,625	106,676	112,342
Add: Financial assets at amortised cost - non-current	2	38,349,058	29,860,774	67,789,167
Total adjustments to net current assets		**(172,569,033)**	**(150,246,868)**	**(147,932,801)**
Cash and cash equivalents	2	13,592,531	9,181,646	9,043,560
Financial assets at amortised cost	2	183,000,000	207,500,000	181,500,000
Rates receivables		1,923,204	7,308,161	8,045,291
Receivables		8,823,405	8,095,649	13,622,128
Other current assets		5,667,016	4,330,966	3,902,700
Less: Current liabilities				
Payables		(17,525,249)	(6,818,088)	(8,636,799)
Borrowings	5	(2,500,000)	(1,552,149)	(1,250,000)
Contract liabilities	7	(1,211,129)	(4,197,358)	(2,320,006)
Lease liabilities		(100,625)	(106,676)	(112,342)
Provisions	7	(9,313,188)	(8,671,882)	(9,406,951)
Less: Total adjustments to net current assets	1(b)	(172,569,033)	(150,246,868)	(147,932,803)
Closing funding surplus / (deficit)		**9,786,927**	**64,823,393**	**46,454,778**

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2024

OPERATING ACTIVITIES
NOTE 2
CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted	Restricted	Total Cash	Institution
		$	$	$	
Cash on hand					
Cash at bank	Cash and cash equivalents	1,941,266	0	1,941,266	NATIONAL AUSTRALIA BANK
Cash on hand	Cash and cash equivalents	102,294	0	102,294	
Term deposits - current	Cash and cash equivalents	7,000,000	0	7,000,000	NATIONAL AUSTRALIA BANK
Term deposits - current	Financial assets at amortised cost	0	15,500,000	15,500,000	BANK OF QUEENSLAND
Term deposits - current	Financial assets at amortised cost	35,759,701	33,240,299	69,000,000	COMMONWEALTH BANK
Term deposits - current	Financial assets at amortised cost	0	17,000,000	17,000,000	ING BANK
Term deposits - current	Financial assets at amortised cost	0	1,500,000	1,500,000	AUSWIDE BANK
Term deposits - current	Financial assets at amortised cost	0	3,000,000	3,000,000	WESTPAC
Term deposits - current	Financial assets at amortised cost	0	13,000,000	13,000,000	NATIONAL AUSTRALIA BANK
Term deposits - current	Financial assets at amortised cost	0	21,000,000	21,000,000	SUNCORP
Term deposits - current	Financial assets at amortised cost	0	13,000,000	13,000,000	CREDIT UNION AUSTRALIA
Term deposits - current	Financial assets at amortised cost	0	13,000,000	13,000,000	AMP
Term deposits - current	Financial assets at amortised cost	0	10,000,000	10,000,000	DEFENCE BANK
Term deposits - current	Financial assets at amortised cost	0	5,500,000	5,500,000	HERITAGE
Other investment - non current	Financial assets at amortised cost	0	789,167	789,167	BARCLAYS BANK
Other investment - non current	Financial assets at amortised cost	0	8,500,000	8,500,000	BANK OF QUEENSLAND
Other investment - non current	Financial assets at amortised cost	0	5,500,000	5,500,000	NATIONAL AUSTRALIA BANK
Other investment - non current	Financial assets at amortised cost	0	6,000,000	6,000,000	CREDIT UNION AUSTRALIA
Other investment - non current	Financial assets at amortised cost	0	1,500,000	1,500,000	AMP
Other investment - non current	Financial assets at amortised cost	0	45,500,000	45,500,000	ING BANK
Total		**44,803,261**	**213,529,466**	**258,332,727**	

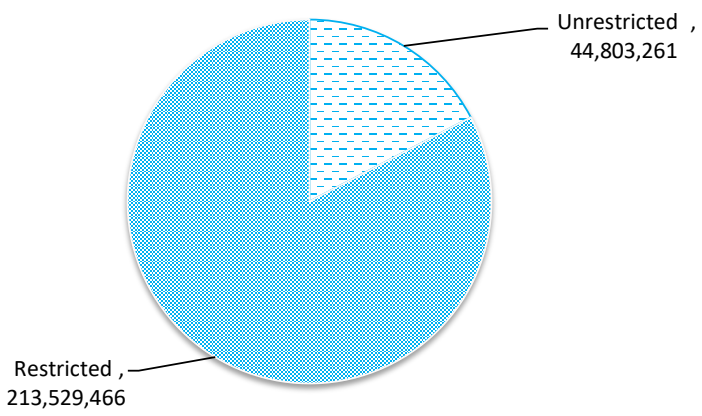
Comprising	Unrestricted	Restricted	Total Cash
	$	$	$
Cash and cash equivalents	9,043,560	0	9,043,560
Financial assets at amortised cost	35,759,701	213,529,466	249,289,167
	44,803,261	**213,529,466**	**258,332,727**

KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of three months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:
the asset is held within a business model whose objective is to collect the contractual cashflows, and
the contractual terms give rise to cash flows that are solely payments of principal and interest.

Financial assets at amortised cost held with registered financial institutions are listed in this note other financial assets at amortised cost are provided in Note 4 - Other assets.

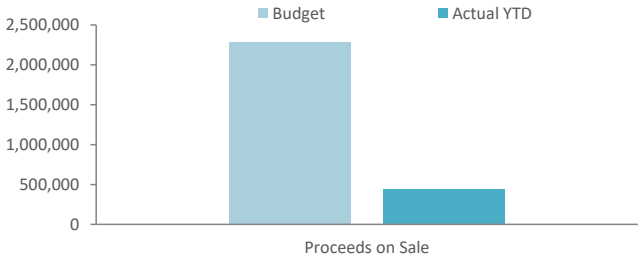


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OTES TO THE STATEMENT OF FINANCIAL ACTIVITY
OR THE PERIOD ENDED 30 APRIL 2024

OPERATING ACTIVITIES
NOTE 3
DISPOSAL OF ASSETS

		Budget				YTD Actual			
sset Ref.	Asset description	Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		$	$	$	$	$	$	$	$
	Buildings								
				0	0	1,744,029	0	0	(1,744,029)
	Plant and Machinery								
		1,006,920	2,288,908	1,281,988	0	436,979	445,549	8,570	0
		1,006,920	**2,288,908**	**1,281,988**	**0**	**2,181,008**	**445,549**	**8,570**	**(1,744,029)**



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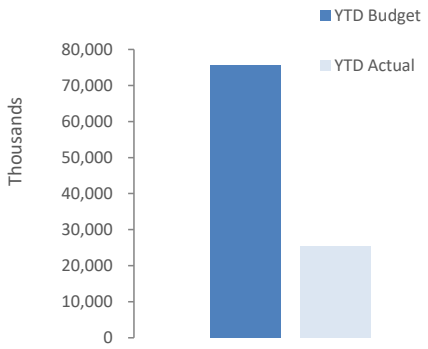
OTES TO THE STATEMENT OF FINANCIAL ACTIVITY
OR THE PERIOD ENDED 30 APRIL 2024

INVESTING ACTIVITIES
NOTE 4
CAPITAL ACQUISITIONS

apital acquisitions	Amended Budget	YTD Budget	YTD Actual	YTD Actual Variance
	$	$	$	$
uildings	19,714,139	7,484,811	5,880,117	(1,604,694)
urniture and equipment	1,085,000	315,000	267,352	(47,648)
ant and equipment	15,092,811	3,404,121	2,608,782	(795,339)
formation technology	4,801,803	1,526,586	1,123,565	(403,021)
frastructure - roads	10,069,797	6,056,253	5,615,987	(440,266)
frastructure - drainage	6,556,569	1,459,031	1,144,095	(314,936)
frastructure - footpath	2,122,392	1,534,407	1,189,232	(345,175)
frastructure - parks hard	6,360,116	4,233,169	3,741,368	(491,801)
frastructure - parks landscaping	1,257,799	925,320	992,907	67,587
frastructure - landfill site	5,087,265	2,219,220	2,097,150	(122,070)
frastructure - marina	1,452,102	464,015	399,404	(64,611)
frastructure - coastal	2,050,873	360,111	226,939	(133,172)
ayments for Capital Acquisitions	**75,650,666**	**29,982,044**	**25,286,898**	**(4,695,146)**
otal Capital Acquisitions	**75,650,666**	**29,982,044**	**25,286,898**	**(4,695,146)**
apital Acquisitions Funded By:				
	$	$	$	$
apital grants and contributions	**(4,827,053)**	**2,688,495**	**2,762,290**	73,795
ther (disposals & C/Fwd)	**(2,288,908)**	**(628,681)**	**(445,549)**	183,132
ash backed reserves				
Plant & Vehicle Replacement	**(10,678,229)**	**(2,186,400)**	**(1,959,547)**	226,853
Information Technology	**(205,000)**	**0**	**(2,940)**	(2,940)
Waste & Recycling	**(5,302,890)**	**(1,515,820)**	**(2,417,028)**	(901,208)
Land Development and Investment Fund	**(1,036,373)**	**(695,463)**	**(548,601)**	146,862
Roads & Drainage Infrastructure	**(3,505,483)**	**(192,760)**	**(199,307)**	(6,547)
Community Infrastructure	**(8,619,056)**	**(659,299)**	**(412,208)**	247,091
Port Coogee Special Maintenance - SAR	**(280,000)**	**(38,446)**	**(112,037)**	(73,591)
Community Surveillance	**(722,889)**	**(85,250)**	**(61,650)**	23,600
Waste Collection	**(879,704)**	**(379,704)**	**0**	379,704
CIHCF Building Maintenance	**(300,000)**	**(29,780)**	**(56,781)**	(27,001)
Cockburn ARC Building Maintenance	**(1,265,000)**	**(183,108)**	**(279,736)**	(96,627)
Carry Forward Projects	**(14,740,599)**	**(6,876,504)**	**(6,797,580)**	78,924
Port Coogee Marina Assets Replacement	**(578,470)**	**(157,788)**	**(140,413)**	17,375
Port Coogee Waterways - WEMP	**(344,600)**	**0**	**0**	0
ontribution - operations	**(19,667,540)**	**(18,962,664)**	**(14,615,813)**	4,346,852
apital funding total	**(75,650,666)**	**(29,982,044)**	**(25,286,898)**	**4,695,146**

GNIFICANT ACCOUNTING POLICIES

l assets are initially recognised at cost. Cost is determined as the ir value of the assets given as consideration plus costs incidental to e acquisition. For assets acquired at no cost or for nominal nsideration, cost is determined as fair value at the date of quisition. The cost of non-current assets constructed by the local vernment includes the cost of all materials used in the construction, rect labour on the project and an appropriate proportion of variable d fixed overhead. Certain asset classes may be revalued on a regular sis such that the carrying values are not materially different from ir value. Assets carried at fair value are to be revalued with fficient regularity to ensure the carrying amount does not differ aterially from that determined using fair value at reporting date.



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IOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
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FINANCING ACTIVITIES
NOTE 5
BORROWINGS

epayments - borrowings

nformation on borrowings			New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
articulars	**Loan No.**	**1 July 2023**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**
		$	$	$	$	$	$	$	$	$
ecreation and culture										
o assist fund the Cockburn Central West evelopment	8	7,500,000	0	0	1,250,000	2,500,000	6,250,000	5,000,000	137,346	350,000
/Fwd Balance		7,500,000	0	0	1,250,000	2,500,000	6,250,000	5,000,000	137,346	350,000
otal		7,500,000	0	0	1,250,000	2,500,000	6,250,000	5,000,000	137,346	350,000
urrent borrowings		3,226,983					1,250,000			
on-current borrowings		4,273,017					5,000,000			
		7,500,000					6,250,000			

ll debenture repayments were financed by general purpose revenue.

EY INFORMATION

ll loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing ans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are cluded as part of the carrying amount of the loans and borrowings.

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OTES TO THE STATEMENT OF FINANCIAL ACTIVITY
OR THE PERIOD ENDED 30 APRIL 2024

OPERATING ACTIVITIE
NOTE
CASH RESERVE

eserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	$	$	$	$	$	$	$	$	$
uncil Funded									
aff Payments & Entitlements	1,762,036	0	0	0	0	(41,475)	0	1,720,561	1,762,03
ant & Vehicle Replacement	12,489,426	0	0	3,085,500	3,083,419	(10,678,229)	(1,959,547)	4,896,697	13,613,29
formation Technology	3,147,908	0	0	1,500,000	1,500,000	(205,000)	(2,940)	4,442,908	4,644,96
ajor Building Refurbishment	20,348,071	0	0	1,500,000	1,500,000	0	0	21,848,071	21,848,07
aste & Recycling	17,965,167	0	0	6,652,238	0	(5,482,890)	(2,417,039)	19,134,515	15,548,12
nd Development and Investment Fund	4,041,642	0	0	1,584,000	0	(3,902,042)	(2,957,401)	1,723,601	1,084,24
oads & Drainage Infrastructure	16,796,728	0	0	3,061,211	3,061,211	(7,600,139)	(1,821,290)	12,257,800	18,036,64
aval Base Shacks	1,291,186	0	0	150,000	0	0	0	1,441,186	1,291,18
ommunity Infrastructure	39,902,481	0	0	737,758	0	(8,708,525)	(434,557)	31,931,715	39,467,92
surance	2,109,607	0	0	0	0	0	(67,986)	2,109,607	2,041,62
eenhouse Action Fund	1,108,938	0	0	200,000	200,000	0	0	1,308,938	1,308,93
MRP Post Closure Management & Contan	4,871,959	0	0	3,932,535	0	(360,000)	(26,386)	8,444,494	4,845,57
unicipal Elections	301,420	0	0	150,000	150,000	(300,000)	0	151,420	451,42
ommunity Surveillance	936,514	0	0	300,000	300,000	(1,156,533)	(207,416)	79,981	1,029,09
aste Collection	9,920,005	0	0	1,258,368	0	(1,209,974)	(210,270)	9,968,399	9,709,73
nvironmental Offset	248,759	0	0	0	0	0	0	248,759	248,75
bra Lake Management Plan	15,267	0	0	0	0	0	0	15,267	15,26
HCF Building Maintenance	12,119,211	0	0	1,000,000	606,189	(335,000)	(56,781)	12,784,211	12,668,62
ockburn ARC Building Maintenance	8,175,048	0	0	1,500,000	1,500,000	(1,265,000)	(279,736)	8,410,048	9,395,31
rry Forward Projects	15,701,407	0	0	8,759,609	8,759,609	(16,291,975)	(7,358,886)	8,169,041	17,102,13
ort Coogee Marina Assets Replacement	2,298,541	0	0	300,000	0	(578,470)	(140,413)	2,020,071	2,158,12
oogee Beach Foreshore Management	118,334	0	16,926	1,000,000	713,994	0	0	1,118,334	849,25
Total Council Funded Reserve	**175,669,657**	**0**	**16,926**	**36,671,219**	**21,374,423**	**(58,115,251)**	**(17,940,646)**	**154,225,625**	**179,120,36**
estricted Funded									
ged and Disabled Asset Replacement	476,874	0	14,186	0	0	(330,000)	0	146,874	491,06

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OTES TO THE STATEMENT OF FINANCIAL ACTIVITY
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OPERATING ACTIVITIE
NOTE
CASH RESERVE

eserve name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	$	$	$	$	$	$	$	$	$
elfare Projects Employee Entitlements	858,114	0	14,555	0	0	(20,629)	0	837,485	872,66
rt Coogee Special Maintenance - SAR	2,119,576	0	68,717	430,000	428,320	(531,681)	(345,920)	2,017,895	2,270,69
rt Coogee Waterways - SAR	307,267	0	13,575	110,500	112,537	0	0	417,767	433,37
mily Day Care Accumulation Fund	(0)	0	33	0	0	0	0	(0)	3
aval Base Shack Removal	881,216	0	26,209	50,000	0	(20,000)	(1,598)	911,216	905,82
stricted Grants & Contributions	7,448,742	0	0	0	0	(6,033,617)	(5,838,249)	1,415,126	1,610,49
blic Open Space - Various	5,172,673	0	150,914	114,000	192,872	0	0	5,286,673	5,516,45
rt Coogee Waterways - WEMP	1,042,500	0	32,169	0	0	(473,626)	(45,783)	568,874	1,028,88
ckburn Coast SAR	124,974	0	4,948	60,500	63,179	(22,323)	(12,233)	163,151	180,86
Total Restricted Funded Reserve	**18,431,937**	**0**	**325,306**	**765,000**	**796,908**	**(7,431,875)**	**(6,243,783)**	**11,765,061**	**13,310,36**
veloper Contribution Plans									
mmunity Infrastructure (DCA 13)	924,399	0	85,554	3,000,000	2,852,108	(2,962,102)	0	962,297	3,862,06
veloper Contribution Plans - Various	14,652,324	0	410,715	1,766,988	1,384,470	(453,777)	0	15,965,535	16,447,50
Total Developer Contribution Reserve	**15,576,723**	**0**	**496,270**	**4,766,988**	**4,236,578**	**(3,415,879)**	**0**	**16,927,832**	**20,309,57**
Total Cash Reserve	**209,678,316**	**0**	**838,501**	**42,203,207**	**26,407,909**	**(68,963,005)**	**(24,184,428)**	**182,918,518**	**212,740,29**

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 30 APRIL 2024

OPERATING ACTIVITIES
NOTE 7
OTHER CURRENT LIABILITIES

Other current liabilities	Note	Opening Balance 1 July 2023	Liability Increase	Liability Reduction	Closing Balance 30 April 2024
		$	$	$	$
Contract liabilities					
Unspent grants, contributions and reimbursements - non-operating		1,211,129	2,613,194	(1,504,318)	2,320,006
Total unspent grants, contributions and reimbursements		1,211,129	2,613,194	(1,504,318)	2,320,006
Provisions					
Annual leave		4,643,393	47,395,825	(47,302,061)	4,737,156
Long service leave		4,669,795	0	0	4,669,795
Total Provisions		9,313,188	47,395,825	(47,302,061)	9,406,951
Total other current liabilities		**10,524,317**	**50,009,019**	**(48,806,379)**	**11,726,957**

Amounts shown above include GST (where applicable)

KEY INFORMATION

Provisions

Provisions are recognised when the City has a present legal or constructive obligation, as a result of past events, for which it is probable that an outflow of economic benefits will result and that outflow can be reliably measured.

Provisions are measured using the best estimate of the amounts required to settle the obligation at the end of the reporting period.

Employee benefits

Short-term employee benefits

Provision is made for the City's obligations for short-term employee benefits. Short-term employee benefits are benefits (other than termination benefits) that are expected to be settled wholly before 12 months after the end of the annual reporting period in which the employees render the related service, including wages, salaries and sick leave. Short-term employee benefits are measured at the (undiscounted) amounts expected to be paid when the obligation is settled.

The City's obligations for short-term employee benefits such as wages, salaries and sick leave are recognised as a part of current trade and other payables in the calculation of net current assets.

Other long-term employee benefits

The City's obligations for employees' annual leave and long service leave entitlements are recognised as provisions in the statement of financial position.

Long-term employee benefits are measured at the present value of the expected future payments to be made to employees. Expected future payments incorporate anticipated future wage and salary levels, durations of service and employee departures and are discounted at rates determined by reference to market yields at the end of the reporting period on government bonds that have maturity dates that approximate the terms of the obligations. Any remeasurements for changes in assumptions of obligations for other long-term employee benefits are recognised in profit or loss in the periods in which the changes occur. The City's obligations for long-term employee benefits are presented as non-current provisions in its statement of financial position, except where the City does not have an unconditional right to defer settlement for at least 12 months after the end of the reporting period, in which case the obligations are presented as current provisions.

Contract liabilities

An entity's obligation to transfer goods or services to a customer for which the entity has received consideration (or the amount is due) from the customer. Grants to acquire or construct recognisable non-financial assets to identified specifications be constructed to be controlled by the City are recognised as a liability until such time as the City satisfies its obligations under the agreement.

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NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
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NOTE 8
BUDGET AMENDMENTS

Amendments to original budget since budget adoption. Surplus/(Deficit)

Project/ Activity	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				$	$	$	$
	Budget adoption						262,844
Various	Expenditure Review Committee July 2023	OCM 10/08/2023				(106,226)	156,618
OP4111	Coogee Golf Complex flora and fauna study	OCM 10/08/2023				(125,000)	31,618
CW7768	Increase expenditure to purchase landfill compactor	OCM 14/09/2023	Capital Expenses			(195,000)	(163,382)
CW7768	Increase funding from reserve to purchase landfill compactor	OCM 14/09/2023	Transfer from Reserve		195,000		31,618
Various	Expenditure Review Committee September 2023	OCM 05/10/2023			417,092		448,710
CW4712	Increase funding from Carry Forward Reserve to fund Cockburn BMX project at Malabar Park	OCM 10/08/2023	Transfer from Reserve		3,000,000		3,448,710
CW4712	Increase external funding from CSRFF to fund Cockburn BMX project at Malabar Park	OCM 10/08/2023	Capital Revenue		100,000		3,548,710
CW4712	Increase funding from Contaminated Sites & HWRP Reserve to fund Cockburn BMX project at Malabar Park	OCM 10/08/2023	Transfer from Reserve		300,000		3,848,710
CW4712	Increase funding from Community Infrastructure Reserve to fu	OCM 10/08/2023	Transfer from Reserve		1,900,000		5,748,710
CW4712	Increase expenditure to construct Cockburn BMX at Malabar Park	OCM 10/08/2023	Capital Expenses			(5,300,000)	448,710
OP4051	Increase Expense Resident CCTV Rebate Program	OCM 14/12/2023	Operating Expenses			(50,000)	398,710
OP4051	Increase Funding from Reserve for Resident CCTV Rebate Program	OCM 14/12/2023	Transfer from Reserve		50,000		448,710
Various	Expenditure Review Committee November 2023	OCM 14/12/2023	Operating Expenses			(89,244)	359,466
CW6351	Increase expense Stratton Street Upgrade	OCM 12/03/2024	Capital Expenses			(891,478)	(532,012)
CW6351	Increase funding from reserve	OCM 12/03/2024	Transfer from Reserve		891,478		359,466
CW7756	Increase price of sideloader	OCM 12/03/2024	Capital Expenses			(30,758)	328,708
CW7756	Increase funding from reserve	OCM 12/03/2024	Transfer from Reserve		30,758		359,466
CW7769	Increase price of sideloader	OCM 12/03/2024	Capital Expenses			(30,758)	328,708
CW7769	Increase funding from reserve	OCM 12/03/2024	Transfer from Reserve		30,758		359,466
CW7783	Increase price of sideloader	OCM 12/03/2024	Capital Expenses			(30,758)	328,708
CW7783	Increase funding from reserve	OCM 12/03/2024	Transfer from Reserve		30,758		359,466
CW1715	Close CW1715 and consolidate with CW6459	OCM 14/05/2024	Capital Revenue		130,000		489,466
CW1715	Close CW1715 and consolidate with CW6459	OCM 14/05/2024	Transfer to Reserve			(130,000)	359,466
CW6459	Close CW1715 and consolidate with CW6459	OCM 14/05/2024	Capital Expenses			(130,000)	229,466
CW6459	Close CW1715 and consolidate with CW6459	OCM 14/05/2024	Transfer from Reserve		130,000		359,466
CW1714	Close CW1714 and consolidate with CW1687	OCM 14/05/2024	Capital Revenue		151,053		510,519
CW1714	Close CW1714 and consolidate with CW1687	OCM 14/05/2024	Transfer to Reserve			(151,053)	359,466
CW1687	Close CW1714 and consolidate with CW1687	OCM 14/05/2024	Capital Expenses			(151,053)	208,413
CW1687	Close CW1714 and consolidate with CW1687	OCM 14/05/2024	Transfer from Reserve		151,053		359,466
CW1714	Close CW1835 and consolidate with CW6387	OCM 14/05/2024	Capital Revenue		12,826		372,292
CW1714	Close CW1835 and consolidate with CW6387	OCM 14/05/2024	Transfer to Reserve			(12,826)	359,466
CW1687	Close CW1835 and consolidate with CW6387	OCM 14/05/2024	Capital Expenses			(12,826)	346,640
CW1687	Close CW1835 and consolidate with CW6387	OCM 14/05/2024	Transfer from Reserve		12,826		359,466
CW7782	Transfer to CW7782 from CW7783	OCM 14/05/2024	Capital Expenses		40,000		399,466
CW7782	Transfer to CW7782 from CW7783	OCM 14/05/2024	Transfer from Reserve			(40,000)	359,466
CW7783	Transfer to CW7782 from CW7783	OCM 14/05/2024	Capital Revenue			(40,000)	319,466
CW7783	Transfer to CW7782 from CW7783	OCM 14/05/2024	Transfer to Reserve		40,000		359,466
CW6542	Leachate Pond Design expense increase	SCM 19/03/2024	Capital Expenses			(80,000)	279,466
CW6542	Increase funding from reserve	SCM 19/03/2024	Transfer from Reserve		80,000		359,466
CW6543	Transfer Station Rellocation	SCM 19/03/2024	Capital Expenses			(500,000)	(140,534)
CW6543	Increase funding from reserve	SCM 19/03/2024	Transfer from Reserve		500,000		359,466
CW5004	EP Act License Document Preparation	SCM 19/03/2024	Capital Expenses			(100,000)	259,466
CW5004	Increase funding from reserve	SCM 19/03/2024	Transfer from Reserve		100,000		359,466
Various	Expenditure Review Committee March 2024	OCM 09/04/2024				(20,590)	338,876
CW6128	Reduce budget to $500K and trf balance to CIF reserve	OCM 09/04/2024				(737,758)	(398,882)
CW6128	Reduce budget to $500K and trf balance to CIF reserve	OCM 09/04/2024			737,758		338,876
				0	**9,031,360**	**(8,955,328)**	

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OTES TO THE STATEMENT OF FINANCIAL ACTIVITY
)R THE PERIOD ENDED 30 APRIL 2024

NOTE 9
EXPLANATION OF MATERIAL VARIANCES

ıe material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or venue varies from the year to date Actual materially.
ıe material variance adopted by Council for the 2023-24 year is $300,000 or 0.00% whichever is the greater.

porting Program	Var. $	Var. %	Timing/ Permanent	Explanation of Variance
venue from operating activities				
Operations & Maintenance	553,534	3.83%	▲ Timing	Revenue brought forward
Property & Assets	(1,702,633)	(49.34%)	▼ Timing	Revenue delayed
Expenditure from operating activities				
Executive Support	471,663	13.77%	▲ Timing	Expenditure delayed
Corporate Strategy	406,108	20.90%	▲ Timing	Expenditure delayed
Library & Cultural Services	848,427	5.81%	▲ Timing	Expenditure delayed
Recreation Infrastructure & Services	1,424,413	12.74%	▲ Timing	Expenditure delayed
Community Development & Services	619,745	10.10%	▲ Timing	Expenditure delayed
Community Safety & Ranger Services	649,347	11.21%	▲ Timing	Expenditure delayed
Planning	727,902	19.73%	▲ Timing	Expenditure delayed
Sustainability & Environment	(673,412)	(0.95%)	▼ Timing	Expenditure brought forward
Projects	1,191,098	10.89%	▲ Timing	Expenditure delayed
Business & Economic Development	824,877	19.77%	▲ Timing	Expenditure delayed
vesting actvities				
Payments for property, plant and equipment and nfrastructure	4,695,146	15.66%	▲ Timing	Expenditure delayed
ıancing activities				
Transfer to reserves	(5,842,803)	(27.30%)	▼ Timing	Expenditure brought forward

14.2.2 Payments Made from Municipal Fund and Local Procurement Summary - April 2024

Executive	A/Director Corporate and System Services
Author	A/Head of Finance
Attachments	1. Payment Listing April 2024 ⇩ 2. Purchase Cards Transactions Report April 2024 ⇩ 3. BP Fuel Cards April 2024 ⇩ 4. Credit Card Transactions Report March 2024 ⇩

RECOMMENDATION
That Council:

(1) RECEIVES the list of payments from the Municipal Fund during the month of April 2024, as attached to the Agenda; and

(2) RECEIVES the list of transactions made from purchase cards during the month of April 2024, as attached to the Agenda.

Background

Council has delegated its power to make payments from the Municipal or Trust Fund to the Chief Executive Officer and other sub-delegates under Delegated Authority '*Local Government Act 1995* - Payment from Municipal and Trust Funds'.

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.

A new Regulation 13A under the Local Government (Financial Management) Regulations has come into effect on 1 September 2023, requiring a list of payments to be prepared and presented to Council each month for those made by employees using credit, debit, or other purchasing cards.

It should be noted the City has already been reporting in this format since July 2022, following a Council decision at that time to introduce detailed credit card expenditure reporting.

Submission

N/A

Report

Payments made under delegation during the month of April totalled $15.85 million, and a listing of these is attached to the agenda for review by Council.

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These comprise:

- EFT payments (suppliers, sundry creditors) - $11.81 million (831 payments)
- Cancelled EFT payments - $96
- Payroll payments - $3.92 million (2 fortnights)
- Corporate credit cards – total of $110k (74 cards used)
- Bank transactional fees (BPay and merchant fees) - $7,543.

The City has several payment runs each month to ensure its trade suppliers are paid on a timely basis, particularly local and small businesses.

Also attached is the monthly credit card payments report, showing March transactions (paid in April) grouped by cardholder position. There was one transaction made on the CEO's credit card for $26.32.

The following table summarises all purchases made by corporate credit cards for the month of March, representing 0.70% of the City's monthly expenditure spend:

Description	Amount	Major items
Supplies and Materials Purchases	29,185.35	Library books, ladder, work boots, street light design fee
Events and Functions	13,571.68	Seniors' Centre outings, Seniors Sioree Under the Stars
Training & Professional Development	11,819.46	First aid training, IAP2 course, University fees
Advertising	9,569.84	Facebook ads, Coogee Live ads
Conferences and Seminars	8,824.34	NGAA registration, AMDA Conference, NGAA flight, Finance Professional Conference
Travel and Accommodation	8,513.96	NGAA flights, PIA flights, Marinas24 flights
Subscriptions and Memberships	7,669.15	Library marketing platform, ARC member retention software, Chamber Arts and Culture subscription
Equipment Purchases	5,502.07	ARC poster stands, tablet charger, battery chargers
Application, Licence, Registration Fees	3,066.39	Court transcript, Working with Children Check, Water Playground software licence
Meeting/Workshop Catering	2,634.35	Sparkling water for council meetings, Wise Women workshop, Library events
Program Costs	2,272.87	Blissco program food, client training, equipment for Ageing Health
Office Supplies	2,153.66	Stationery for Rangers, IWD event, Mentimeter
Professional Services	1,721.93	Library indoor plants, snorkel training, face painter
Bank and Other Fees	1,626.46	Bank fees

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Description	Amount	Major items
Motor Vehicle Expenses	1,011.89	Aircon filter assembly, fuel, windscreen seal replacement
Hire of Equipment and Facilities	929.50	SpacetoCo, library indoor plants
Parking Expenses	341.23	Parking
Disputed Charges	7.01	Refunded transactions
Grand Total	**110,421.14**	

The Department of Local Government, Sport and Cultural Industries has provided guidance on the types of purchase cards to be included in monthly reporting to Council, being those using an approved line of credit. These include the following:

- business or corporate credit cards
- debit cards
- store cards
- fuel cards
- taxi cards.

The City has reviewed its purchase cards held across the City and identified the following usage for April 2024:

- Woolworths Group – 6 cards totalling $4,040
- Bunnings PowerPass - 16 cards totalling $3,899
- BP Plus fuel card – 91 cards totalling $26,943.

Local Procurement

Monthly statistics on local and regional procurement spend are summarised below, showing the spend amounts and percentages against total spend:

Procurement Report - Local Buy Summary & Trends April 2024

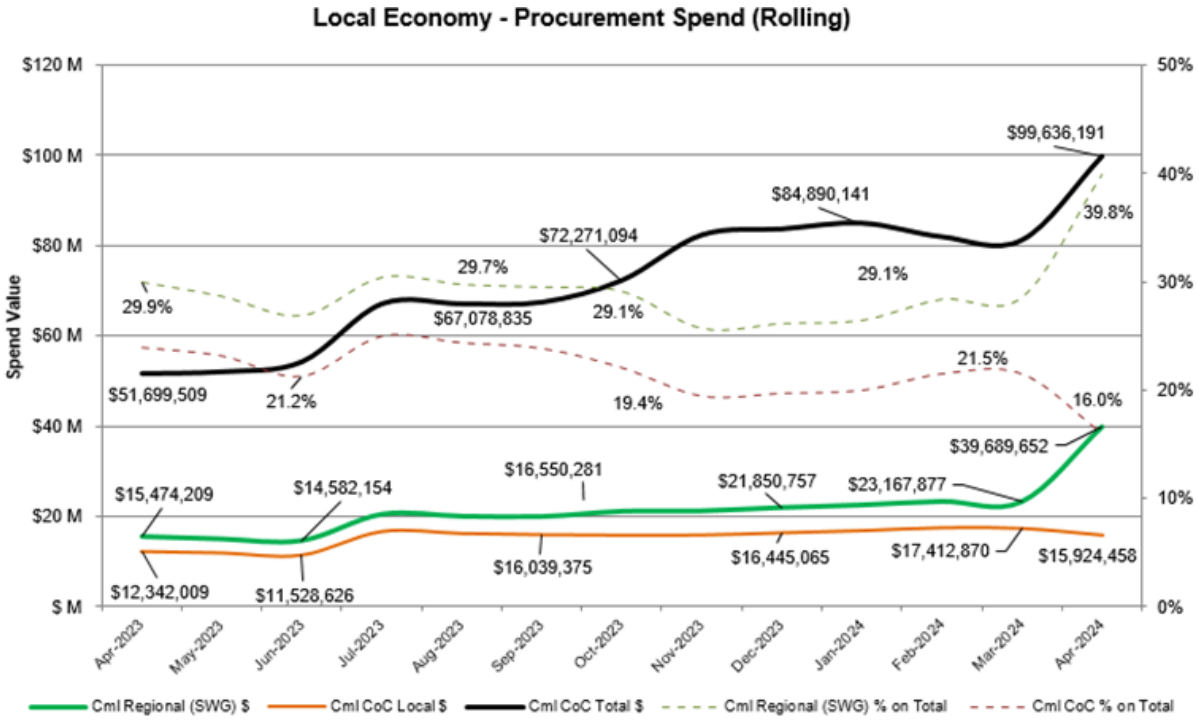
Monthly Statistics	Local/Regional Spend	**$18,649,444**	CoC Local $	**2.3%**	Local/Regional $	**82.1%**
	CoC Local Spend	**$532,786**	CoC Local %	**34.6%**	Local/Regional %	**41.5%**
Aboriginal Engagement	Suppliers used YTD	**17**	Orders raised	**59**	Committed spend YTD	**$133,161**

In April, local spending within Cockburn made up 2.30 percent of the City's monthly spend, comprising 34.60 percent of all procurement transactions made for the month.

Within the Perth South West Metropolitan Alliance (PSWMA) region, this increased to 82.10 percent of monthly spend from 41.50 percent of transactions.

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The following one year rolling chart to April 2024 tracks the City's procurement spend with businesses located within Cockburn and the PSWMA.



The 12-month rolling local Cockburn spend was $15.92 million, representing 16.00 percent of the City's total spend, with $39.69 million or 39.80 percent of total spend within the PSWMA.

These results track the City's performance in achieving Council's "local and regional economy" and the "social" principle contained within its Procurement Policy (i.e. a buy local procurement preference).

Social Procurement

To the end of April, the City had engaged seventeen (17) aboriginal businesses, with a total YTD spend of $133,161 (16 businesses and $109,784 in March).

Strategic Plans/Policy Implications

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
• Thriving local commercial centres, local businesses and tourism industry.

Listening & Leading
A community focused, sustainable, accountable and progressive organisation.
• Best practice Governance, partnerships and value for money.
• High quality and effective community engagement and customer service experiences.

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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 s6.10(d) of the Local Government Act 1995 and Regulations 12, 13, and 13A of the *Local Government (Financial Management) Regulations 1996.*

Community Consultation

N/A

Risk Management Implications

Council is receiving the list of payments already made by the City under delegation in meeting its contractual obligations.

This is a statutory requirement and allows Council to review and clarify any payment that has been made.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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APRIL 2024 PAYMENT LISTING

MUNICIPAL FUND

PAYMENT No.	ACCOUNT No.	PAYEE	PAYMENT DESCRIPTION	DATE	VALUE $
EF167985	10244	Building & Const Industry Training Fund	Levy Payment	3/04/2024	13,667.31
EF167986	26987	Cti Risk Management	Security - Cash Collection	3/04/2024	1,900.25
EF167987	27622	Trugrade Medical Supplies	Medical Supplies	3/04/2024	7,090.25
EF167988	99997	Lauren Andrews	Petty Cash Catering For Community Worksh	3/04/2024	48.06
EF167989	99997	Family Day Care	Fdc Payment W/E 13/03/2024	4/04/2024	49,161.22
EF167990	26314	Cpe Group	Temporary Employment Services	9/04/2024	20,267.53
EF167991	26987	Cti Risk Management	Security - Cash Collection	9/04/2024	572.70
EF167992	27631	Aquatic Services Wa Pty Ltd	Pool Equipment & Maintenance	9/04/2024	44,356.80
EF167993	27387	Stackmap	Indoor Mapping Software	9/04/2024	3,926.29
EF167994	10058	Alsco Pty Ltd	Hygiene Services/Supplies	15/04/2024	308.67
EF167995	10082	Armandos Sports	Sporting Goods	15/04/2024	1,701.64
EF167996	10086	Arteil Wa Pty Ltd	Ergonomic Chairs	15/04/2024	2,068.00
EF167997	10097	Blackwoods Atkins	Engineering Supplies	15/04/2024	48.84
EF167998	10207	Boc Gases	Gas Supplies	15/04/2024	451.13
EF167999	10221	Bp Australia Pty Ltd	Diesel/Petrol Supplies	15/04/2024	31,966.40
EF168000	10226	Bridgestone Australia Ltd	Tyre Services	15/04/2024	12,613.22
EF168001	10239	Budget Rent A Car - Perth	Motor Vehicle Hire	15/04/2024	4,057.06
EF168002	10246	Bunnings Building Supplies Pty Ltd	Hardware Supplies	15/04/2024	2,907.61
EF168003	10287	Centreline Markings	Linemarking Services	15/04/2024	4,400.00
EF168004	10333	Cjd Equipment Pty Ltd	Hardware Supplies	15/04/2024	1,671.03
EF168005	10359	Cockburn Painting Service	Painting Supplies/Services	15/04/2024	22,536.00
EF168006	10368	Cockburn Wetlands Education Centre	Community Grant	15/04/2024	132.00
EF168007	10483	Landgate	Mapping/Land Title Searches	15/04/2024	2,747.33
EF168008	10535	Workpower Incorporated	Employment Services - Planting	15/04/2024	1,910.87
EF168009	10589	Fines Enforcement Registry	Fines Enforcement Fees	15/04/2024	10,442.20
EF168010	10683	Gronbek Security	Locksmith Services	15/04/2024	1,120.04
EF168011	10879	Les Mills Aerobics	Instruction/Training Services	15/04/2024	1,724.95
EF168012	10923	Major Motors Pty Ltd	Repairs/Maintenance Services	15/04/2024	567.08
EF168013	10944	Mcleods	Legal Services	15/04/2024	13,323.75
EF168014	10991	Beacon Equipment	Mowing Equipment	15/04/2024	930.00
EF168015	11029	Newcastle Weighing Services Pty Ltd	Software Support	15/04/2024	6,875.00
EF168016	11036	Northlake Electrical Pty Ltd	Electrical Services	15/04/2024	89,512.97
EF168017	11307	Satellite Security Services Pty Ltd	Security Services	15/04/2024	12,241.94
EF168018	11308	Boss Industrial Formally Sba Supplies	Hardware Supplies	15/04/2024	12.00
EF168019	11333	Shelford Constructions Pty Ltd	Construction Services A001492	15/04/2024	194,308.70

EF168020	11334	Shenton Pumps	Pool Equipment/Services	15/04/2024	4,637.38
EF168021	11375	Slater Gartrell Sports	Sport Supplies	15/04/2024	5,379.00
EF168022	11425	Resource Recovery Group	Waste Disposal Gate Fees	15/04/2024	65.49
EF168023	11449	Spearwood Florist Ultimate Co Pty Ltd	Floral Arrangements	15/04/2024	100.00
EF168024	11483	St John Ambulance Aust Wa Operations	First Aid Courses	15/04/2024	1,919.20
EF168025	11496	Stanlee Hospitality Supplies	Catering Equipment/Supplies	15/04/2024	345.13
EF168026	11511	Statewide Bearings	Bearing Supplies	15/04/2024	107.37
EF168027	11651	Tree Watering Services	Tree Watering Services	15/04/2024	7,464.00
EF168028	11701	Vibra Industrial Filtration Australasia	Filter Supplies	15/04/2024	541.20
EF168029	11773	Nutrien Ag Solutions	Chemical Supplies	15/04/2024	5,945.50
EF168030	11787	Department Of Transport	Vehicle Search Fees	15/04/2024	2,420.00
EF168031	11789	Walga	Advertising/Training Services	15/04/2024	610.50
EF168032	11793	Western Irrigation Pty Ltd	Irrigation Services/Supplies	15/04/2024	19,917.63
EF168033	11828	Worldwide Online Printing - O'connor	Printing Services	15/04/2024	2,383.57
EF168034	11841	Yangebup Family Centre Inc	Venue Hire / Grants & Donations	15/04/2024	385.00
EF168035	12153	Hays Personnel Services Pty Ltd	Employment Services	15/04/2024	9,034.89
EF168036	12620	Mackay Urban Design	Design Workshop	15/04/2024	480.00
EF168037	12685	Trcb Taylor Robinson Unit Trust	Architechtural Services	15/04/2024	10,815.04
EF168038	13475	The Trustee For Burgess Rawson Wa Unit Trust Burgess Rawson (Wa)	Property Management	15/04/2024	2,291.67
EF168039	13558	Etc Solutions	Consultants Services	15/04/2024	1,512.50
EF168040	13563	Green Skills Inc	Employment Services	15/04/2024	11,239.58
EF168041	13779	Porter Consulting Engineers	Engineering Consultancy Services	15/04/2024	3,300.00
EF168042	13825	Jackson Mcdonald	Legal Services	15/04/2024	1,958.00
EF168043	13834	Sulo Mgb Australia Pty Ltd	Mobile Garbage Bins	15/04/2024	41,519.30
EF168044	14350	Baileys Fertiliser	Fertiliser Supplies	15/04/2024	85,527.08
EF168045	15393	Stratagreen	Hardware Supplies	15/04/2024	1,651.53
EF168046	15588	Natural Area Consulting Management Services	Weed Spraying	15/04/2024	1,489.26
EF168047	16064	Cms Engineering	Airconditioning Services	15/04/2024	67,538.99
EF168048	16107	Wren Oil	Waste Disposal Services	15/04/2024	16.50
EF168049	16985	Wa Premix	Concrete Supplies	15/04/2024	424.16
EF168050	17345	Kennards Hire - Myaree	Equipment Hire	15/04/2024	5,100.00
EF168051	17555	Maia Financial	Equipment Lease Payments	15/04/2024	66,944.31
EF168052	18040	Constable Care Foundation	Educating Children And Young People By P	15/04/2024	1,991.00
EF168053	18073	Paramount Security Services	Security Services	15/04/2024	1,078.00
EF168054	18272	Austraclear Limited	Investment Services	15/04/2024	107.10
EF168055	18286	Iw Projects Pty Ltd	Consultancy Services - Civil Engineering	15/04/2024	4,895.00
EF168056	18801	Fremantle Bin Hire	Bin Hire - Skip Bins	15/04/2024	440.00
EF168057	18962	Sealanes (1985) P/L	Catering Supplies	15/04/2024	1,906.25
EF168058	19107	Forever Shining Artforms Wa	Parks Infrastructure Services	15/04/2024	13,101.00
EF168059	19533	Woolworths Group Ltd (Woolworths & Big W)	Groceries	15/04/2024	1,358.04
EF168060	20000	Aust West Auto Electrical Pty Ltd	Auto Electrical Services	15/04/2024	11,619.79

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EF168061	21010	Redman Solutions	Computer Software	15/04/2024	5,071.08
EF168062	21139	Austraffic Wa Pty Ltd	Traffic Surveys	15/04/2024	4,306.50
EF168063	21294	Cat Haven	Animal Services	15/04/2024	3,058.28
EF168064	21744	Jb Hi Fi - Commercial	Electronic Equipment	15/04/2024	4,495.97
EF168065	21782	Westcoast Timber Flooring	Flooring Supplies	15/04/2024	550.00
EF168066	21798	The Civil Group	Consultancy - Engineering	15/04/2024	1,650.00
EF168067	22553	Brownes Food Operations	Catering Supplies	15/04/2024	334.37
EF168068	22639	Shatish Chauhan	Training Services - Yoga	15/04/2024	760.00
EF168069	22806	Chevron Australia Downstream Fuels Pty Ltd	Fuel Supplies	15/04/2024	105,300.13
EF168070	22854	Lgiswa	Insurance Premiums	15/04/2024	1,000.00
EF168071	22874	Economic Development Australia Ltd	Conference/Events	15/04/2024	4,933.50
EF168072	23034	Douglas Partners	Consultancy Services - Geo Technical	15/04/2024	13,777.50
EF168073	23332	Wrights Heavy Recovery	Towing Services	15/04/2024	5,362.50
EF168074	23457	Totally Workwear Fremantle	Clothing - Uniforms	15/04/2024	976.77
EF168075	23570	A Proud Landmark Pty Ltd	Landscape Contruction Services	15/04/2024	9,845.00
EF168076	23685	Astro Synthetic Turf Pty Ltd	Site Inspections	15/04/2024	4,620.00
EF168077	24298	Tanks For Hire	Equipment Hire	15/04/2024	726.00
EF168078	24643	Bibliotheca Rfid Library Systems Australia Pty Ltd	Purchase Of Library Tags	15/04/2024	1,320.40
EF168079	24655	Automasters Spearwood	Vehicle Servicing	15/04/2024	7,501.55
EF168080	24748	Pearmans Electrical & Mechanical Services P/L	Electrical Services	15/04/2024	1,623.93
EF168081	24864	Fremantle Football Club	Merchandise Stock For Retail Sale	15/04/2024	25,665.07
EF168082	24974	Scott Print	Printing Services	15/04/2024	14,998.50
EF168083	25063	Superior Pak Pty Ltd	Vehicle Maintenance	15/04/2024	755.57
EF168084	25102	Fremantle Mobile Welding	Welding Services	15/04/2024	4,202.00
EF168085	25121	Imagesource Digital Solutions	Billboards	15/04/2024	525.80
EF168086	25262	Carabiner Pty Ltd	Architectural Services	15/04/2024	1,518.00
EF168087	25264	Acurix Networks Pty Ltd	Wifi Access Service	15/04/2024	6,470.20
EF168088	25418	Cs Legal	Legal Services	15/04/2024	5,690.70
EF168089	25731	Wheelie Clean	Cleaning Services	15/04/2024	3,509.00
EF168090	25832	Exteria	Street And Park Infrastructure	15/04/2024	2,887.50
EF168091	26114	Grace Records Management	Records Management Services	15/04/2024	1,472.93
EF168092	26211	Amcom Pty Ltd	Internet/Data Services	15/04/2024	14,938.57
EF168093	26257	Paperbark Technologies Pty Ltd	Arboricultural Consultancy Services	15/04/2024	415.01
EF168094	26303	Gecko Contracting Turf & Landscape Maintenance	Turf & Landscape Maintenance	15/04/2024	139,435.75
EF168095	26403	Ches Power Group Pty Ltd	Engineering Solutions / Back Up Generato	15/04/2024	1,441.00
EF168096	26449	Eco Shark Barrier Pty Ltd	Leasing Fee For Shark Barrier	15/04/2024	10,569.00
EF168097	26470	Scp Conservation	Fencing Services	15/04/2024	11,605.00
EF168098	26558	Healthcare Australia Pty Ltd	Temporary Employment Services	15/04/2024	807.00
EF168099	26597	West Coast Shade Pty Ltd	Shade Structures	15/04/2024	18,172.00
EF168100	26623	Sigma Chemicals Cromag Pty Ltd (Sigma Chemicals)	Chemicals - Pool	15/04/2024	6,691.30
EF168101	26705	Creative Adm	Marketing Services	15/04/2024	3,097.60

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EF168102	26709	Talis Consultants Pty Ltd	Waste Consultancy	15/04/2024	6,600.00
EF168103	26722	Jenelle Russo Studio	Entertainer And Teacher	15/04/2024	375.00
EF168104	26735	Shane Mcmaster Surveys	Survey Services	15/04/2024	5,500.00
EF168105	26736	Ghems Holdings Pty Ltd	Revegetation	15/04/2024	550.00
EF168106	26739	Kerb Doctor	Kerb Maintenance	15/04/2024	13,528.68
EF168107	26743	Statewide Turf Services	Turf Renovation	15/04/2024	16,687.00
EF168108	26771	Instant Products Hire	Portable Toilet Hire	15/04/2024	895.69
EF168109	26782	Soft Landing	Recycling Services	15/04/2024	25,845.62
EF168110	26888	Media Engine	Graphic Design, Marketing, Video Product	15/04/2024	450.00
EF168111	26901	Alyka Pty Ltd	Digital Consultancy And Web Development	15/04/2024	660.00
EF168112	26928	Pathtech Pty Ltd	Scientific & Drug Testing Equipment	15/04/2024	4,031.50
EF168113	26929	Elan Energy Matrix Pty Ltd	Recycling Services	15/04/2024	2,358.17
EF168114	26940	Floorwest Pty Ltd	Floor Coverings	15/04/2024	91,850.00
EF168115	26957	Jbs & G Australia Pty Ltd	Consultancy - Enviromental	15/04/2024	3,373.15
EF168116	26987	Cti Risk Management	Security - Cash Collection	15/04/2024	1,247.40
EF168117	27002	Cockburn Party Hire	Hire Services	15/04/2024	4,399.80
EF168118	27006	Bibra Lake Iga Xpress	Liquor Supplies	15/04/2024	500.00
EF168119	27010	Quantum Building Services Pty Ltd	Building Maintenance	15/04/2024	14,380.16
EF168120	27028	Technogym Australia Pty Ltd	Fitness Equipment	15/04/2024	13,580.88
EF168121	27031	Downer Edi Works Pty Ltd	Asphalt Services A000152	15/04/2024	111,795.06
EF168122	27044	Graffiti Systems Australia	Graffiti Removal & Anti-Graffiti Coating	15/04/2024	3,737.09
EF168123	27059	Frontline Fire & Rescue Equipment	Manufacture-Fire Vehicles/Equipment	15/04/2024	728.20
EF168124	27065	Westbooks	Books	15/04/2024	4,317.63
EF168125	27082	Kulbardi Pty Ltd	Stationery Supplies	15/04/2024	1,606.98
EF168126	27085	Savills Project Management Pty Ltd	Project Management	15/04/2024	10,153.00
EF168127	27093	Magnetic Automation Pty Ltd	Gates/Barriers	15/04/2024	1,078.00
EF168128	27115	A Plus Training Solutions Pty Ltd	Small Plant Safety Training	15/04/2024	275.00
EF168129	27144	Property Valuation & Advisory (Wa) Pty Ltd	Valuation Services	15/04/2024	1,100.00
EF168130	27154	Veolia Recycling & Recovery Pty Ltd	Waste Services	15/04/2024	6,533.50
EF168131	27189	Healthstrong Pty Ltd	Home Care	15/04/2024	869.00
EF168132	27241	Landscape Elements	Landscaping Services	15/04/2024	86,506.77
EF168133	27351	Programmed Property Services	Property Maintenance	15/04/2024	7,315.00
EF168134	27374	Southern Cross Cleaning	Commercial Cleaning	15/04/2024	13,119.33
EF168135	27377	Accidental Health And Safety - Perth	First Aid Supplies	15/04/2024	501.41
EF168136	27379	Esri Australia Pty Ltd	Gis Software A000028	15/04/2024	123,420.00
EF168137	27380	Perth Office Equipment Repairs	Servicing Small Office Equipment	15/04/2024	495.00
EF168138	27385	Programmed Electrical Technologies	Electrical Services	15/04/2024	1,210.00
EF168139	27396	Ankeet Mehta Spearwood Newspaper Round Delivery	Newspaper Delivery	15/04/2024	309.00
EF168140	27401	Emprise Mobility	Mobility Equipment	15/04/2024	873.50
EF168141	27422	Little Hawk Freo	Catering	15/04/2024	5,461.80
EF168142	27423	Mechanical Project Services Pty Ltd	Airconditioning Services	15/04/2024	8,474.58

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EF168143	27427	Home Chef	Cooking/Food Services	15/04/2024	493.35
EF168144	27437	Pb Reticulation & Maintenance Services Pty Ltd	Irragation Services	15/04/2024	587.95
EF168145	27439	Pumpeng Pty Ltd	Pumps	15/04/2024	537.57
EF168146	27448	Selectro Services Pty Ltd	Electrical	15/04/2024	1,689.60
EF168147	27455	The Trustee For Ssh Group Safety Trust Ocula (Aus)	Cctv Parts	15/04/2024	71,536.34
EF168148	27507	Serco Facilities Management Pty Ltd	Cleaning Services C100831	15/04/2024	93,883.57
EF168149	27518	Kyocera Document Solutions Australia Pty Ltd	Photcopying Machines	15/04/2024	4,274.71
EF168150	27529	Wa Library Supplies	Library Supplies & Furniture	15/04/2024	4,602.00
EF168151	27539	Jasmin Carpentry & Maintenance	Carpentry	15/04/2024	19,825.86
EF168152	27546	Bpa Engineering	Consultancy - Engineering	15/04/2024	4,895.00
EF168153	27548	Standing Fork	Catering	15/04/2024	3,349.50
EF168154	27587	New Ground Water Services Pty Ltd	Irrigation/Reticulation A001489	15/04/2024	250,641.05
EF168155	27596	Allwest Plant Hire Australia Pty Ltd	Plant Hire And Civil Contracting	15/04/2024	16,846.93
EF168156	27622	Trugrade Medical Supplies	Medical Supplies	15/04/2024	2,066.44
EF168157	27657	Positive Balance Massage	Massage Therapy	15/04/2024	400.00
EF168158	27658	Wa Hardwood Floors Pty Ltd	Flooring Services	15/04/2024	6,150.00
EF168159	27676	Blue Force Pty Ltd	Security Services C100942 - 38861	15/04/2024	95,387.05
EF168160	27695	Qtm Pty Ltd	Traffic Management	15/04/2024	32,178.46
EF168161	27702	Archae-Aus Pty Ltd	Consultancy - Cultural	15/04/2024	28,392.18
EF168162	27712	Perth Playground And Rubber Pty Ltd	Playground Softfall/Equipment	15/04/2024	16,060.00
EF168163	27719	Pulse Locating	Cable Locations	15/04/2024	1,320.00
EF168164	27720	Bj Systems	Security Services	15/04/2024	7,019.05
EF168165	27732	Glowing Rooms	Sports - Mini Golf	15/04/2024	604.50
EF168166	27778	Culture Counts Australia	Surveying/Marketing Services	15/04/2024	7,562.50
EF168167	27797	City Lift Services Pty Ltd	Lift Maintenance	15/04/2024	1,045.00
EF168168	27850	Dowsing Group Pty Ltd	Concreting Services	15/04/2024	35,535.39
EF168169	27855	Total Landscape Redevelopment Service Pty Ltd	Tree Watering	15/04/2024	25,179.00
EF168170	27856	My Flex Health International	Nursing Services	15/04/2024	124.58
EF168171	27886	Bbc Entertainment	Entertainment Agency	15/04/2024	1,309.00
EF168172	27894	Homecare Physiotherapy	Healthcare	15/04/2024	8,672.70
EF168173	27917	Go Doors Advanced Automation	Door Maintenance & Repair	15/04/2024	6,375.62
EF168174	27919	Bark Environmental	Dieback Treatment	15/04/2024	4,372.50
EF168175	27953	Truckline	Spare Parts, Truck/Trailer	15/04/2024	177.97
EF168176	27965	Stantec Australia Pty Ltd	Engineering Services	15/04/2024	10,491.25
EF168177	27969	Perfect Gym Solutions	Software For Gym's	15/04/2024	275.11
EF168178	27986	Daily Living Products	Mobility Equip	15/04/2024	785.00
EF168179	28001	Corsign Wa Pty Ltd	Sign Making Material	15/04/2024	1,914.00
EF168180	28034	Visual Workwear	Ppe	15/04/2024	107.74
EF168181	28049	Copy Magic	Printing Services	15/04/2024	469.70
EF168182	28058	Sage Consulting Engineers Pty Ltd	Consultancy - Engineering	15/04/2024	880.00
EF168183	28061	Go2cup	Paper Cups	15/04/2024	4,680.50

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EF168184	28070	Marlbroh Bingo Enterprises	Printing Services	15/04/2024	82.40
EF168185	28090	K Craft Building	Construction	15/04/2024	38,500.00
EF168186	28168	Sifting Sands	Sand Cleaning	15/04/2024	13,161.50
EF168187	28176	Meshed Pty Ltd	Lorawan Iot Networks, Iot Solutions	15/04/2024	3,225.10
EF168188	28191	Enviro Sweep	Sweeping Services	15/04/2024	4,873.00
EF168189	28196	Brightmark Group Pty Ltd	Cleaning Services	15/04/2024	14,408.53
EF168190	28197	Lite N Easy Pty Ltd	Food Supplies	15/04/2024	964.98
EF168191	28201	Select Fresh	Food Supplies	15/04/2024	294.20
EF168192	28211	Nordic Fitness Equipment	Fitness Equipment	15/04/2024	3,270.00
EF168193	28218	Laminar Capital Pty Ltd	Financial Services	15/04/2024	1,518.00
EF168194	28231	Typeset Pty Ltd	Editorial And Business Communications Se	15/04/2024	2,152.21
EF168195	28241	Swift Flow Pty Ltd	Plumbing	15/04/2024	21,817.17
EF168196	28246	Hendercare	Nursing Services	15/04/2024	2,062.41
EF168197	28264	Garden Organics	Organics Processing	15/04/2024	27,970.69
EF168198	28265	Tree Care Wa	Vegetation Maintenance Services	15/04/2024	22,701.73
EF168199	28275	Farrington Dry Cleaners	Dry Cleaning	15/04/2024	140.00
EF168200	28277	Gesha Coffee Co	Coffee Supplies	15/04/2024	384.00
EF168201	28294	Catia Dolzadelli	Artist	15/04/2024	950.00
EF168202	28297	Techbrain	It Consultancy	15/04/2024	470.80
EF168203	28298	Civil Sciences And Engineering	Engineering	15/04/2024	704.00
EF168204	28303	Miracle Recreation Equipment	Playground Equipment	15/04/2024	4,226.20
EF168205	28351	Clever Designs Uniforms	Clothing	15/04/2024	231.00
EF168206	28371	Flexi Staff	Employment Services	15/04/2024	13,500.63
EF168207	28392	Mcs Civil Contracting	Engineering/Earthworks A000001	15/04/2024	88,550.00
EF168208	28409	Sanpoint Pty Ltd (Ld Total)	Landscape Services	15/04/2024	12,738.00
EF168209	28410	Wa Temporary Fencing Supplies	Hire Fencing	15/04/2024	550.00
EF168210	28426	Power Paving Pty Ltd	Paving Services	15/04/2024	6,655.00
EF168211	28428	Wa Bolts Pty Ltd	Fixings & Fasteners	15/04/2024	49.11
EF168212	28437	Building & Industrial Cleaning Services	Clenaing Services	15/04/2024	23,826.91
EF168213	28439	Gambara Pty Ltd	Watering Services	15/04/2024	3,260.40
EF168214	28448	Enchanted Stiltwalking	Roving Entertainment	15/04/2024	1,782.00
EF168215	28449	Sheridans	Manufacturing	15/04/2024	268.68
EF168216	28454	Aussie Natural Spring Water	Water Supplies	15/04/2024	430.00
EF168217	28463	Antree Dnh Pty Ltd	Gardening	15/04/2024	1,784.20
EF168218	28504	Diversity Council Australia Limited	Non Profit	15/04/2024	5,403.00
EF168219	28522	Bing Technologies Pty Ltd	Mailing Services	15/04/2024	3,774.41
EF168220	28532	Oil & Energy Pty. Ltd.	Lubricant Supplier	15/04/2024	2,692.57
EF168221	28534	Mrs Tania Holland	Teaching Craft	15/04/2024	900.00
EF168222	28546	Swan Event Hire	Event Hire	15/04/2024	6,255.00
EF168223	28569	Choiceone Pty Ltd	Recruitment Services	15/04/2024	9,678.07
EF168224	28584	Ausco Modular Pty Ltd	Hire Services	15/04/2024	2,454.61

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EF168225	28618	Tunstall Healthcare	Medical Alarm Equipment & Monitoring	15/04/2024	419.40
EF168226	28627	White Oak Home Care Services	White Oak Home Care	15/04/2024	3,512.00
EF168227	28632	Total Connections Pty Ltd	Hose, Hydraulics & Fire Protection Servi	15/04/2024	1,983.50
EF168228	28637	Site Safe Security Rentals Pty Ltd	Rental Of Security Equipment	15/04/2024	2,211.00
EF168229	28668	Artisan Alley Pty Ltd (Gather Foods)	Catering	15/04/2024	558.80
EF168230	28687	Megavision	Event Business	15/04/2024	1,998.59
EF168231	28740	The Trustee For The Carus Thompson Family Trust Carus Thompson Fa	Music	15/04/2024	330.00
EF168232	28747	Essential Coffee Pty Ltd	Commercial Coffee Machines & Related Pro	15/04/2024	2,112.00
EF168233	28757	Kee Hire Pty Ltd	Plant And Equipment Hire	15/04/2024	16,027.00
EF168234	28767	The Trustee For Bugbusters Unit Trust Bug Busters	Pest Control	15/04/2024	6,289.25
EF168235	28771	Safety Australia Group Pty Ltd	Training And Recruitment	15/04/2024	3,674.00
EF168236	28776	O2metocean Pty Ltd O2 Metocean	Specialised Marine Oceanographic Consult	15/04/2024	26,218.22
EF168237	28783	Shape Urban Pty Ltd	Planning And Stakeholder Engagement	15/04/2024	10,936.75
EF168238	28785	Sanity Music Stores Pty Ltd Sanity Entertainment	Retail Of Entertainment Products	15/04/2024	351.84
EF168239	28787	Blue Assist Pty Ltd	Supply And Install Emergency Help Device	15/04/2024	172.15
EF168240	28813	Beak Engineering (Aust) Pty Ltd Ausnet Industries	Sporting Equipment	15/04/2024	5,781.60
EF168241	10152	Aust Services Union	Payroll Deductions	15/04/2024	777.00
EF168242	10154	Australian Taxation Office	Payroll Deductions	15/04/2024	644,194.00
EF168243	10305	Child Support Agency	Payroll Deductions	15/04/2024	1,462.35
EF168244	19726	Health Insurance Fund Of Wa	Payroll Deductions	15/04/2024	1,100.25
EF168245	27874	Smartsalary	Salary Packaging/Leasing Administration	15/04/2024	13,725.82
EF168246	28458	Easi Group	Novated Leasing	15/04/2024	9,158.74
EF168247	28741	The Local Government, Racing & Cemeteries Employees Union Wa Lgr	Union	15/04/2024	22.00
EF168248	11758	Water Corp Utility Account Only - Please Refer To 11760 When Raising	Water Usage / Sundry Charges	12/04/2024	46,038.79
EF168249	11794	Synergy	Electricity Usage/Supplies	12/04/2024	376,935.42
EF168250	22874	Economic Development Australia Ltd	Conference/Events	15/04/2024	4,125.00
EF168251	99996	Discovery Holiday Parks Pty Ltd	Rates and Property Related refunds	15/04/2024	10,371.00
EF168252	99996	Sc & Mj Irvine	Rates and Property Related refunds	12/04/2024	726.37
EF168253	99996	Nor Sunita Williams	Rates and Property Related refunds	12/04/2024	50.00
EF168254	99996	Kylie Atkin	Rates and Property Related refunds	12/04/2024	200.00
EF168255	99996	Atbuild Wa Pty Ltd	Rates and Property Related refunds	12/04/2024	316.84
EF168256	99996	K&M Powdercoating Pty Ltd T/As Advance P	Rates and Property Related refunds	12/04/2024	147.00
EF168257	99996	Home Group Wa Pty Ltd	Rates and Property Related refunds	12/04/2024	1,275.27
EF168258	99996	J Corp Pty Ltd T/A	Rates and Property Related refunds	12/04/2024	110.00
EF168259	99996	Sally Every	Rates and Property Related refunds	12/04/2024	1,638.95
EF168260	99996	Zoe R Phillips	Rates and Property Related refunds	12/04/2024	4,000.00
EF168261	99996	Adam John Romeri	Rates and Property Related refunds	12/04/2024	1,922.00
EF168262	99996	Kundali Das	Rates and Property Related refunds	12/04/2024	980.00
EF168263	99996	Elsie Henderson	Rates and Property Related refunds	12/04/2024	1,160.59
EF168264	99996	Anthony Wilson	Rates and Property Related refunds	12/04/2024	1,350.46
EF168265	99996	Edward Suryawinata	Rates and Property Related refunds	12/04/2024	540.95

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EF168266	99996	Santo & Franca Leda Letizia	Rates and Property Related refunds	12/04/2024	431.00
EF168267	99996	David Macatiinney	Rates and Property Related refunds	12/04/2024	1,791.33
EF168268	99996	Marina Gapski-Kliewer	Rates and Property Related refunds	12/04/2024	416.00
EF168269	99996	Wattleup Road Property Development Pty L	Rates and Property Related refunds	12/04/2024	227.49
EF168270	99996	George Kuin Fah Lo	Rates and Property Related refunds	12/04/2024	1,826.58
EF168271	88888	Joel Cooper	Bond refunds	12/04/2024	500.00
EF168272	99997	Gc Management	Panel Discussion	12/04/2024	400.00
EF168273	99997	Jack Duncan	Panel Participation	12/04/2024	400.00
EF168274	99997	Natala Alford	Refund For Seniors Centre Outing	12/04/2024	51.00
EF168275	99997	Patti Leonard	Refund For Seniors Centre Outing	12/04/2024	96.50
EF168276	99997	Josie Coates	Refund For Seniors Centre Outing	12/04/2024	98.00
EF168277	99997	Eva King	Refund For Seniors Centre Outing	12/04/2024	49.00
EF168278	99997	Jo Fiddes	Refund For Seniors Centre Outing	12/04/2024	96.50
EF168279	99997	Liliana Benino	Refund For Seniors Centre Outing	12/04/2024	10.00
EF168280	99997	Anna Mckee	Refund For Seniors Centre Outing	12/04/2024	45.50
EF168281	99997	Julie Knape	Senior Security Rebate	12/04/2024	140.00
EF168282	99997	Emilia Lomma	Senior Security Rebate	12/04/2024	300.00
EF168283	99997	Ying Wang	Compost Bin Rebate Refund	12/04/2024	50.00
EF168284	99997	Laura Andrews	Compost Bin Rebate Refund	12/04/2024	47.00
EF168285	99997	K & Mg Lawrence	Compost Bin Rebate Refund	12/04/2024	50.00
EF168286	99997	Sarah Van Der Zanden	Bird Bath Rebate Refund	12/04/2024	24.75
EF168287	99997	Michelle Selby	Sanitary Product Rebate Refund	12/04/2024	100.00
EF168288	99997	Jillian Long	Bird Bath Rebate Refund	12/04/2024	14.49
EF168289	99997	Emeline Newman	Bird Bath Rebate Refund	12/04/2024	29.99
EF168290	99997	Sj & W Wilson	Bird Bath Rebate Refund	12/04/2024	39.50
EF168291	99997	Fremantle Triathlon Club	Small Events Sponsorship	12/04/2024	3,000.00
EF168292	99997	Port Coogee Community Association	Small Events Sponsorship	12/04/2024	1,300.00
EF168293	99997	Antco Trading Pty Ltd	Payment Of Invoice Inv-0507	12/04/2024	528.00
EF168294	99997	Carpenter Barry J/Ng Yuk Y M	Mahjong Workshop For Beginners	12/04/2024	250.00
EF168295	99997	John Leonard Mclean	Bird Bath Rebate Refund	12/04/2024	32.50
EF168296	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	12/04/2024	24.75
EF168297	99997	David Kursar	Supplies For Success Library Yps Program	12/04/2024	210.11
EF168298	99997	Banjup Residents Group	Flyers Agm	12/04/2024	168.02
EF168299	99997	As S Jackson	Bird Bath Rebate	12/04/2024	49.99
EF168300	99997	S Dutta	Compost Bin Rebate	12/04/2024	50.00
EF168301	99997	Gracie Beck	Nappy And Sanitary Product Rebate	12/04/2024	100.00
EF168302	99997	Daniel Mario Lombardo	Nappy And Sanitary Product Rebate	12/04/2024	100.00
EF168303	99997	Kaila & Tyson Ball	Nappy And Sanitary Product Rebate	12/04/2024	50.00
EF168304	99997	Tara Skinner	Nappy And Sanitary Product Rebate	12/04/2024	50.00
EF168305	99997	Lynette Lisle	Nappy And Sanitary Product Rebate	12/04/2024	48.00
EF168306	99997	Ra & Lg Green	Habitat For Homes Bird Bath Rebate	12/04/2024	29.99

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EF168307	99997	L Hurley	Nappy And Sanitary Product Rebate	12/04/2024	50.00
EF168308	99997	Hayley Blakiston	Nappy And Sanitary Product Rebate	12/04/2024	100.00
EF168309	99997	Karen Huizenga	Bird Bath Rebate	12/04/2024	29.99
EF168310	99997	Lilly Cagney	Payment For Performing At The Easter Fai	12/04/2024	100.00
EF168311	99997	Samira Bicknell	Payment For Performing At The Easter Fai	12/04/2024	100.00
EF168312	99997	Ethan Grainger	Payment For Performing At The Easter Fai	12/04/2024	100.00
EF168313	99997	Stella Contera	Payment For Performing At The Easter Fai	12/04/2024	100.00
EF168314	99997	Finley James	Payment For Performing At The Easter Fai	12/04/2024	100.00
EF168315	99997	Ken Bolislis	Payment For Performing At The Easter Fai	12/04/2024	100.00
EF168316	99997	Amalie Meneghetti	Payment For Performing At The Easter Fai	12/04/2024	100.00
EF168317	99997	Geoffrey Esteva	Crossover Claim	12/04/2024	500.00
EF168318	99997	Weshali Holdings Pty Ltd	Crossover Claim	12/04/2024	500.00
EF168319	99997	Robert W Skipworth	Crossover Claim	12/04/2024	500.00
EF168320	99997	Anita E Pruss	Crossover Claim	12/04/2024	500.00
EF168321	99997	Roel Alparito	Crossover Claim	12/04/2024	500.00
EF168322	99997	Yan Y Law	Bird Bath Rebate - Beau Mcmahon	12/04/2024	47.50
EF168323	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	12/04/2024	50.00
EF168324	99997	Benn Tobey	Invoice Inv0103	12/04/2024	120.00
EF168325	99997	Sarah Sarzaba	Booked In Activity Is Not The Desired Pa	12/04/2024	230.00
EF168326	99997	Andrew Kandie	Audit Risk And Committee Meeting 190324	12/04/2024	415.00
EF168327	99997	Warwick Gately	Audit Risk And Committee Meeting 190324	12/04/2024	415.00
EF168328	99997	Friends Of Woodman Point Recreation Camp	Invoice Fwprc064rev1	12/04/2024	500.00
EF168329	99997	Treeby Community Association	Delegated Authority Lgacs7	12/04/2024	174.00
EF168330	99997	Ld & Ga Freeman	Delegated Authority Lgacs7	12/04/2024	179.00
EF168331	99997	Devassy Puthussery	Refund - Senior Centre Event	12/04/2024	51.50
EF168332	99997	Magic Dale	Cockburn'S Easter Fair	12/04/2024	396.00
EF168333	99997	Weijia Li	Refund - Event Cancelled	12/04/2024	65.00
EF168334	99997	Rhea Ahlanu	Employee Reimbursement	12/04/2024	37.80
EF168335	99997	Nidia Hansen	Purchase Of Art Work	12/04/2024	680.00
EF168336	99997	Patrick G Spencer	Cockburn Creatives Panel	12/04/2024	400.00
EF168337	10118	Australia Post	Postage Charges	16/04/2024	10,576.39
EF168338	21794	Pracsys Management Systems Systems Edge Management Services	Market Research Services	16/04/2024	5,402.10
EF168339	26705	Creative Adm	Marketing Services	16/04/2024	4,386.80
EF168340	26987	Cti Risk Management	Security - Cash Collection	16/04/2024	801.85
EF168341	99997	Neta Knapp	Artist Payment From Exhibition Sales	16/04/2024	1,900.00
EF168342	99997	Sandra Egan	Artist Payment From Exhibition Sales	16/04/2024	90.00
EF168343	10118	Australia Post	Postage Charges	18/04/2024	13,773.18
EF168344	99997	Paul Hoes	H214 Paul Hoes Pen Fee Refund	18/04/2024	954.00
EF168345	99997	Spearwood Progress Association	Small Event Sponosrship	18/04/2024	3,000.00
EF168346	99997	Glitterati Performance Company	City Business Grant	18/04/2024	2,119.50
EF168347	99997	Strategic Consulting And Careers	City Business Grant	18/04/2024	2,000.00

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EF168348	99997	Family Day Care	Fdc Payment W/E 18/04/2024	18/04/2024	56,623.18
EF168349	26752	Mg Group Wa	Construction C100950	26/04/2024	608,670.52
EF168350	26987	Cti Risk Management	Security - Cash Collection	23/04/2024	1,940.00
EF168351	28191	Enviro Sweep	Sweeping Services	23/04/2024	8,197.22
EF168352	28757	Kee Hire Pty Ltd	Plant And Equipment Hire	23/04/2024	35,640.00
EF168353	99996	Lisa Goncalves	Rates and Property Related refunds	23/04/2024	5,000.00
EF168354	27277	Department Of Water And Environmental Regulation	Quarterly Land Fill Levy	29/04/2024	2,341,428.15
EF168355	11867	Kevin John Allen	Elected Member Sitting Fees & Allowances	30/04/2024	2,758.70
EF168356	12740	Logan Howlett	Elected Member Sitting Fees & Allowances	30/04/2024	11,901.26
EF168357	19059	Carol Reeve-Fowkes	Elected Member Sitting Fees & Allowances	30/04/2024	2,833.94
EF168358	25353	Philip Eva	Elected Member Sitting Fees & Allowances	30/04/2024	2,774.86
EF168359	27326	Michael Separovich	Elected Member Sitting Fees & Allowances	30/04/2024	2,757.39
EF168360	27327	Chontelle Stone	Monthly Elected Member Allowance	30/04/2024	4,708.61
EF168361	27871	Tom Widenbar	Elected Member Sitting Fees & Allowances	30/04/2024	2,762.64
EF168362	27872	Phoebe Corke	Elected Member Sitting Fees & Allowances	30/04/2024	2,762.92
EF168363	28238	Tarun Dewan	Elected Member Sitting Fees & Allowances	30/04/2024	2,799.49
EF168364	28717	Carol Lechun Zhang	Elected Member Sitting Fees & Allowances	30/04/2024	2,773.08
EF168365	10747	Iinet Limited	Internet Services	30/04/2024	1,009.88
EF168366	11348	Shire Of Kalamunda	Entry Fees	30/04/2024	743.84
EF168367	11758	Water Corp Utility Account Only - Please Refer To 11760 When Raising	Water Usage / Sundry Charges	30/04/2024	6,844.21
EF168368	10035	Adventure World	Entertainment Services	30/04/2024	1,545.00
EF168369	10086	Arteil Wa Pty Ltd	Ergonomic Chairs	30/04/2024	557.70
EF168370	10207	Boc Gases	Gas Supplies	30/04/2024	355.73
EF168371	10226	Bridgestone Australia Ltd	Tyre Services	30/04/2024	38,813.79
EF168372	10239	Budget Rent A Car - Perth	Motor Vehicle Hire	30/04/2024	2,649.70
EF168373	10246	Bunnings Building Supplies Pty Ltd	Hardware Supplies	30/04/2024	2,272.17
EF168374	10247	Bunzl Australia Ltd	Paper/Plastic/Cleaning Supplies	30/04/2024	685.55
EF168375	10333	Cjd Equipment Pty Ltd	Hardware Supplies	30/04/2024	10,607.57
EF168376	10346	Coates Hire Operations Pty Ltd	Equipment Hiring Services	30/04/2024	700.70
EF168377	10357	Cockburn Ice Arena	Entertainment Services	30/04/2024	312.00
EF168378	10359	Cockburn Painting Service	Painting Supplies/Services	30/04/2024	4,617.80
EF168379	10368	Cockburn Wetlands Education Centre	Community Grant	30/04/2024	132.00
EF168380	10483	Landgate	Mapping/Land Title Searches	30/04/2024	6,793.88
EF168381	10526	E & Mj Rosher Pty Ltd	Mower Equipment	30/04/2024	632.76
EF168382	10528	Easifleet	Vehicle Lease	30/04/2024	130.70
EF168383	10535	Workpower Incorporated	Employment Services - Planting	30/04/2024	4,349.40
EF168384	10589	Fines Enforcement Registry	Fines Enforcement Fees	30/04/2024	14,547.80
EF168385	10609	Forestvale Trees Pty Ltd	Plants - Trees/Shrubs	30/04/2024	1,116.50
EF168386	10683	Gronbek Security	Locksmith Services	30/04/2024	19,627.71
EF168387	10783	Jandakot Metal Industries Pty Ltd	Metal Supplies	30/04/2024	2,107.60
EF168388	10787	Jandakot Accident Repair Centre	Panel Beating Services	30/04/2024	1,000.00

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EF168389	10912	M2 Technology Group	Messaging Services	30/04/2024	396.00
EF168390	10923	Major Motors Pty Ltd	Repairs/Maintenance Services	30/04/2024	8,757.17
EF168391	10944	Mcleods	Legal Services	30/04/2024	15,205.85
EF168392	10991	Beacon Equipment	Mowing Equipment	30/04/2024	4,116.55
EF168393	11036	Northlake Electrical Pty Ltd	Electrical Services	30/04/2024	24,231.61
EF168394	11077	P & G Body Builders Pty Ltd	Plant Body Building Services	30/04/2024	3,168.00
EF168395	11152	Fulton Hogan Industries Pty Ltd	Road Maintenance	30/04/2024	2,358.40
EF168396	11182	Premium Brake & Clutch Services Pty Ltd	Brake Services	30/04/2024	17,012.82
EF168397	11307	Satellite Security Services Pty Ltd	Security Services	30/04/2024	918.50
EF168398	11327	Rockingham Volkswagen	Car Dealership	30/04/2024	44,399.05
EF168399	11333	Shelford Constructions Pty Ltd	Construction Services A001492	30/04/2024	301,682.79
EF168400	11334	Shenton Pumps	Pool Equipment/Services	30/04/2024	5,319.37
EF168401	11483	St John Ambulance Aust Wa Operations	First Aid Courses	30/04/2024	5,512.50
EF168402	11511	Statewide Bearings	Bearing Supplies	30/04/2024	702.24
EF168403	11531	Sunny Industrial Brushware Pty Ltd	Brush/Road Broom Supplies	30/04/2024	319.00
EF168404	11625	Nutrien Water	Reticulation Supplies	30/04/2024	14,964.89
EF168405	11642	Trailer Parts Pty Ltd	Trailer Parts	30/04/2024	1,201.50
EF168406	11651	Tree Watering Services	Tree Watering Services	30/04/2024	2,456.00
EF168407	11699	Vernon Design Group	Architectural Services	30/04/2024	650.00
EF168408	11701	Vibra Industrial Filtration Australasia	Filter Supplies	30/04/2024	976.80
EF168409	11722	Wa Hino Sales & Service	Purchase Of New Trucks / Maintenance	30/04/2024	2,122.08
EF168410	11773	Nutrien Ag Solutions	Chemical Supplies	30/04/2024	3,639.90
EF168411	11793	Western Irrigation Pty Ltd	Irrigation Services/Supplies A000130	30/04/2024	77,200.41
EF168412	11841	Yangebup Family Centre Inc	Venue Hire / Grants & Donations	30/04/2024	1,950.00
EF168413	11854	Zipform Pty Ltd	Printing Services	30/04/2024	1,540.65
EF168414	11985	Ivo Grubelich	Bus Hire	30/04/2024	5,411.34
EF168415	12087	Instant Scaffolds Pty Ltd	Scaffolding & Access Equipment	30/04/2024	3,806.00
EF168416	12153	Hays Personnel Services Pty Ltd	Employment Services	30/04/2024	24,527.83
EF168417	12295	Stewart & Heaton Clothing Co. Pty Ltd	Clothing Supplies	30/04/2024	183.68
EF168418	12394	Mp Rogers & Associates	Consultancy Services - Marine	30/04/2024	4,299.13
EF168419	12589	Australian Institute Of Management	Training Services	30/04/2024	4,224.00
EF168420	13102	Michael Page International (Australia) Pty Ltd	Employment Services	30/04/2024	10,759.19
EF168421	13340	Face Painter Extraordinaire	Entertainment Services	30/04/2024	360.00
EF168422	13475	The Trustee For Burgess Rawson Wa Unit Trust Burgess Rawson (Wa)	Property Management	30/04/2024	3,432.15
EF168423	13563	Green Skills Inc	Employment Services	30/04/2024	9,906.42
EF168424	13779	Porter Consulting Engineers	Engineering Consultancy Services	30/04/2024	13,695.00
EF168425	13825	Jackson Mcdonald	Legal Services	30/04/2024	10,972.56
EF168426	14350	Baileys Fertiliser	Fertiliser Supplies	30/04/2024	4,005.10
EF168427	15393	Stratagreen	Hardware Supplies	30/04/2024	3,154.40
EF168428	15550	Apace Aid Inc	Plants & Landscaping Services	30/04/2024	2,223.00
EF168429	15588	Natural Area Consulting Management Services	Weed Spraying	30/04/2024	33,144.90

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EF168430	15895	Royal Wolf Trading Australia Pty Ltd	Container Hire	30/04/2024	507.78
EF168431	16064	Cms Engineering	Airconditioning Services	30/04/2024	15,854.97
EF168432	16107	Wren Oil	Waste Disposal Services	30/04/2024	104.50
EF168433	16653	Complete Portables Pty Ltd	Supply & Hire Of Modular Buildings	30/04/2024	1,022.58
EF168434	16698	Tidy Up	Rubbish Removal	30/04/2024	4,980.00
EF168435	16914	Element Advisory Pty Ltd	Consultancy Services	30/04/2024	9,960.50
EF168436	16979	Japanese Truck And Bus Spares Pty Ltd	Spare Parts - Automotive	30/04/2024	584.60
EF168437	16985	Wa Premix	Concrete Supplies	30/04/2024	1,369.50
EF168438	17345	Kennards Hire - Myaree	Equipment Hire	30/04/2024	2,550.00
EF168439	17471	Pirtek (Fremantle) Pty Ltd	Hoses & Fittings	30/04/2024	377.37
EF168440	17600	Lightforce Asset Pty Ltd (Erections!)	Guard Rails	30/04/2024	17,072.00
EF168441	17624	Allsports Linemarking	Linemarking Services	30/04/2024	1,738.00
EF168442	18073	Paramount Security Services	Security Services	30/04/2024	2,620.75
EF168443	18203	Natsync Environmental	Pest Control	30/04/2024	5,350.00
EF168444	18286	Iw Projects Pty Ltd	Consultancy Services - Civil Engineering	30/04/2024	12,815.00
EF168445	18407	Ripe Art	Catering Services - Edible Art	30/04/2024	400.00
EF168446	18611	Perth Nrm	Natural Resource Mgt Services	30/04/2024	264.00
EF168447	18962	Sealanes (1985) P/L	Catering Supplies	30/04/2024	1,453.05
EF168448	19107	Forever Shining Artforms Wa	Parks Infrastructure Services	30/04/2024	1,771.44
EF168449	19496	Officer Woods Architects Pty Ltd	Architects	30/04/2024	13,772.00
EF168450	19533	Woolworths Group Ltd (Woolworths & Big W)	Groceries	30/04/2024	1,683.30
EF168451	20000	Aust West Auto Electrical Pty Ltd	Auto Electrical Services	30/04/2024	10,574.34
EF168452	20321	Riverjet Pty Ltd	Educting-Cleaning Services	30/04/2024	19,734.00
EF168453	20549	A1 Carpet, Tile & Grout Cleaning	Cleaning Services - Tiles/Carpet	30/04/2024	4,950.00
EF168454	21133	Sports Performance And Management	Recreation Equipment	30/04/2024	880.00
EF168455	21291	The Worm Shed	Environmental Education	30/04/2024	450.00
EF168456	21471	Wa Machinery Glass	Glazing Services	30/04/2024	539.00
EF168457	21627	Manheim Pty Ltd	Impounded Vehicles	30/04/2024	379.50
EF168458	21946	Ryan's Quality Meats	Meat Supplies	30/04/2024	1,710.40
EF168459	22553	Brownes Food Operations	Catering Supplies	30/04/2024	367.19
EF168460	22613	Vicki Royans	Artistic Services	30/04/2024	600.00
EF168461	22639	Shatish Chauhan	Training Services - Yoga	30/04/2024	1,765.00
EF168462	22658	South East Regional Centre For Urban Landcare Inc (Sercul)	Urban Landcare Services	30/04/2024	10,961.39
EF168463	22806	Chevron Australia Downstream Fuels Pty Ltd	Fuel Supplies	30/04/2024	58,030.96
EF168464	22903	Unique International Recoveries Llc	Debt Collectors	30/04/2024	307.20
EF168465	23351	Cockburn Gp Super Clinic Limited T/A Cockburn Integrated Health	Leasing Fees	30/04/2024	1,157.94
EF168466	23457	Totally Workwear Fremantle	Clothing - Uniforms	30/04/2024	3,806.84
EF168467	23971	Find Wise Location Services	Locating Services - Underground	30/04/2024	2,838.00
EF168468	24275	Truck Centre Wa Pty Ltd	Purchase Of New Truck	30/04/2024	8,705.84
EF168469	24506	Amaranti's Personal Training	Personal Training Services	30/04/2024	960.00
EF168470	24655	Automasters Spearwood	Vehicle Servicing	30/04/2024	6,211.90

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EF168471	24725	Feral Invasive Species Eradication Management	Eradication Management Services	30/04/2024	2,475.00
EF168472	24736	Zenien	Cctv Camera Licences	30/04/2024	561.00
EF168473	24748	Pearmans Electrical & Mechanical Services P/L	Electrical Services	30/04/2024	216.29
EF168474	24974	Scott Print	Printing Services	30/04/2024	3,267.00
EF168475	25063	Superior Pak Pty Ltd	Vehicle Maintenance	30/04/2024	12,420.13
EF168476	25121	Imagesource Digital Solutions	Billboards	30/04/2024	1,846.90
EF168477	25127	Milmar Distributors	Printing Services - Id Cards	30/04/2024	148.50
EF168478	25418	Cs Legal	Legal Services	30/04/2024	7,882.05
EF168479	25586	Envirovap Pty Ltd	Hire Of Leachate Units	30/04/2024	29,232.50
EF168480	25736	Blue Tang (Wa) Pty Ltd T/As Emerge Associates (The Trustee For The I	Consultancy Services	30/04/2024	1,870.00
EF168481	25813	Lg Connect Pty Ltd	Erp Systems Development	30/04/2024	6,173.67
EF168482	26120	Ecoburbia	Environmental Waste Workshops	30/04/2024	440.00
EF168483	26257	Paperbark Technologies Pty Ltd	Arboricultural Consultancy Services	30/04/2024	4,111.10
EF168484	26303	Gecko Contracting Turf & Landscape Maintenance	Turf & Landscape Maintenance C100932	30/04/2024	279,136.69
EF168485	26314	Cpe Group	Temporary Employment Services	30/04/2024	894.30
EF168486	26399	Paperscout The Trustee For Peters Morrison Family Trust	Graphic Design Services	30/04/2024	5,742.00
EF168487	26403	Ches Power Group Pty Ltd	Engineering Solutions / Back Up Generato	30/04/2024	302.50
EF168488	26419	Equifax Australasia Credit Ratings Pty Ltd	Credit Reference Checks	30/04/2024	603.90
EF168489	26470	Scp Conservation	Fencing Services	30/04/2024	26,686.00
EF168490	26533	Curtin University	Program Assessments	30/04/2024	88.00
EF168491	26558	Healthcare Australia Pty Ltd	Temporary Employment Services	30/04/2024	2,128.38
EF168492	26574	Eva Bellydance	Entertainment - Belly Dancing	30/04/2024	300.00
EF168493	26623	Sigma Chemicals Cromag Pty Ltd (Sigma Chemicals)	Chemicals - Pool	30/04/2024	5,755.42
EF168494	26625	Andover Detailers	Car Detailing Services	30/04/2024	1,473.39
EF168495	26656	Environmental Health Australia (Western Australia) Inc.	Memberrship, Conferences And Training Fo	30/04/2024	5,877.00
EF168496	26677	Australia And New Zealand Recycling Platform Limited	Not- For-Profit Member Services Body	30/04/2024	1,958.91
EF168497	26705	Creative Adm	Marketing Services	30/04/2024	10,450.00
EF168498	26735	Shane Mcmaster Surveys	Survey Services	30/04/2024	5,170.00
EF168499	26739	Kerb Doctor	Kerb Maintenance	30/04/2024	3,180.38
EF168500	26773	Laser Corps Combat Adventrues	Entry Fees	30/04/2024	990.00
EF168501	26782	Soft Landing	Recycling Services	30/04/2024	6,484.48
EF168502	26812	Brooks Choice Removals	Removalists	30/04/2024	412.50
EF168503	26888	Media Engine	Graphic Design, Marketing, Video Product	30/04/2024	3,425.00
EF168504	26898	Spandex Asia Pacific Pty Ltd	Signage Supplier	30/04/2024	2,267.39
EF168505	26901	Alyka Pty Ltd	Digital Consultancy And Web Development	30/04/2024	10,056.75
EF168506	26929	Elan Energy Matrix Pty Ltd	Recycling Services	30/04/2024	1,291.66
EF168507	26932	Central Regional Tafe	Tafe	30/04/2024	845.96
EF168508	26953	Rock And Roll Mountain Biking	Mountain Bike Tours	30/04/2024	1,207.50
EF168509	26963	Logikal Projects Pty Ltd	Project Management	30/04/2024	4,422.60
EF168510	26983	Hitech Sports Pty Ltd	Sporting Equipment	30/04/2024	10,934.61
EF168511	27002	Cockburn Party Hire	Hire Services	30/04/2024	5,665.35

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EF168512	27010	Quantum Building Services Pty Ltd	Building Maintenance	30/04/2024	42,727.03
EF168513	27011	Baileys Marine Fuel Australia	Fuel	30/04/2024	203.98
EF168514	27015	Intelli Trac	Gps Tracking	30/04/2024	124,504.60
EF168515	27031	Downer Edi Works Pty Ltd	Asphalt Services A000152	30/04/2024	112,925.18
EF168516	27032	Wtp Australia Pty Ltd	Quantity Surveyors	30/04/2024	2,145.00
EF168517	27034	Adelby Pty Ltd	Firebreak Construction	30/04/2024	429.00
EF168518	27054	Vocus Pty Ltd	Telecommunications	30/04/2024	4,903.12
EF168519	27059	Frontline Fire & Rescue Equipment	Manufacture-Fire Vehicles/Equipment	30/04/2024	12,229.65
EF168520	27065	Westbooks	Books	30/04/2024	2,285.22
EF168521	27082	Kulbardi Pty Ltd	Stationery Supplies	30/04/2024	1,534.89
EF168522	27098	Q2 (Q-Squared)	Digital Data Service	30/04/2024	1,815.00
EF168523	27110	Riskwest	Management Consultant	30/04/2024	14,322.00
EF168524	27133	Marindust Sales	Goal Posts	30/04/2024	14,217.50
EF168525	27143	Fully Promoted Success	Uniforms And Promotional Items	30/04/2024	783.75
EF168526	27154	Veolia Recycling & Recovery Pty Ltd	Waste Services	30/04/2024	92,017.42
EF168527	27168	Nightlife Music Pty Ltd	Music Management	30/04/2024	465.53
EF168528	27169	Natural Power Solutions Pty Ltd	Power Supply Protection, Products & Serv	30/04/2024	1,481.70
EF168529	27177	Rentokil Initial Pty Ltd (Initial Hygiene)	Hygiene	30/04/2024	13,545.81
EF168530	27222	Ashton Safety Health Environment	Safety, Health, Environment Consulting	30/04/2024	1,060.87
EF168531	27243	Arjohuntleigh Pty Ltd	Supply, Repairs Health Equipemnt	30/04/2024	510.95
EF168532	27246	Veale Auto Parts	Spare Parts Mechanical	30/04/2024	357.60
EF168533	27334	Westcare Print	Printing Services	30/04/2024	407.00
EF168534	27346	Office Line	Furniture Office	30/04/2024	5,164.50
EF168535	27377	Accidental Health And Safety - Perth	First Aid Supplies	30/04/2024	3,473.00
EF168536	27381	Fit For Life Exercise Physiology	Exercise Classes	30/04/2024	1,782.00
EF168537	27396	Ankeet Mehta Spearwood Newspaper Round Delivery	Newspaper Delivery	30/04/2024	35.85
EF168538	27401	Emprise Mobility	Mobility Equipment	30/04/2024	596.00
EF168539	27403	Freedom Fairies Pty Ltd	Amusement	30/04/2024	8,552.50
EF168540	27405	Combat Clothing Australia P/L	Clothing - Protective	30/04/2024	4,450.00
EF168541	27423	Mechanical Project Services Pty Ltd	Airconditioning Services	30/04/2024	15,674.08
EF168542	27426	The Kart Centre Pty. Ltd	Go - Kart Hire	30/04/2024	1,540.00
EF168543	27437	Pb Reticulation & Maintenance Services Pty Ltd	Irragation Services	30/04/2024	10,821.80
EF168544	27455	The Trustee For Ssh Group Safety Trust Ocula (Aus)	Cctv Parts	30/04/2024	110,838.06
EF168545	27499	Hodge Collard Preston Architects	Architects	30/04/2024	3,025.00
EF168546	27510	Plastic Welding Wa	Welding Services	30/04/2024	550.00
EF168547	27548	Standing Fork	Catering	30/04/2024	8,536.00
EF168548	27560	Artem Design Studio Pty Ltd	Architectural Services	30/04/2024	998.25
EF168549	27566	Thuroona Services	Asbestos Removal	30/04/2024	759.00
EF168550	27617	Atturra Business Applications	Consultancy - It	30/04/2024	3,740.00
EF168551	27631	Aquatic Services Wa Pty Ltd	Pool Equipment & Maintenance	30/04/2024	12,103.38
EF168552	27635	Mammoth Security	Security	30/04/2024	52.60

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EF168553	27664	Disability Awareness Training	Training Disabilties	30/04/2024	1,500.00
EF168554	27676	Blue Force Pty Ltd	Security Services	30/04/2024	68,653.69
EF168555	27695	Qtm Pty Ltd	Traffic Management	30/04/2024	29,978.73
EF168556	27784	Rops Engineering Australia Pty Ltd	Crane Repairs	30/04/2024	5,427.63
EF168557	27797	City Lift Services Pty Ltd	Lift Maintenance	30/04/2024	319.00
EF168558	27809	Ra-One Pty Ltd	Software	30/04/2024	13,816.00
EF168559	27812	Oceanis International Pty Ltd	Consultancy - Aquatic	30/04/2024	41,250.00
EF168560	27831	Butler And Brown	Event Management	30/04/2024	65,080.23
EF168561	27850	Dowsing Group Pty Ltd	Concreting Services	30/04/2024	79,882.87
EF168562	27855	Total Landscape Redevelopment Service Pty Ltd	Tree Watering	30/04/2024	58,520.00
EF168563	27890	Tabec Pty Ltd	Engineering Services	30/04/2024	2,321.00
EF168564	27894	Homecare Physiotherapy	Healthcare	30/04/2024	3,795.47
EF168565	27947	Warrang-Bridil	Cultural Awareness Training	30/04/2024	1,100.00
EF168566	27984	Sabrina Fenwick	Excercise Classes	30/04/2024	640.00
EF168567	27985	Rosmech Sales & Service Pty Ltd	Road Sweeper	30/04/2024	1,393.94
EF168568	28003	Taylor Made Design	Graphic Design	30/04/2024	1,507.00
EF168569	28031	Brandon's Shredding Boxes	Recycling	30/04/2024	315.00
EF168570	28049	Copy Magic	Printing Services	30/04/2024	759.00
EF168571	28053	Zoic Environmental Pty Ltd	Consultancy - Enviromental	30/04/2024	550.00
EF168572	28061	Go2cup	Paper Cups	30/04/2024	6,600.00
EF168573	28092	Livepro Australia Pty Ltd	Customer Knowledge Management	30/04/2024	19,536.00
EF168574	28162	Lift Equipt Pty Ltd	Forklift Hire, Sales & Services	30/04/2024	706.16
EF168575	28181	Seaview Rentals	Aquarium Servicing	30/04/2024	138.00
EF168576	28186	Oracle Corporation Australia Pty Ltd	Software	30/04/2024	6,068.70
EF168577	28189	Mercury Messengers Pty Ltd	Courier Service	30/04/2024	325.71
EF168578	28196	Brightmark Group Pty Ltd	Cleaning Services	30/04/2024	5,326.41
EF168579	28197	Lite N Easy Pty Ltd	Food Supplies	30/04/2024	1,070.57
EF168580	28201	Select Fresh	Food Supplies	30/04/2024	643.08
EF168581	28215	Complete Office Supplies Pty Ltd	Stationery	30/04/2024	97.03
EF168582	28241	Swift Flow Pty Ltd	Plumbing	30/04/2024	7,886.45
EF168583	28254	Cleantex Pty Ltd	Laundry Service	30/04/2024	1,505.97
EF168584	28256	Simon Tan & Associates Pty Ltd	Electrical Engineering	30/04/2024	660.00
EF168585	28263	Julia Kay Wallis	Historian	30/04/2024	755.05
EF168586	28265	Tree Care Wa	Vegetation Maintenance Services	30/04/2024	217,132.87
EF168587	28277	Gesha Coffee Co	Coffee Supplies	30/04/2024	2,640.00
EF168588	28284	Urban Jungle Indoor Rock Climbing	Rock Climbing	30/04/2024	468.00
EF168589	28287	All Lines	Linemarking	30/04/2024	495.00
EF168590	28297	Techbrain	It Consultancy	30/04/2024	1,155.00
EF168591	28303	Miracle Recreation Equipment	Playground Equipment	30/04/2024	7,700.47
EF168592	28308	Vision Australia Limited	Vision Impaired Items	30/04/2024	165.00
EF168593	28313	Cannings Purple	Marketing	30/04/2024	10,945.00

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EF168594	28344	Seat Shop Wa Pty Ltd	Repairs And Replacements To Heavy Fleet	30/04/2024	1,738.90
EF168595	28351	Clever Designs Uniforms	Clothing	30/04/2024	766.75
EF168596	28361	Indoor Gardens Pty Ltd	Hiring Indoor Plants	30/04/2024	765.60
EF168597	28371	Flexi Staff	Employment Services	30/04/2024	43,650.16
EF168598	28392	Mcs Civil Contracting	Engineering/Earthworks	30/04/2024	30,778.00
EF168599	28409	Sanpoint Pty Ltd (Ld Total)	Landscape Services	30/04/2024	31,409.33
EF168600	28410	Wa Temporary Fencing Supplies	Hire Fencing	30/04/2024	361.90
EF168601	28426	Power Paving Pty Ltd	Paving Services	30/04/2024	935.00
EF168602	28428	Wa Bolts Pty Ltd	Fixings & Fasteners	30/04/2024	49.20
EF168603	28437	Building & Industrial Cleaning Services	Clenaing Services	30/04/2024	62,439.89
EF168604	28448	Enchanted Stiltwalking	Roving Entertainment	30/04/2024	1,166.00
EF168605	28454	Aussie Natural Spring Water	Water Supplies	30/04/2024	182.75
EF168606	28463	Antree Dnh Pty Ltd	Gardening	30/04/2024	1,029.60
EF168607	28471	Telstra Limited	Telecommunications	30/04/2024	17,609.45
EF168608	28489	Wjs Training Saunders, Wayne John	First Aid Training	30/04/2024	1,050.00
EF168609	28517	Robowash Pty Ltd	Automatic Cleaning System Manufacturer	30/04/2024	1,045.00
EF168610	28522	Bing Technologies Pty Ltd	Mailing Services	30/04/2024	452.94
EF168611	28528	Annelise Safstrom	Urban Design And Planning Consultancy	30/04/2024	540.00
EF168612	28532	Oil & Energy Pty. Ltd.	Lubricant Supplier	30/04/2024	1,676.43
EF168613	28538	Old Macdonald's Travelling Farms - Wa East	Mobile Petting Farm	30/04/2024	968.00
EF168614	28544	Forpark Australia 4Park Pty Ltd	Fitness Equipment	30/04/2024	12,146.20
EF168615	28546	Swan Event Hire	Event Hire	30/04/2024	1,941.00
EF168616	28569	Choiceone Pty Ltd	Recruitment Services	30/04/2024	20,537.97
EF168617	28583	Envirostream Australia Pty Ltd	Battery Recycling	30/04/2024	167.20
EF168618	28593	Milliyaan Aboriginal Services	Cultural Education & Consultancy Service	30/04/2024	988.63
EF168619	28610	Green Values Australia	Environmental Consultancy	30/04/2024	4,951.10
EF168620	28618	Tunstall Healthcare	Medical Alarm Equipment & Monitoring	30/04/2024	44.00
EF168621	28621	Imprint Plastic	Printing	30/04/2024	418.00
EF168622	28622	Hatch Pty Ltd	Engineering Services	30/04/2024	34,202.30
EF168623	28632	Total Connections Pty Ltd	Hose, Hydraulics & Fire Protection Servi	30/04/2024	2,618.80
EF168624	28637	Site Safe Security Rentals Pty Ltd	Rental Of Security Equipment	30/04/2024	770.00
EF168625	28652	Omnicom Media Group Australia Pty Ltd Omnicom Media Group Australi	Media And Advertising Services	30/04/2024	10,471.03
EF168626	28659	Harvey Norman Av/It O'connor (Ococenta Pty Ltd) The Trustee For Oco	Electronics	30/04/2024	528.00
EF168627	28673	Uhg Trading Pty Ltd (Unicare Health)	Mobility And Home Care Products	30/04/2024	809.60
EF168628	28685	Lift Design	Elevator Installation And Service	30/04/2024	687.50
EF168629	28691	Kgo Enterprises Pty Ltd Perth Bouncy Castle Hire	Entertainment - Amusement & Inflatables	30/04/2024	16,209.60
EF168630	28700	Securitech Consultancy Solutions Pty Ltd Full Circle Partners Pty Ltd	It Recruitment And Consultancy Services	30/04/2024	13,736.27
EF168631	28705	Goolarri Media Enterprises Pty Ltd	Events & Training	30/04/2024	360.00
EF168632	28731	O'donnell, Crystal Dawn Dementia Together	Healthcare - Occupational Therapy	30/04/2024	426.25
EF168633	28732	Labs Australia Pty Ltd Western Geotechnical & Laboratory Services	Construction Materials Testing	30/04/2024	5,379.00
EF168634	28743	Access Without Barriers Pty Ltd	Construction	30/04/2024	142,982.13

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EF168635	28758	Cwc Consultants Pty Ltd	Electrical Consultant	30/04/2024	3,685.00
EF168636	28767	The Trustee For Bugbusters Unit Trust Bug Busters	Pest Control	30/04/2024	8,237.00
EF168637	28771	Safety Australia Group Pty Ltd	Training And Recruitment	30/04/2024	1,837.00
EF168638	28772	The Trustee For The Cusick Family Trust Tint A Car Fremantle	Maintenance - Window Tinting	30/04/2024	2,700.00
EF168639	28781	Priority 1 Fire And Safety Pty Ltd	Emergency Response Training, Products An	30/04/2024	3,630.00
EF168640	28787	Blue Assist Pty Ltd	Supply And Install Emergency Help Device	30/04/2024	34.00
EF168641	28795	Smsglobal Pty Ltd	Sms	30/04/2024	396.31
EF168642	28807	Impact Dreaming Pty Ltd	Restoration, Cultural Education & Touris	30/04/2024	5,500.00
EF168643	28816	Lead Change Consulting Pty Ltd	Management Training	30/04/2024	7,700.00
EF168644	28819	Rider Levett Bucknall Wa Pty Ltd	Quantity Surveyors	30/04/2024	5,731.00
EF168645	11794	Synergy	Electricity Usage/Supplies	30/04/2024	98,294.05
EF168646	28571	Perth Energy Pty Ltd	Energy Supply	30/04/2024	357.24
EF168647	88888	Port Coogee Marina	Bind refund	30/04/2024	500.00
EF168648	99997	Matilda Parker & Brayden Rawstron	Compost Bin Rebate	30/04/2024	50.00
EF168649	99997	Jane Marie Tetley	Baby Massage Class	30/04/2024	180.00
EF168650	99997	Lynnette Bell	Artist Payment From Exhibition Sales	30/04/2024	200.00
EF168651	99997	Dave Brewer	Artist Payment From Exhibition Sales	30/04/2024	1,050.00
EF168652	99997	Ben Chivers	Artist Payment From Exhibition Sales	30/04/2024	120.00
EF168653	99997	Peta Ciraolo	Artist Payment From Exhibition Sales	30/04/2024	500.00
EF168654	99997	Tammy Cuff	Artist Payment From Exhibition Sales	30/04/2024	200.00
EF168655	99997	John Dakin	Artist Payment From Exhibition Sales	30/04/2024	95.00
EF168656	99997	Gina D'allesandro	Artist Payment From Exhibition Sales	30/04/2024	1,695.00
EF168657	99997	Bronwyn Elliott	Artist Payment From Exhibition Sales	30/04/2024	95.00
EF168658	99997	Lolita Forlano	Artist Payment From Exhibition Sales	30/04/2024	45.00
EF168659	99997	Sandy Gaskett	Artist Payment From Exhibition Sales	30/04/2024	1,500.00
EF168660	99997	Jane Harvey	Artist Payment From Exhibition Sales	30/04/2024	500.00
EF168661	99997	Shona Hutchings	Artist Payment From Exhibition Sales	30/04/2024	350.00
EF168662	99997	Neil Kidd	Artist Payment From Exhibition Sales	30/04/2024	58.00
EF168663	99997	Rachel Law	Artist Payment From Exhibition Sales	30/04/2024	180.00
EF168664	99997	Marion Lecrayon	Artist Payment From Exhibition Sales	30/04/2024	900.00
EF168665	99997	Olivia Milveski	Artist Payment From Exhibition Sales	30/04/2024	57.00
EF168666	99997	Gail Murphy	Artist Payment From Exhibition Sales	30/04/2024	120.00
EF168667	99997	Cyr O'neill	Artist Payment From Exhibition Sales	30/04/2024	600.00
EF168668	99997	Franco Rubinich	Artist Payment From Exhibition Sales	30/04/2024	480.00
EF168669	99997	Dylan Smith	Artist Payment From Exhibition Sales	30/04/2024	30.00
EF168670	99997	Jill Spargo	Artist Payment From Exhibition Sales	30/04/2024	150.00
EF168671	99997	Lilliana Stafford	Artist Payment From Exhibition Sales	30/04/2024	420.00
EF168672	99997	Robert Taylor	Artist Payment From Exhibition Sales	30/04/2024	350.00
EF168673	99997	Debbie Walker Tremlett	Artist Payment From Exhibition Sales	30/04/2024	180.00
EF168674	99997	Sophie Xiang	Artist Payment From Exhibition Sales	30/04/2024	400.00
EF168675	99997	Danica Wichtermann	Artist Payment From Exhibition Sales	30/04/2024	105.00

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EF168676	99997	Jin Cheng Wu & Ting - Fang Yang	Reimbursment William Wu Uni Fees	30/04/2024	444.00
EF168677	99997	Marcela Paz Jones	Uni Fee Reimbursement Marcela Jones	30/04/2024	2,240.00
EF168678	99997	Servau Offcl. Departmental Recpts&Pay	Document Number : 180153332	30/04/2024	214.83
EF168679	99997	Adventure Physio	City Business Grant	30/04/2024	3,690.00
EF168680	99997	Asset Reliability Inspections	City Business Grant	30/04/2024	1,089.00
EF168681	99997	Brandon's Shredding Boxes	City Business Grant	30/04/2024	3,958.90
EF168682	99997	Cockburn School Of Music	City Business Grant	30/04/2024	4,192.27
EF168683	99997	Dg Instruments Pty Ltd	City Business Grant	30/04/2024	4,400.00
EF168684	99997	Dr. Kate Raynes-Goldie Pty Ltd	City Business Grant	30/04/2024	4,400.00
EF168685	99997	Driveway Clean & Seal	City Business Grant	30/04/2024	3,500.00
EF168686	99997	Entela Lile Curtains & More	City Business Grant	30/04/2024	3,207.67
EF168687	99997	Fam-Ally	City Business Grant	30/04/2024	1,914.00
EF168688	99997	Freo Creative	City Business Grant	30/04/2024	3,362.58
EF168689	99997	Glamour Nail Bar	City Business Grant	30/04/2024	1,100.00
EF168690	99997	Grazie Gift Hampers	City Business Grant	30/04/2024	4,400.00
EF168691	99997	Joanna Agnieszka Malysiak (Green Pea Toy	City Business Grant	30/04/2024	495.00
EF168692	99997	Meaningfood	City Business Grant	30/04/2024	1,332.31
EF168693	99997	Peach Speech Pathology	City Business Grant	30/04/2024	2,200.00
EF168694	99997	Ruck Compliance	City Business Grant	30/04/2024	550.00
EF168695	99997	Rust Worx Panel And Paint	City Business Grant	30/04/2024	5,000.00
EF168696	99997	Stem 2 Stern Marine	City Business Grant	30/04/2024	4,400.00
EF168697	99997	Teamlab Pty Ltd	City Business Grant	30/04/2024	2,200.00
EF168698	99997	The Wellness And Allied Health Professio	City Business Grant	30/04/2024	4,400.00
EF168699	99997	Declutter With Kiah	City Business Grant	30/04/2024	4,000.00
EF168700	99997	Elearning Mentors	City Business Grant	30/04/2024	4,000.00
EF168701	99997	Goody Guts	City Business Grant	30/04/2024	2,519.55
EF168702	99997	Karri Colours	City Business Grant	30/04/2024	4,000.00
EF168703	99997	Made To Be Free	City Business Grant	30/04/2024	2,500.00
EF168704	99997	Natural Healing Body And Soul	City Business Grant	30/04/2024	948.75
EF168705	99997	Nest And Nurture Fitness	City Business Grant	30/04/2024	3,350.00
EF168706	99997	Ngakau Healing And Creative Guidance	City Business Grant	30/04/2024	600.00
EF168707	99997	Over 3 Oceans Pty Ltd	City Business Grant	30/04/2024	4,980.00
EF168708	99997	Progressive Pilates Education	City Business Grant	30/04/2024	4,500.00
EF168709	99997	Red Feather Publishing	City Business Grant	30/04/2024	2,636.36
EF168710	99997	Red River Temple	City Business Grant	30/04/2024	1,750.00
EF168711	99997	Sweet Betty	City Business Grant	30/04/2024	726.36
EF168712	99997	The Tribe Strength Through Movement Pty	City Business Grant	30/04/2024	898.00
EF168713	99997	Emily Wood	Habitat For Homes Bird Bath Rebate	30/04/2024	24.75
EF168714	99997	Vj Hartill & Gl Maker	Employee Reimburstement	30/04/2024	238.91
EF168715	99997	N R Constable	Port Coogee Marina – D146	30/04/2024	213.00
EF168716	99997	Cm & Bm Koehler	Yps Events Materials	30/04/2024	24.00

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EF168717	99997	Sarah Hardman	Bird Bath Rebate - Sarah Hardman	30/04/2024	17.39
EF168718	99997	Tara Ramirez	Bird Bath Rebate - Tara Ramirez	30/04/2024	26.09
EF168719	99997	Sarah Newton	Bird Bath Rebate - Sarah Newton	30/04/2024	50.00
EF168720	99997	Gavin And Sai Mascarenhas	Bird Bath Rebate - Gavin Mascarenhas	30/04/2024	34.16
EF168721	99997	Lauren Eipe	Bird Bath Rebate - Lauren Eipe	30/04/2024	29.99
EF168722	99997	Ga & Cm Baudains	Nature Discovery Day Sessions	30/04/2024	645.00
EF168723	99997	Rebecca Kightley	Arc Refund Request - Rebecca Kightley	30/04/2024	420.00
EF168724	99997	Marianne Jurcun	Senior Security Rebate	30/04/2024	300.00
EF168725	99997	Kathleen Cox	Senior Security Rebate	30/04/2024	100.00
EF168726	99997	Joumana Lawrence	Senior Security Rebate	30/04/2024	100.00
EF168727	99997	Diana Ihle	Senior Security Rebate	30/04/2024	100.00
EF168728	99997	Rita Bowsher	Senior Security Rebate	30/04/2024	100.00
EF168729	99997	Robert Valli	Senior Security Rebate	30/04/2024	300.00
EF168730	99997	Andrew Heard	Backlot Trio Performance	30/04/2024	180.00
EF168731	99997	Kong Hing Koon Perth	Roving Lion Dance Preformance	30/04/2024	500.00
EF168732	99997	City Of Cockburn Pipe Band	Invoice 05042024	30/04/2024	450.00
EF168733	99997	Michelle Ridsdale	Bollywood Performance	30/04/2024	750.00
EF168734	99997	Ngaru Pou Inc	Sat 13 April 2024 Cultural Mosiac	30/04/2024	1,000.00
EF168735	99997	The Joys Of The Women Inc	Performance At The Mosaic Festival	30/04/2024	250.00
EF168736	99997	Kabil Osman T/As Radh	Invoice 4	30/04/2024	250.00
EF168737	99997	Fogo Entertainment	Brazilian Dancers Roving Entertainment	30/04/2024	660.00
EF168738	99997	Aska Storytelling	Invoice 571	30/04/2024	550.00
EF168739	99997	Ivan Peselj	K254 Pen Fee Refund	30/04/2024	0.50
EF168740	99997	Serbian Community Krajina Inc	Small Events Sponsorship	30/04/2024	2,436.00
EF168741	99997	Beeliar Primary School	Donation - Friendship Packs	30/04/2024	200.00
EF168742	99997	Katherine Mcandrew	Invoice 119	30/04/2024	350.00
EF168743	99997	Miles Carpenter	Invoice 7324	30/04/2024	1,750.00
EF168744	99997	Mr Jj And Nm Gill	Bird Bath Rebate Refund	30/04/2024	50.00
EF168745	99997	Ben Tisdale	Bird Bath Rebate Refund	30/04/2024	22.99
EF168746	99997	Rhianna Abu Lashin	Mosiac Festival Performance 2024	30/04/2024	350.00
EF168747	99997	Fame Dance Demo	Invoice 02 For Mosiac Festival Performan	30/04/2024	300.00
EF168748	99997	Rafeena Boyle	Drip Trays For The Wa Tree Festival	30/04/2024	25.96
EF168749	99997	Rafeena Boyle	Wa Tree Festival Event Catering	30/04/2024	18.83
EF168750	99997	Western Australia Vietnam Business Coun.	Wavbc Local Government Partnership	30/04/2024	1,500.00
EF168751	99997	Jamestown Music Pty Ltd	Muchos Mariachi Duo Cultural Mosaic,13/4	30/04/2024	420.00
EF168752	99997	Sanny Ang	Origami Wkshp & Demo At Cultural Mosaic	30/04/2024	496.00
EF168753	99997	Ning Yan	Inv 2024-0002	30/04/2024	400.00
EF168754	99997	B & D Virgo	Habitat For Homes Bird Bath Rebate	30/04/2024	29.99
EF168755	99997	Melissa Jay	Habitat For Homes Bird Bath Rebate	30/04/2024	32.14
EF168756	99997	Michael Glazier	Habitat For Homes Bird Bath Rebate	30/04/2024	47.49
EF168757	99997	Elizabeth Sullivan	Habitat For Homes Bird Bath Rebate	30/04/2024	39.50

EF168758	99997	Finning Piano Tuner	Museum Activities	30/04/2024	285.00
EF168759	99997	Cockburn Basketball Association Inc Mich	Capital Works Grant Cwg2023/24-005 Payme	30/04/2024	5,118.81
EF168760	99997	Jandakot Jets Amateur Football Club Jami	Capital Works Grant Cwg012	30/04/2024	5,000.00
EF168761	99997	Wairua Tipuna	Maori Culture Group For Mosaic Festival	30/04/2024	700.00
EF168762	99997	Jgc Group Pty Ltd	Community Training	30/04/2024	1,540.00
EF168763	99997	Maria Mastaglia	Description Repayment Income Tested Fee	30/04/2024	3,127.65
EF168764	99997	Jandakot Bushfire Brigade Reimbursement	Jandakot Vbfb Reimbursement	30/04/2024	1,441.95
EF168765	99997	Danilo Barros	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168766	99997	Deacon Ayres	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168767	99997	Dayna Lagat	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168768	99997	Xavier Treeby	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168769	99997	Makaylah Larkin	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168770	99997	Lewis Pianta	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168771	99997	Sophie Correia	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168772	99997	Acacia Redman	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168773	99997	Jack Guy	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168774	99997	Tahlia Kitson	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168775	99997	Jordan Berryman	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168776	99997	Kristopher Moretti	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168777	99997	Charlie Pavitt	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168778	99997	Evan Woodford	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168779	99997	Levi Mahauariki	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168780	99997	Charlie Moffat	Junior Sport Travel Assistance Grant	30/04/2024	400.00
EF168781	99997	Vesna Milanovic	Employee Reimbursement	30/04/2024	24.00
EF168782	99997	Ella M Hamilton	Xover Rebates	30/04/2024	500.00
EF168783	99997	Mary T Jordan	Employee Reimbursement	30/04/2024	99.00
EF168784	99997	Sandy Gaskett	Employee Reimbursment	30/04/2024	500.00
EF168785	99996	Emmie Del Borrello	Rates and Property Related refunds	30/04/2024	30.00
EF168786	99996	Max Melling	Rates and Property Related refunds	30/04/2024	30.00
EF168787	99996	Eric Lee	Rates and Property Related refunds	30/04/2024	51.66
EF168788	99996	Chadd Kelly	Rates and Property Related refunds	30/04/2024	12.50
EF168789	99996	Adam Purton	Rates and Property Related refunds	30/04/2024	44.00
EF168790	99996	Great Aussie Patios	Rates and Property Related refunds	30/04/2024	8.25
EF168791	99996	Barrier Reef Pools Perth	Rates and Property Related refunds	30/04/2024	70.21
EF168792	99996	Ecovision Homes	Rates and Property Related refunds	30/04/2024	961.40
EF168793	99996	Ecovision Homes	Rates and Property Related refunds	30/04/2024	961.40
EF168794	99996	Dk & Mj Lang	Rates and Property Related refunds	30/04/2024	281.00
EF168795	99996	Vivid Property Perth	Rates and Property Related refunds	30/04/2024	422.00
EF168796	99996	Francesco Mariotti	Rates and Property Related refunds	30/04/2024	500.00
EF168797	99996	Kiri John Logan	Rates and Property Related refunds	30/04/2024	1,770.37
EF168798	99996	Chantelle Dunsire	Rates and Property Related refunds	30/04/2024	889.00

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EF168799	99996	Anna M Pasquale	Rates and Property Related refunds	30/04/2024	200.00
EF168800	99996	Anthony Vergona	Rates and Property Related refunds	30/04/2024	597.00
EF168801	99996	Kelly Bodman	Rates and Property Related refunds	30/04/2024	500.00
EF168802	10152	Aust Services Union	Payroll Deductions	29/04/2024	777.00
EF168803	10154	Australian Taxation Office	Payroll Deductions	29/04/2024	680,433.00
EF168804	10305	Child Support Agency	Payroll Deductions	29/04/2024	1,462.35
EF168805	19726	Health Insurance Fund Of Wa	Payroll Deductions	29/04/2024	1,080.22
EF168806	27874	Smartsalary	Salary Packaging/Leasing Administration	29/04/2024	16,288.68
EF168807	28458	Easi Group	Novated Leasing	29/04/2024	11,526.92
EF168808	28741	The Local Government, Racing & Cemeteries Employees Union Wa	Lgr Union	29/04/2024	22.00
EF168809	26987	Cti Risk Management	Security - Cash Collection	30/04/2024	976.50
EF168810	28152	Mack 1 Motorcycles	Motorcycle Sales And Service	30/04/2024	2,800.18
EF168811	99997	Liandi Richards	Bird Bath Rebate Refund	30/04/2024	24.75
EF168812	99997	Marc Damien Vlietstra	Reimbursement For Legal Fee	30/04/2024	5,750.00
EF168813	99997	Seth Dylan Vlietstra	Reimbursement Of Legal Fee	30/04/2024	5,750.00
EF168814	99997	Matthew Vlietstra	Reimbursement For Legal Fee	30/04/2024	5,750.00
EF168815	99997	Vincent Vlietstra	Reimbursement For Legal Fee	30/04/2024	5,750.00
		TOTAL OF 831 EFT PAYMENTS			**11,805,440.74**
		LESS: CANCELLED EFT PAYMENTS			
EF166790	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	18/04/2024	-21.29
EF168296	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	24/04/2024	-24.75
EF168323	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	19/04/2024	-50.00
		TOTAL CANCELLED EFT PAYMENT			**-96.04**
		TOTAL EFT PAYMENTS (EXCL. CANCELLED PAYMENTS)			**11,805,344.70**
		ADD: BANK FEES			
		BPAY BATCH FEE			7.56
		MERCHANT FEES COC			1508.44
		MERCHANT FEES MARINA			82.25
		MERCHANT FEES ARC			2,467.74
		MERCHANT FEES VARIOUS OUT CENTRES			1,227.26
		NATIONAL BPAY CHARGE			2,006.00
		RTGS/ACLR FEE			
		NAB TRANSACT FEE			243.33
		MERCHANDISE / OTHER FEES			

					7,542.58
		ADD: CREDIT CARD PAYMENTS			110,421.14
					110,421.14
		ADD: PAYROLL PAYMENTS			
		COC-03/04/24 Pmt 000256288053 City of Cockburn		3/04/2024	828.77
		COC-28/03/24 Pmt 000256287891 City of Cockburn		3/04/2024	7,309.43
		COC-04/04/24 Pmt 000256849638 City of Cockburn		10/04/2024	4,637.15
		COC-05/04/24 Pmt 000256850509 City of Cockburn		10/04/2024	16,530.73
		COC-07/04/24 Pmt 000256853067 City of Cockburn		10/04/2024	1,894,610.65
		COC-11/04/24 Pmt 000256985705 City of Cockburn		11/04/2024	2,484.13
		COC-12/04/24 Pmt 000257079000 City of Cockburn		12/04/2024	695.21
		COC-08/04/24 Pmt 000257160923 City of Cockburn		15/04/2024	5,838.36
		COC-12/04/24 Pmt 000257161800 City of Cockburn		15/04/2024	91,858.72
		COC-16/04/24 Pmt 000257317302 City of Cockburn		16/04/2024	309.79
		COC-15/04/24 Pmt 000257360420 City of Cockburn		17/04/2024	4,546.25
		COC-19/04/24 Pmt 000257931487 City of Cockburn		24/04/2024	20,163.64
		COC-21/04/24 Pmt 000257931689 City of Cockburn		24/04/2024	1,872,919.42
		COC-24/04/24 Pmt 000257947162 City of Cockburn		24/04/2024	973.07
		COC-26/04/24 Pmt 000258077007 City of Cockburn		26/04/2024	352.50
					3,924,057.82
		TOTAL PAYMENTS MADE FOR THE MONTH			**15,847,366.24**

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City of Cockburn
Woolworths Group Transactions Report
Transactions Made Between 1 April - 30 April 2024

Reference	Date	Amount	Description
Senior Centre - Cook		**315.62**	
TI-01EC5-179172	4/04/2024	44.20	Groceries and Consumables
TI-01EC5-179177	9/04/2024	98.97	Groceries and Consumables
TI-01EC5-179187	18/04/2024	71.93	Groceries and Consumables
TI-01EC5-17918D	23/04/2024	25.45	Groceries and Consumables
TI-01EC5-17918E	23/04/2024	22.00	Groceries and Consumables
TI-01EC5-179196	30/04/2024	53.07	Groceries and Consumables
Youth Centre Duty Supervisor		**748.08**	
TI-01EC5-17916E	2/04/2024	43.50	Groceries and Consumables
TI-01EC5-179174	5/04/2024	126.10	Groceries and Consumables
TI-01EC5-179176	8/04/2024	177.75	Groceries and Consumables
TI-01EC5-17917B	10/04/2024	76.95	Groceries and Consumables
TI-01EC5-17917C	11/04/2024	17.25	Groceries and Consumables
TI-01EC5-17917D	11/04/2024	70.30	Groceries and Consumables
TI-01EC5-17917F	12/04/2024	27.25	Groceries and Consumables
TI-01EC5-179183	16/04/2024	46.60	Groceries and Consumables
TI-01EC5-179189	18/04/2024	71.48	Groceries and Consumables
TI-01EC5-17918F	23/04/2024	34.15	Groceries and Consumables
TI-01EC5-179194	29/04/2024	47.75	Groceries and Consumables
TI-01EC5-179197	30/04/2024	9.00	Groceries and Consumables
Kitchen Hand		**2,205.63**	
TI-01EC5-179170	3/04/2024	383.20	Groceries and Consumables
TI-01EC5-179171	3/04/2024	55.37	Groceries and Consumables
TI-01EC5-179173	5/04/2024	99.68	Groceries and Consumables
TI-01EC5-179175	8/04/2024	185.03	Groceries and Consumables
TI-01EC5-179179	10/04/2024	153.51	Groceries and Consumables
TI-01EC5-17917A	10/04/2024	26.20	Groceries and Consumables
TI-01EC5-179180	15/04/2024	204.17	Groceries and Consumables
TI-01EC5-179181	16/04/2024	70.25	Groceries and Consumables
TI-01EC5-179182	16/04/2024	36.55	Groceries and Consumables
TI-01EC5-179185	17/04/2024	208.88	Groceries and Consumables
TI-01EC5-17918A	19/04/2024	91.30	Groceries and Consumables
TI-01EC5-17918B	22/04/2024	225.96	Groceries and Consumables
TI-01EC5-179190	24/04/2024	192.89	Groceries and Consumables
TI-01EC5-179191	26/04/2024	84.00	Groceries and Consumables
TI-01EC5-179193	29/04/2024	188.64	Groceries and Consumables
Amenities Officer		**431.40**	
TI-01EC5-17917E	12/04/2024	240.60	Groceries and Consumables
TI-01EC5-17918C	22/04/2024	190.80	Groceries and Consumables
Amenities Officer		**295.60**	
TI-01EC5-179184	17/04/2024	25.00	Groceries and Consumables
TI-01EC5-179186	17/04/2024	44.00	Groceries and Consumables
TI-01EC5-179192	26/04/2024	226.60	Groceries and Consumables
Marina Manager		**43.92**	
TI-01EC5-17916F	2/04/2024	6.45	Groceries and Consumables
TI-01EC5-179178	9/04/2024	8.38	Groceries and Consumables
TI-01EC5-179188	18/04/2024	9.95	Groceries and Consumables
TI-01EC5-179195	29/04/2024	19.14	Groceries and Consumables
Total Cards - 6		**4,040.25**	

City of Cockburn
Bunnings PowerPass Transactions Report
Transactions Made Between 1 April - 30 April 2024

Reference	Date	Amount	Description
Parks Operations Supervisor		**41.65**	
2160/01681464	8/04/2024	16.43	Supplies and Materials
2160/01835295	16/04/2024	25.22	Supplies and Materials
City Facilities Coordinator		**74.69**	
2015/01502828	6/04/2024	74.69	Supplies and Materials
Mechanical Workshop Supervisor		**53.20**	
2015/01652779	10/04/2024	53.20	Supplies and Materials
Senior Business Operations Team Leader		**1,086.30**	
2160/01183018	5/04/2024	517.91	Supplies and Materials
2160/01183020	5/04/2024	304.29	Supplies and Materials
2160/01199927	23/04/2024	264.10	Supplies and Materials
Trades Assistant		**86.66**	
2015/01429272	30/04/2024	86.66	Supplies and Materials
Trades Assistant/Sign Installer		**81.57**	
2015/01316047	8/04/2024	17.91	Supplies and Materials
2015/01505969	9/04/2024	-5.68	Supplies and Materials
2015/01505969	9/04/2024	8.76	Supplies and Materials
2015/01783755	22/04/2024	5.68	Supplies and Materials
2160/01193672	16/04/2024	24.55	Supplies and Materials
2160/01969377	17/04/2024	30.35	Supplies and Materials
Fire and Emergency Management Officer		**70.47**	
2015/01776347	15/04/2024	70.47	Supplies and Materials
Urban Forest Supervisor		**86.22**	
2015/01130353	18/04/2024	43.32	Supplies and Materials
2015/01506364	9/04/2024	42.90	Supplies and Materials
Environmental Supervisor		**1,111.79**	
2015/01423259	15/04/2024	984.00	Supplies and Materials
2015/01648908	3/04/2024	80.31	Supplies and Materials
2015/01658973	24/04/2024	47.48	Supplies and Materials
Streetscapes Coordinator		**575.10**	
2015/01504614	8/04/2024	76.55	Supplies and Materials
2015/01514385	16/04/2024	13.00	Supplies and Materials
2015/01529848	30/04/2024	87.06	Supplies and Materials
2015/01778480	17/04/2024	398.49	Supplies and Materials
City Facilities Manager		**105.13**	
2015/01652800	10/04/2024	105.13	Supplies and Materials
Parks Supervisor		**86.47**	
2015/01504582	8/04/2024	29.07	Supplies and Materials
2015/01773514	12/04/2024	57.40	Supplies and Materials

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City of Cockburn
Bunnings PowerPass Transactions Report
Transactions Made Between 1 April - 30 April 2024

Reference	Date	Amount	Description
Civil Infrastructure Operations Coordinator		**370.95**	
2015/01508001	11/04/2024	196.80	Supplies and Materials
2015/01513473	15/04/2024	117.90	Supplies and Materials
2015/01517523	19/04/2024	22.40	Supplies and Materials
2015/01652586	10/04/2024	9.40	Supplies and Materials
2015/01653009	11/04/2024	24.45	Supplies and Materials
Subdivision Supervisor		**68.39**	
2015/01599355	3/04/2024	12.41	Supplies and Materials
2015/01649291	4/04/2024	18.98	Supplies and Materials
2160/01195011	18/04/2024	37.00	Supplies and Materials
Total Cards - 14		**3,898.59**	

BP Australia Pty Ltd
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MELBOURNE VIC 3001

BP Plus
Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number / Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odometer (km)	KM Span	Litres/100km	Cents/km
7050 15405338 04250 1HTF630 2058 WHITE FORD RANGER UTILITY	10/04/24	17:54:00	BIBRA LAKE WA	7451	043992		ULT DSL	192.24	51.05	89.22	8.92	98.14	16590	1206	4.2	8.1
							DIESEL		51.05	89.22	8.92	98.14				
						TOTAL	THIS PERIOD		51.05	89.22	8.92	98.14		1206	4.2	8.1
							YEAR TO DATE		287.90	497.50	49.75	547.25		5590	5.2	9.8
Cost Centre			2058				DIESEL		51.05	89.22	8.92	98.14				
						TOTAL	THIS PERIOD		51.05	89.22	8.92	98.14		1206	4.2	8.1
							YEAR TO DATE		287.90	497.50	49.75	547.25		5590	5.2	9.8
7050 15405338 02890	04/04/24	14:44:15	SPEARWOOD WA	6443	014016		ULT DSL	190.78	60.48	104.90	10.49	115.39	101286			
1GNC833 2067	16/04/24	18:13:37	CANNINGTON WA	6204	013742		ULT DSL	194.08	56.47	99.64	9.96	109.60	777			
WHITE KIA SORENTO WAGON	26/04/24	10:32:46	BIBRA LAKE WA	7451	045172		ULT DSL	192.90 P	50.10	87.85	8.79	96.64	777			
							DIESEL		167.05	292.39	29.24	321.63				
						TOTAL	THIS PERIOD		167.05	292.39	29.24	321.63				
							YEAR TO DATE		285.16	491.02	49.11	540.13		600	47.5	90.0
Cost Centre			2067				DIESEL		167.05	292.39	29.24	321.63				
						TOTAL	THIS PERIOD		167.05	292.39	29.24	321.63				
							YEAR TO DATE		285.16	491.02	49.11	540.13		600	47.5	90.0
7050 15405338 03146	09/04/24	07:55:00	SPEARWOOD WA	6443	000387		ULT DSL	190.24	39.29	67.95	6.79	74.74	121401	701	5.6	10.7
1GSP764 2077	26/04/24	07:43:55	PARMELIA WA	6178	019138		ULT DSL	192.90 P	45.55	79.88	7.99	87.87	122199	798	5.7	11.0
WHITE HYUNDAI 130 HATCHBACK							DIESEL		84.84	147.83	14.78	162.61				
						TOTAL	THIS PERIOD		84.84	147.83	14.78	162.61		1499	5.7	10.8
							YEAR TO DATE		371.79	641.39	64.13	705.52		6752	5.5	10.4
Cost Centre			2077				DIESEL		84.84	147.83	14.78	162.61				
						TOTAL	THIS PERIOD		84.84	147.83	14.78	162.61		1499	5.7	10.8
							YEAR TO DATE		371.79	641.39	64.13	705.52		6752	5.5	10.4
7050 15405338 03732	05/04/24	10:57:37	BIBRA LAKE WA	7451	043542		ULT DSL	192.78	54.03	94.69	9.47	104.16	135129	847	6.4	12.3
1HBQ384 2097	11/04/24	11:22:06	BIBRA LAKE WA	7451	044030		ULT DSL	192.24	51.53	90.05	9.01	99.06	136439	1310	3.9	7.6

Go paperless and receive your invoices and statements via email. Provide your BP Plus account number along with your email address to aucustcare@bp.com and our team will help you make the switch. If you have paid your account via credit card, your Service Fee will appear on your summary Tax Invoice.

Please Note: if you are disputing a transaction, this needs to be lodged in writing within 30 days from the date of issue of this Fleet Control Report.

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BP Australia Pty Ltd
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MELBOURNE VIC 3001

BP Plus
Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
WHITE SUBARU OUTBACK	19/04/24	12:10:55	BIBRA LAKE WA	7451	044681		ULT DSL	192.90 P	53.00	92.95	9.29	102.24	136745	306	17.3	33.4
	27/04/24	17:47:05	CURRAMBINE WA	6427	068930		ULT DSL	193.71	52.48	92.42	9.24	101.66	137576	831	6.3	12.2
							DIESEL		211.04	370.11	37.01	407.12				
						TOTAL	THIS PERIOD		211.04	370.11	37.01	407.12		3294	6.4	12.4
							YEAR TO DATE		794.50	1,382.03	138.19	1,520.22		10736	7.4	14.2
Cost Centre			2097				DIESEL		211.04	370.11	37.01	407.12				
						TOTAL	THIS PERIOD		211.04	370.11	37.01	407.12		3294	6.4	12.4
							YEAR TO DATE		794.50	1,382.03	138.19	1,520.22		10736	7.4	14.2
7050 15405338 03724	10/04/24	08:31:06	SPEARWOOD WA	6443	014180		ULT DSL	190.24	52.56	90.90	9.09	99.99	75031	703	7.5	14.2
1HBT680 2117	24/04/24	08:12:02	CANNINGTON WA	6204	014042		ULT DSL	193.71	57.38	101.05	10.10	111.15	75660	629	9.1	17.7
WHITE NISSAN XTRAIL WAGON							DIESEL		109.94	191.95	19.19	211.14				
						TOTAL	THIS PERIOD		109.94	191.95	19.19	211.14		1332	8.3	15.9
							YEAR TO DATE		482.62	827.55	82.74	910.29		5738	8.4	15.9
Cost Centre			2117				DIESEL		109.94	191.95	19.19	211.14				
						TOTAL	THIS PERIOD		109.94	191.95	19.19	211.14		1332	8.3	15.9
							YEAR TO DATE		482.62	827.55	82.74	910.29		5738	8.4	15.9
7050 15405338 04227	05/04/24	14:30:31	BIBRA LAKE WA	7451	043567		ULT DSL	192.78	65.17	114.22	11.42	125.64	31858			
1HSW320 2166	24/04/24	12:10:17	BIBRA LAKE WA	7451	011031		ULSD G10	189.90 P	69.74	120.40	12.04	132.44	32865	1007	6.9	13.2
WHITE FORD RANGER UTE							DIESEL		134.91	234.62	23.46	258.08				
						TOTAL	THIS PERIOD		134.91	234.62	23.46	258.08		1007	13.4	25.6
							YEAR TO DATE		550.47	948.02	94.80	1,042.82		5805	9.5	18.0
Cost Centre			2166				DIESEL		134.91	234.62	23.46	258.08				
						TOTAL	THIS PERIOD		134.91	234.62	23.46	258.08		1007	13.4	25.6
							YEAR TO DATE		550.47	948.02	94.80	1,042.82		5805	9.5	18.0
7050 15405338 03989	02/04/24	12:49:57	BIBRA LAKE WA	7451	043243		ULT DSL	192.78	56.34	98.74	9.87	108.61	61217	576	9.8	18.9
1HMW121 2176	09/04/24	11:18:37	BIBRA LAKE WA	7451	010659		ULT DSL	192.24	55.67	97.29	9.73	107.02	61803	586	9.5	18.3
WHITE MITSUBISHI TRITON UTE	17/04/24	09:14:26	BIBRA LAKE WA	7451	044480		ULT DSL	192.90 P	62.37	109.37	10.94	120.31	62452	649	9.6	18.5
	22/04/24	13:23:35	COCKBURN CENTRAL WA	7395	052364		ULT DSL	194.90 P	49.27	87.30	8.73	96.03	63003	551	8.9	17.4

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		223.65	392.70	39.27	431.97				
						TOTAL	THIS PERIOD		223.65	392.70	39.27	431.97		2362	9.5	18.3
							YEAR TO DATE		727.65	1,261.82	126.19	1,388.01		7746	9.4	17.9
Cost Centre			2176				DIESEL		223.65	392.70	39.27	431.97				
						TOTAL	THIS PERIOD		223.65	392.70	39.27	431.97		2362	9.5	18.3
							YEAR TO DATE		727.65	1,261.82	126.19	1,388.01		7746	9.4	17.9
7050 15405338 04235	09/04/24	06:59:43	FREMANTLE WA	6220	045961		ULT DSL	190.24	66.01	114.16	11.42	125.58	30776	781	8.5	16.1
1HTW447 2206	18/04/24	07:04:47	FREMANTLE WA	6220	046414		ULT DSL	194.08	58.98	104.06	10.41	114.47	31490	714	8.3	16.0
WHITE FORD RANGER UTILITY							DIESEL		124.99	218.22	21.83	240.05				
						TOTAL	THIS PERIOD		124.99	218.22	21.83	240.05		1495	8.4	16.1
							YEAR TO DATE		583.63	1,005.56	100.56	1,106.12		6688	8.7	16.5
Cost Centre			2206				DIESEL		124.99	218.22	21.83	240.05				
						TOTAL	THIS PERIOD		124.99	218.22	21.83	240.05		1495	8.4	16.1
							YEAR TO DATE		583.63	1,005.56	100.56	1,106.12		6688	8.7	16.5
7050 15405338 04532	03/04/24	07:49:08	COCKBURN CENTRAL WA	7395	051102		ULT DSL	192.78	47.02	82.41	8.24	90.65	2242	433	10.9	20.9
1IDI923 2236	09/04/24	09:35:43	BIBRA LAKE WA	7451	043810		ULT DSL	192.24	49.31	86.17	8.62	94.79	2684	442	11.2	21.4
WHITE FORD RANGER	16/04/24	07:19:58	BIBRA LAKE WA	7451	044343		ULT DSL	192.90 P	63.60	111.53	11.15	122.68	3243	559	11.4	21.9
	20/04/24	08:32:06	MANDURAH WA	7778	031153		ULT DSL	193.90 P	39.29	69.25	6.93	76.18	3595	352	11.2	21.6
	27/04/24	09:48:07	MANDURAH WA	7778	031430		ULT DSL	193.71	47.38	83.44	8.34	91.78	40009			
							DIESEL		246.60	432.80	43.28	476.08				
						TOTAL	THIS PERIOD		246.60	432.80	43.28	476.08		1786	13.8	26.7
							YEAR TO DATE		343.77	602.35	60.24	662.59		2222	15.5	29.8
Cost Centre			2236				DIESEL		246.60	432.80	43.28	476.08				
						TOTAL	THIS PERIOD		246.60	432.80	43.28	476.08		1786	13.8	26.7
							YEAR TO DATE		343.77	602.35	60.24	662.59		2222	15.5	29.8
7050 15405338 04052	12/04/24	08:59:44	BIBRA LAKE WA	7451	044122		ULT DSL	192.24	30.54	53.37	5.34	58.71	90514			
1GMF052 2246	19/04/24	08:55:55	BIBRA LAKE WA	7451	010898		ULT DSL	192.90 P	26.57	46.59	4.66	51.25	90771	257	10.3	19.9
WHITE SUBARU OUTBACK WAGON																

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MELBOURNE VIC 3001

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		57.11	99.96	10.00	109.96				
							TOTAL	THIS PERIOD		57.11	99.96	10.00	109.96		257	22.2	42.8
								YEAR TO DATE		236.12	409.70	40.97	450.67		1845	12.8	24.4
Cost Centre			2246					DIESEL		57.11	99.96	10.00	109.96				
							TOTAL	THIS PERIOD		57.11	99.96	10.00	109.96		257	22.2	42.8
								YEAR TO DATE		236.12	409.70	40.97	450.67		1845	12.8	24.4
7050 15405338 04177	03/04/24	11:01:36	MAIDA VALE	WA	6180	016496		ULT DSL	190.78	65.52	113.64	11.36	125.00	48945	766	8.6	16.3
1HRY951 2257	13/04/24	11:31:14	MAIDA VALE	WA	6180	016828		ULT DSL	190.24	59.18	102.35	10.23	112.58	49683	738	8.0	15.3
WHITE FORD RANGER UTE	21/04/24	15:43:42	MAIDA VALE	WA	6180	003240		ULT DSL	194.08	66.77	117.81	11.78	129.59	50413	730	9.1	17.8
	29/04/24	17:55:31	MAIDA VALE	WA	6180	003499		ULT DSL	190.26	54.78	94.75	9.48	104.23	51044	631	8.7	16.5
								DIESEL		246.25	428.55	42.85	471.40				
							TOTAL	THIS PERIOD		246.25	428.55	42.85	471.40		2865	8.6	16.5
								YEAR TO DATE		896.54	1,547.78	154.79	1,702.57		10458	8.6	16.3
Cost Centre			2257					DIESEL		246.25	428.55	42.85	471.40				
							TOTAL	THIS PERIOD		246.25	428.55	42.85	471.40		2865	8.6	16.5
								YEAR TO DATE		896.54	1,547.78	154.79	1,702.57		10458	8.6	16.3
7050 15405338 04482	04/04/24	08:20:03	BIBRA LAKE	WA	7451	010573		ULSD G10	189.90 P	69.25	119.55	11.96	131.51	0			
1ICB465 2297																	
FORD RANGER WHITE																	
								DIESEL		69.25	119.55	11.96	131.51				
							TOTAL	THIS PERIOD		69.25	119.55	11.96	131.51				
								YEAR TO DATE		211.98	367.19	36.73	403.92				
Cost Centre			2297					DIESEL		69.25	119.55	11.96	131.51				
							TOTAL	THIS PERIOD		69.25	119.55	11.96	131.51				
								YEAR TO DATE		211.98	367.19	36.73	403.92				
7050 15405338 02759	18/04/24	07:35:44	BIBRA LAKE	WA	7451	044558		ULSD G10	189.90 P	53.37	92.14	9.21	101.35	96356	542	9.8	18.7
1GLZ772 2307																	
WHITE MITSUBISHI TRITON UTE																	

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Accounts Payable (Invoice Only) PO 067775
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Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		53.37	92.14	9.21	101.35				
						TOTAL	THIS PERIOD		53.37	92.14	9.21	101.35		542	9.8	18.7
							YEAR TO DATE		208.85	356.66	35.66	392.32		2099	9.9	18.7
Cost Centre			2307				DIESEL		53.37	92.14	9.21	101.35				
						TOTAL	THIS PERIOD		53.37	92.14	9.21	101.35		542	9.8	18.7
							YEAR TO DATE		208.85	356.66	35.66	392.32		2099	9.9	18.7
7050 15405338 04169	09/04/24	13:35:52	BIBRA LAKE WA	7451	043842		ULT DSL	192.24	55.85	97.61	9.76	107.37	27466	706	7.9	15.2
1HRY950 2308	18/04/24	13:27:38	BIBRA LAKE WA	7451	010868		ULT DSL	192.90 P	68.34	119.85	11.98	131.83	28366	900	7.6	14.6
WHITE FORD RANGER UTE																
							DIESEL		124.19	217.46	21.74	239.20				
						TOTAL	THIS PERIOD		124.19	217.46	21.74	239.20		1606	7.7	14.9
							YEAR TO DATE		655.07	1,130.32	113.02	1,243.34		6624	9.9	18.8
Cost Centre			2308				DIESEL		124.19	217.46	21.74	239.20				
						TOTAL	THIS PERIOD		124.19	217.46	21.74	239.20		1606	7.7	14.9
							YEAR TO DATE		655.07	1,130.32	113.02	1,243.34		6624	9.9	18.8
7050 15405338 03831	03/04/24	12:23:51	SUCCESS WA	5992	009650		ULP UNM	187.84	50.14	85.62	8.56	94.18	52646	484	10.4	19.5
1HFX380 2317	15/04/24	18:10:45	BIBRA LAKE WA	7451	044324		ULP UNM	181.70 P	56.47	93.28	9.33	102.61	53512	866	6.5	11.8
SILVER NISSAN XTRAIL WAGON	24/04/24	18:14:09	BIBRA LAKE WA	7451	045113		ULP UNM	193.14	57.89	101.65	10.16	111.81	53791	279	20.7	40.1
							M/S		164.50	280.55	28.05	308.60				
						TOTAL	THIS PERIOD		164.50	280.55	28.05	308.60		1629	10.1	18.9
							YEAR TO DATE		634.84	1,027.05	102.71	1,129.76		5871	10.8	19.2
Cost Centre			2317				M/S		164.50	280.55	28.05	308.60				
						TOTAL	THIS PERIOD		164.50	280.55	28.05	308.60		1629	10.1	18.9
							YEAR TO DATE		634.84	1,027.05	102.71	1,129.76		5871	10.8	19.2
7050 15405338 04219	16/04/24	11:59:18	BIBRA LAKE WA	7451	044394		ULT DSL	192.90 P	60.28	105.71	10.57	116.28	9024	540	11.2	21.5
1HSW321 2329																
WHITE FORD RANGER UTE																

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Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527

CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		60.28	105.71	10.57	116.28				
						TOTAL	THIS PERIOD		60.28	105.71	10.57	116.28		540	11.2	21.5
							YEAR TO DATE		276.26	477.62	47.76	525.38		2458	11.2	21.4
Cost Centre			2329				DIESEL		60.28	105.71	10.57	116.28				
						TOTAL	THIS PERIOD		60.28	105.71	10.57	116.28		540	11.2	21.5
							YEAR TO DATE		276.26	477.62	47.76	525.38		2458	11.2	21.4
7050 15405338 03963	10/04/24	09:48:38	SPEARWOOD WA	6443	014183		ULT DSL	190.24	67.87	117.37	11.74	129.11	33537			
1HLQ161 2336																
WHITE FORD RANGER UTILITY							DIESEL		67.87	117.37	11.74	129.11				
						TOTAL	THIS PERIOD		67.87	117.37	11.74	129.11				
							YEAR TO DATE		321.59	556.83	55.68	612.51		3683	8.7	16.6
Cost Centre			2336				DIESEL		67.87	117.37	11.74	129.11				
						TOTAL	THIS PERIOD		67.87	117.37	11.74	129.11				
							YEAR TO DATE		321.59	556.83	55.68	612.51		3683	8.7	16.6
7050 15405338 03948	03/04/24	10:52:33	BIBRA LAKE WA	7451	043342		ULT DSL	192.78	52.48	91.97	9.20	101.17	37500	544	9.6	18.6
1HJO790 2346	18/04/24	08:31:38	BIBRA LAKE WA	7451	044565		ULT DSL	192.90 P	68.34	119.85	11.98	131.83	38101	601	11.4	21.9
WHITE FORD RANGER UTILITY							DIESEL		120.82	211.82	21.18	233.00				
						TOTAL	THIS PERIOD		120.82	211.82	21.18	233.00		1145	10.6	20.3
							YEAR TO DATE		518.83	888.51	88.85	977.36		2324	22.3	42.1
Cost Centre			2346				DIESEL		120.82	211.82	21.18	233.00				
						TOTAL	THIS PERIOD		120.82	211.82	21.18	233.00		1145	10.6	20.3
							YEAR TO DATE		518.83	888.51	88.85	977.36		2324	22.3	42.1
7050 15405338 03526	09/04/24	16:41:04	BIBRA LAKE WA	7451	043872		ULT DSL	192.24	40.98	71.62	7.16	78.78	50542	394	10.4	20.0
1GYO863 2355	24/04/24	16:43:24	BIBRA LAKE WA	7451	045104		ULT DSL	192.90 P	55.63	97.55	9.76	107.31	51773	1231	4.5	8.7
WHITE FORD RANGER UTILITY																

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number / Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		96.61	169.17	16.92	186.09				
							TOTAL	THIS PERIOD		96.61	169.17	16.92	186.09		1625	5.9	11.5
								YEAR TO DATE		386.65	668.34	66.83	735.17		4274	9.0	17.2
Cost Centre			2355					DIESEL		96.61	169.17	16.92	186.09				
							TOTAL	THIS PERIOD		96.61	169.17	16.92	186.09		1625	5.9	11.5
								YEAR TO DATE		386.65	668.34	66.83	735.17		4274	9.0	17.2
7050 15405338 03161	02/04/24	15:37:53	PIARA WATERS	WA	1110	009802		ULT DSL	192.78	57.83	101.35	10.14	111.49	48137	239	24.2	46.6
1GTI472 2376	17/04/24	08:51:31	BIBRA LAKE	WA	7451	010826		ULSD G10	189.90 P	55.27	95.42	9.54	104.96	48660	523	10.6	20.1
WHITE MITSUBISHI TRITON UTE																	
								DIESEL		113.10	196.77	19.68	216.45				
							TOTAL	THIS PERIOD		113.10	196.77	19.68	216.45		762	14.8	28.4
								YEAR TO DATE		335.84	580.35	58.03	638.38		2153	15.6	29.7
Cost Centre			2376					DIESEL		113.10	196.77	19.68	216.45				
							TOTAL	THIS PERIOD		113.10	196.77	19.68	216.45		762	14.8	28.4
								YEAR TO DATE		335.84	580.35	58.03	638.38		2153	15.6	29.7
7050 15405338 04276	02/04/24	08:23:00	BIBRA LAKE	WA	7451	043217		ULSD G10	189.90 P	67.52	116.56	11.66	128.22	20891	768	8.8	16.7
HUL718 2388	09/04/24	15:52:48	BIBRA LAKE	WA	7451	043862		ULT DSL	192.24	68.70	120.06	12.01	132.07	21653	762	9.0	17.3
WHITE FORD RANGER UTE	18/04/24	15:16:31	SOUTH FREMANTLE	WA	9802	020996		ULT DSL	194.08	63.69	112.37	11.24	123.61	22314	661	9.6	18.7
								DIESEL		199.91	348.99	34.91	383.90				
							TOTAL	THIS PERIOD		199.91	348.99	34.91	383.90		2191	9.1	17.5
								YEAR TO DATE		678.50	1,166.45	116.67	1,283.12		7249	9.4	17.7
Cost Centre			2388					DIESEL		199.91	348.99	34.91	383.90				
							TOTAL	THIS PERIOD		199.91	348.99	34.91	383.90		2191	9.1	17.5
								YEAR TO DATE		678.50	1,166.45	116.67	1,283.12		7249	9.4	17.7
7050 15405338 04490	05/04/24	12:30:55	BIBRA LAKE	WA	7451	010604		ULSD G10	189.90 P	69.28	119.60	11.96	131.56	4885			
1ICH248 2398	12/04/24	07:59:57	BIBRA LAKE	WA	7451	010733		ULT DSL	192.24	61.45	107.39	10.74	118.13	5554	669	9.2	17.7
FORD RANGER WHITE	19/04/24	15:48:03	BIBRA LAKE	WA	7451	044707		ULT DSL	192.90 P	58.84	103.18	10.32	113.50	6226	672	8.8	16.9
	29/04/24	12:09:46	NAVAL BASE	WA	7770	014898		ULT DSL	188.90 P	66.28	113.82	11.38	125.20	6978	752	8.8	16.6

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Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		255.85	443.99	44.40	488.39				
							TOTAL	THIS PERIOD		255.85	443.99	44.40	488.39		2093	12.2	23.3
								YEAR TO DATE		646.50	1,129.01	112.91	1,241.92		4718	13.7	26.3
Cost Centre			2398					DIESEL		255.85	443.99	44.40	488.39				
							TOTAL	THIS PERIOD		255.85	443.99	44.40	488.39		2093	12.2	23.3
								YEAR TO DATE		646.50	1,129.01	112.91	1,241.92		4718	13.7	26.3
7050 15405338 04359	01/04/24	19:22:54	PARMELIA	WA	6178	024525		ULT DSL	189.90 P	47.60	82.17	8.22	90.39	72341	362	13.1	25.0
1GYZ376 2407	08/04/24	09:07:29	PARMELIA	WA	6178	024763		ULT DSL	190.24	55.68	96.29	9.63	105.92	72807	466	11.9	22.7
WHITE MITSUBISHI TRITON UTE	14/04/24	17:50:14	PARMELIA	WA	6178	024990		ULT DSL	190.24	58.79	101.67	10.17	111.84	73320	513	11.5	21.8
	25/04/24	13:45:02	NAVAL BASE	WA	7770	014674		ULT DSL	188.90 P	51.37	88.22	8.82	97.04	73804	484	10.6	20.0
								DIESEL		213.44	368.35	36.84	405.19				
							TOTAL	THIS PERIOD		213.44	368.35	36.84	405.19		1825	11.7	22.2
								YEAR TO DATE		879.26	1,511.58	151.18	1,662.76		6030	14.6	27.6
Cost Centre			2407					DIESEL		213.44	368.35	36.84	405.19				
							TOTAL	THIS PERIOD		213.44	368.35	36.84	405.19		1825	11.7	22.2
								YEAR TO DATE		879.26	1,511.58	151.18	1,662.76		6030	14.6	27.6
7050 15405338 03781	05/04/24	10:26:26	BIBRA LAKE	WA	7451	043535		ULSD G10	189.90 P	58.88	101.65	10.16	111.81	102724			
1HEJ525 2418								ULT DSL	192.78	3.95	6.92	0.69	7.61				
WHITE FORD RANGER UTILITY	15/04/24	13:59:59	BIBRA LAKE	WA	7451	010784		ULSD G10	189.90 P	65.35	112.82	11.28	124.10	103523	799	8.2	15.5
	25/04/24	17:34:16	EAST ROCKINGHAM	WA	9080	056751		ULT DSL	192.90 P	70.85	124.25	12.42	136.67	104234	711	10.0	19.2
								DIESEL		199.03	345.64	34.55	380.19				
							TOTAL	THIS PERIOD		199.03	345.64	34.55	380.19		1510	13.2	25.2
								YEAR TO DATE		725.21	1,251.24	125.11	1,376.35		6485	11.2	21.2
Cost Centre			2418					DIESEL		199.03	345.64	34.55	380.19				
							TOTAL	THIS PERIOD		199.03	345.64	34.55	380.19		1510	13.2	25.2
								YEAR TO DATE		725.21	1,251.24	125.11	1,376.35		6485	11.2	21.2
7050 15405338 03898	05/04/24	13:53:58	BIBRA LAKE	WA	7451	010611		ULT DSL	192.78	61.60	107.96	10.80	118.76	63948			
1HIN859 2438	16/04/24	12:39:16	SPEARWOOD	WA	6443	014363		ULT DSL	194.08	68.64	121.11	12.11	133.22	64746	798	8.6	16.7
WHITE FORD RANGER UTILITY	29/04/24	14:29:36	BIBRA LAKE	WA	7451	045348		ULT DSL	192.26	66.22	115.75	11.57	127.32	65421	675	9.8	18.9

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		196.46	344.82	34.48	379.30				
							TOTAL	THIS PERIOD		196.46	344.82	34.48	379.30		1473	13.3	25.8
								YEAR TO DATE		637.70	1,104.66	110.47	1,215.13		5098	12.5	23.8
Cost Centre			2438					DIESEL		196.46	344.82	34.48	379.30				
							TOTAL	THIS PERIOD		196.46	344.82	34.48	379.30		1473	13.3	25.8
								YEAR TO DATE		637.70	1,104.66	110.47	1,215.13		5098	12.5	23.8
7050 15405338 03054	19/04/24	06:54:11	MYAREE	WA	1840	016439		ULT DSL	192.90 P	59.28	103.95	10.40	114.35	45549	1253	4.7	9.1
1GRH938 2457																	
WHITE FORD RANGER UTILITY								DIESEL		59.28	103.95	10.40	114.35				
							TOTAL	THIS PERIOD		59.28	103.95	10.40	114.35		1253	4.7	9.1
								YEAR TO DATE		304.03	524.94	52.50	577.44		3954	7.7	14.6
Cost Centre			2457					DIESEL		59.28	103.95	10.40	114.35				
							TOTAL	THIS PERIOD		59.28	103.95	10.40	114.35		1253	4.7	9.1
								YEAR TO DATE		304.03	524.94	52.50	577.44		3954	7.7	14.6
7050 15405338 03120	15/04/24	06:42:26	COCKBURN CENTRAL	WA	7395	051864		ULT DSL	195.90 P	69.00	122.88	12.29	135.17	62006	570	12.1	23.7
1GTE408 2467																	
WHITE FORD RANGER UTE								DIESEL		69.00	122.88	12.29	135.17				
							TOTAL	THIS PERIOD		69.00	122.88	12.29	135.17		570	12.1	23.7
								YEAR TO DATE		565.77	980.13	98.03	1,078.16		4698	12.0	22.9
Cost Centre			2467					DIESEL		69.00	122.88	12.29	135.17				
							TOTAL	THIS PERIOD		69.00	122.88	12.29	135.17		570	12.1	23.7
								YEAR TO DATE		565.77	980.13	98.03	1,078.16		4698	12.0	22.9
7050 15405338 03971	10/04/24	15:59:25	KARDINYA	WA	6207	045001		ULT DSL	190.24	69.30	119.85	11.99	131.84	777			
1HMI124 2497	19/04/24	13:25:01	BIBRA LAKE	WA	7451	044687		ULT DSL	192.90 P	61.22	107.35	10.74	118.09	777			
WHITE FORD RANGER UTE																	

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		130.52	227.20	22.73	249.93				
						TOTAL	THIS PERIOD		130.52	227.20	22.73	249.93				
							YEAR TO DATE		590.83	1,021.67	102.18	1,123.85		1345	43.9	83.6
Cost Centre			2497				DIESEL		130.52	227.20	22.73	249.93				
						TOTAL	THIS PERIOD		130.52	227.20	22.73	249.93				
							YEAR TO DATE		590.83	1,021.67	102.18	1,123.85		1345	43.9	83.6
7050 15405338 02494	17/04/24	14:07:58	BIBRA LAKE WA	7451	044520		ULP UNM	190.64	49.98	86.62	8.66	95.28	774			
1GGH334 2507																
WHITE MAZDA 6 SEDAN							M/S		49.98	86.62	8.66	95.28				
						TOTAL	THIS PERIOD		49.98	86.62	8.66	95.28				
							YEAR TO DATE		542.19	860.98	86.08	947.06		6130	8.8	15.4
Cost Centre			2507				M/S		49.98	86.62	8.66	95.28				
						TOTAL	THIS PERIOD		49.98	86.62	8.66	95.28				
							YEAR TO DATE		542.19	860.98	86.08	947.06		6130	8.8	15.4
7050 15405338 03849	04/04/24	14:07:08	CANNING VALE WA	9804	011240		ULT DSL	192.78	65.04	113.99	11.40	125.39	58437	720	9.0	17.4
1HHB989 2537	18/04/24	17:23:25	COCKBURN CENTRAL WA	7395	000744		ULT DSL	194.90 P	58.17	103.06	10.31	113.37	59075	638	9.1	17.8
WHITE FORD RANGER UTILITY							DIESEL		123.21	217.05	21.71	238.76				
						TOTAL	THIS PERIOD		123.21	217.05	21.71	238.76		1358	9.1	17.6
							YEAR TO DATE		235.51	409.23	40.93	450.16		1891	12.5	23.8
Cost Centre			2537				DIESEL		123.21	217.05	21.71	238.76				
						TOTAL	THIS PERIOD		123.21	217.05	21.71	238.76		1358	9.1	17.6
							YEAR TO DATE		235.51	409.23	40.93	450.16		1891	12.5	23.8
7050 15405338 03344	04/04/24	08:31:35	BIBRA LAKE WA	7451	043411		ULT DSL	192.78	58.06	101.75	10.18	111.93	145425	1575	3.7	7.1
1GXB734 2555	23/04/24	09:21:06	BIBRA LAKE WA	7451	044940		ULT DSL	192.90 P	57.65	101.10	10.11	111.21	14635			
WHITE SUBARU OUTBACK WAGON																

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		115.71	202.85	20.29	223.14				
							TOTAL	THIS PERIOD		115.71	202.85	20.29	223.14		1575	7.3	14.2
								YEAR TO DATE		402.78	698.92	69.90	768.82		7725	5.2	10.0
Cost Centre			2555					DIESEL		115.71	202.85	20.29	223.14				
							TOTAL	THIS PERIOD		115.71	202.85	20.29	223.14		1575	7.3	14.2
								YEAR TO DATE		402.78	698.92	69.90	768.82		7725	5.2	10.0
7050 15405338 03591	08/04/24	10:15:01	BIBRA LAKE	WA	7451	043698		ULT DSL	192.24	67.83	118.55	11.85	130.40	82060	788	8.6	16.5
1GXV149 2565	16/04/24	06:42:32	BIBRA LAKE	WA	7451	044337		ULT DSL	192.90 P	76.97	134.98	13.50	148.48	82996	936	8.2	15.9
WHITE FORD RANGER UTILITY	24/04/24	09:46:46	BIBRA LAKE	WA	7451	045046		ULT DSL	192.90 P	70.36	123.38	12.34	135.72	83825	829	8.5	16.4
								DIESEL		215.16	376.91	37.69	414.60				
							TOTAL	THIS PERIOD		215.16	376.91	37.69	414.60		2553	8.4	16.2
								YEAR TO DATE		721.67	1,238.90	123.90	1,362.80		8314	8.7	16.4
Cost Centre			2565					DIESEL		215.16	376.91	37.69	414.60				
							TOTAL	THIS PERIOD		215.16	376.91	37.69	414.60		2553	8.4	16.2
								YEAR TO DATE		721.67	1,238.90	123.90	1,362.80		8314	8.7	16.4
7050 15405338 04094	02/04/24	14:14:46	PIARA WATERS	WA	1110	009799		ULT DSL	192.78	67.14	117.67	11.77	129.44	33112			
1HPP327 2575	09/04/24	13:13:59	COCKBURN CENTRAL	WA	7395	000384		ULT DSL	192.24	62.98	110.06	11.01	121.07	34442	1330	4.7	9.1
WHITE ISUZU D-MAX UTE	17/04/24	15:13:01	COCKBURN CENTRAL	WA	7395	052072		ULT DSL	194.90 P	66.76	118.29	11.83	130.12	350003			
	23/04/24	12:20:08	BIBRA LAKE	WA	7451	010990		ULT DSL	192.90 P	66.33	116.32	11.63	127.95	35773			
	28/04/24	15:02:34	BIBRA LAKE	WA	7451	045258		ULT DSL	192.90 P	42.00	73.65	7.37	81.02	35960	187	22.5	43.3
								DIESEL		305.21	535.99	53.61	589.60				
							TOTAL	THIS PERIOD		305.21	535.99	53.61	589.60		1517	20.1	38.9
								YEAR TO DATE		851.88	1,479.67	147.96	1,627.63		4677	18.2	34.8
Cost Centre			2575					DIESEL		305.21	535.99	53.61	589.60				
							TOTAL	THIS PERIOD		305.21	535.99	53.61	589.60		1517	20.1	38.9
								YEAR TO DATE		851.88	1,479.67	147.96	1,627.63		4677	18.2	34.8
7050 15405338 04086	08/04/24	11:17:47	BIBRA LAKE	WA	7451	043708		ULT DSL	192.24	61.71	107.85	10.78	118.63	16650	367	16.8	32.3
1HOK035 2606	23/04/24	10:23:26	BIBRA LAKE	WA	7451	044948		ULT DSL	192.90 P	65.32	114.55	11.45	126.00	17035	385	17.0	32.7
WHITE FORD RANGER UTILITY																	

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number / Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		127.03	222.40	22.23	244.63				
							TOTAL	THIS PERIOD		127.03	222.40	22.23	244.63		752	16.9	32.5
								YEAR TO DATE		505.98	873.21	87.31	960.52		3016	16.8	31.8
Cost Centre			2606					DIESEL		127.03	222.40	22.23	244.63				
							TOTAL	THIS PERIOD		127.03	222.40	22.23	244.63		752	16.9	32.5
								YEAR TO DATE		505.98	873.21	87.31	960.52		3016	16.8	31.8
7050 15405338 04417	08/04/24	11:19:55	BIBRA LAKE	WA	7451	043709		ULT DSL	192.24	49.22	86.02	8.60	94.62	41960	360	13.7	26.3
1GRB219 2626	19/04/24	10:59:44	BIBRA LAKE	WA	7451	010912		ULT DSL	192.90 P	45.81	80.34	8.03	88.37	42300	340	13.5	26.0
WHITE MITSUBISHI TRITON UTE																	
								DIESEL		95.03	166.36	16.63	182.99				
							TOTAL	THIS PERIOD		95.03	166.36	16.63	182.99		700	13.6	26.1
								YEAR TO DATE		448.13	779.72	77.97	857.69		2300	19.5	37.3
Cost Centre			2626					DIESEL		95.03	166.36	16.63	182.99				
							TOTAL	THIS PERIOD		95.03	166.36	16.63	182.99		700	13.6	26.1
								YEAR TO DATE		448.13	779.72	77.97	857.69		2300	19.5	37.3
7050 15405338 04029	03/04/24	06:49:26	NAVAL BASE	WA	7770	019803		ULT DSL	187.90 P	64.54	110.25	11.02	121.27	38623	664	9.7	18.3
1HOA671 2646	15/04/24	15:50:06	COCKBURN CENTRAL	WA	7395	051909		ULT DSL	195.90 P	63.07	112.32	11.23	123.55	39293	670	9.4	18.4
WHITE MITSUBISHI TRITON																	
								DIESEL		127.61	222.57	22.25	244.82				
							TOTAL	THIS PERIOD		127.61	222.57	22.25	244.82		1334	9.6	18.4
								YEAR TO DATE		510.45	873.46	87.35	960.81		5416	9.4	17.7
Cost Centre			2646					DIESEL		127.61	222.57	22.25	244.82				
							TOTAL	THIS PERIOD		127.61	222.57	22.25	244.82		1334	9.6	18.4
								YEAR TO DATE		510.45	873.46	87.35	960.81		5416	9.4	17.7
7050 15405338 04037	02/04/24	13:44:15	COCKBURN CENTRAL	WA	7395	051033		ULT DSL	192.78	74.52	130.60	13.06	143.66	38459	590	12.6	24.3
1HOQ717 2656	11/04/24	06:42:45	COCKBURN CENTRAL	WA	7395	051641		ULT DSL	192.24	73.62	128.66	12.87	141.53	39075	616	12.0	23.0
FORD RANGER XL SC	18/04/24	11:57:58	COCKBURN CENTRAL	WA	7395	052121		ULT DSL	194.90 P	75.14	133.14	13.31	146.45	39655	580	13.0	25.2

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		223.28	392.40	39.24	431.64				
							TOTAL	THIS PERIOD		223.28	392.40	39.24	431.64		1786	12.5	24.2
								YEAR TO DATE		884.16	1,532.81	153.28	1,686.09		5626	15.7	30.0
Cost Centre			2656					DIESEL		223.28	392.40	39.24	431.64				
							TOTAL	THIS PERIOD		223.28	392.40	39.24	431.64		1786	12.5	24.2
								YEAR TO DATE		884.16	1,532.81	153.28	1,686.09		5626	15.7	30.0
7050 15405338 03914	03/04/24	14:45:46	SPEARWOOD	WA	6443	013984		ULT DSL	190.78	60.22	104.45	10.44	114.89	54678	482	12.5	23.8
1HIN742 2667	10/04/24	08:00:26	SPEARWOOD	WA	6443	014179		ULT DSL	190.24	61.18	105.81	10.58	116.39	55179	501	12.2	23.2
WHITE MITSUBISHI TRITON UTE	17/04/24	06:24:03	SPEARWOOD	WA	6443	014386		ULT DSL	194.08	55.05	97.13	9.71	106.84	55653	474	11.6	22.5
	23/04/24	07:29:25	BIBRA LAKE	WA	7451	044916		ULT DSL	192.90 P	59.12	103.67	10.37	114.04	56120	467	12.7	24.4
								DIESEL		235.57	411.06	41.10	452.16				
							TOTAL	THIS PERIOD		235.57	411.06	41.10	452.16		1924	12.2	23.5
								YEAR TO DATE		845.26	1,453.78	145.38	1,599.16		4310	19.6	37.1
Cost Centre			2667					DIESEL		235.57	411.06	41.10	452.16				
							TOTAL	THIS PERIOD		235.57	411.06	41.10	452.16		1924	12.2	23.5
								YEAR TO DATE		845.26	1,453.78	145.38	1,599.16		4310	19.6	37.1
7050 15405338 03823	07/04/24	13:48:02	COCKBURN CENTRAL	WA	7395	051389		ULT DSL	192.78	57.67	101.07	10.11	111.18	60492	435	13.3	25.6
1HGH898 2677	11/04/24	08:07:04	COCKBURN CENTRAL	WA	7395	051652		ULT DSL	192.24	46.83	81.85	8.18	90.03	60812	320	14.6	28.1
WHITE MITSUBISHI TRITON UTE	18/04/24	06:44:30	COCKBURN CENTRAL	WA	7395	052103		ULT DSL	194.90 P	57.28	101.49	10.15	111.64	61239	427	13.4	26.1
	23/04/24	14:26:17	COCKBURN CENTRAL	WA	7395	000889		ULT DSL	194.90 P	50.27	89.07	8.91	97.98	61606	367	13.7	26.7
								DIESEL		212.05	373.48	37.35	410.83				
							TOTAL	THIS PERIOD		212.05	373.48	37.35	410.83		1549	13.7	26.5
								YEAR TO DATE		884.32	1,545.06	154.51	1,699.57		6532	13.5	26.0
Cost Centre			2677					DIESEL		212.05	373.48	37.35	410.83				
							TOTAL	THIS PERIOD		212.05	373.48	37.35	410.83		1549	13.7	26.5
								YEAR TO DATE		884.32	1,545.06	154.51	1,699.57		6532	13.5	26.0
7050 15405338 03765	01/04/24	15:45:38	BIBRA LAKE	WA	7451	043192		ULSD G10	189.90 P	55.12	95.15	9.52	104.67	64875	480	11.5	21.8
1HEI019 2687	07/04/24	16:30:25	BIBRA LAKE	WA	7451	043651		ULSD G10	189.90 P	56.10	96.85	9.68	106.53	65367	492	11.4	21.7
WHITE ISUZU D-MAX UTE	17/04/24	11:48:49	BIBRA LAKE	WA	7451	044498		ULSD G10	189.90 P	50.28	86.80	8.68	95.48	65809	442	11.4	21.6
	24/04/24	11:49:45	BIBRA LAKE	WA	7451	011028		ULSD G10	189.90 P	51.45	88.82	8.88	97.70	66271	462	11.1	21.1

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CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		212.95	367.62	36.76	404.38				
						TOTAL	THIS PERIOD		212.95	367.62	36.76	404.38		1876	11.4	21.6
							YEAR TO DATE		620.60	1,079.94	107.98	1,187.92		6604	9.4	18.0
Cost Centre			2687				DIESEL		212.95	367.62	36.76	404.38				
						TOTAL	THIS PERIOD		212.95	367.62	36.76	404.38		1876	11.4	21.6
							YEAR TO DATE		620.60	1,079.94	107.98	1,187.92		6604	9.4	18.0
7050 15405338 04425	04/04/24	10:49:01	BIBRA LAKE WA	7451	043430		ULSD G10	189.90 P	47.92	82.73	8.27	91.00	53521	433	11.1	21.0
1HJA763 2706	15/04/24	10:20:59	BIBRA LAKE WA	7451	044269		ULSD G10	189.90 P	69.62	120.19	12.02	132.21	54107	586	11.9	22.6
WHITE FORD RANGER UTILITY	19/04/24	13:46:26	BIBRA LAKE WA	7451	044690		ULSD G10	189.90 P	39.72	68.57	6.86	75.43	5469			
							DIESEL		157.26	271.49	27.15	298.64				
						TOTAL	THIS PERIOD		157.26	271.49	27.15	298.64		1019	15.4	29.3
							YEAR TO DATE		811.80	1,388.27	138.85	1,527.12		6751	12.0	22.6
Cost Centre			2706				DIESEL		157.26	271.49	27.15	298.64				
						TOTAL	THIS PERIOD		157.26	271.49	27.15	298.64		1019	15.4	29.3
							YEAR TO DATE		811.80	1,388.27	138.85	1,527.12		6751	12.0	22.6
7050 15405338 04458	11/04/24	13:03:28	BIBRA LAKE WA	7451	044046		ULSD G10	189.90 P	62.28	107.52	10.75	118.27	7300			
1IAN072 2737	24/04/24	10:48:36	BIBRA LAKE WA	7451	045050		ULSD G10	189.90 P	70.56	121.81	12.18	133.99	8500	1200	5.9	11.2
WHITE FORD RANGER																
							DIESEL		132.84	229.33	22.93	252.26				
						TOTAL	THIS PERIOD		132.84	229.33	22.93	252.26		1200	11.1	21.0
							YEAR TO DATE		639.90	1,094.44	109.46	1,203.90		4610	13.9	26.1
Cost Centre			2737				DIESEL		132.84	229.33	22.93	252.26				
						TOTAL	THIS PERIOD		132.84	229.33	22.93	252.26		1200	11.1	21.0
							YEAR TO DATE		639.90	1,094.44	109.46	1,203.90		4610	13.9	26.1
7050 15405338 01454	03/04/24	19:46:55	COCKBURN CENTRAL WA	7395	051154		ULT DSL	192.78	16.22	28.43	2.84	31.27	28679			
1EZY791 2753																
TOYOTA LANDCRUISER UTILITY																

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CITY OF COCKBURN

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Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		16.22	28.43	2.84	31.27				
						TOTAL	THIS PERIOD		16.22	28.43	2.84	31.27				
							YEAR TO DATE		451.58	782.55	78.26	860.81		919	49.1	93.7
Cost Centre			2753				DIESEL		16.22	28.43	2.84	31.27				
						TOTAL	THIS PERIOD		16.22	28.43	2.84	31.27				
							YEAR TO DATE		451.58	782.55	78.26	860.81		919	49.1	93.7
7050 15405338 04151 1HRR422 2766 WHITE FORD RANGER UTE	16/04/24	16:56:08	BIBRA LAKE WA	7451	044418		ULT DSL	192.90 P	63.02	110.52	11.05	121.57	17200	702	9.0	17.3
							DIESEL		63.02	110.52	11.05	121.57				
						TOTAL	THIS PERIOD		63.02	110.52	11.05	121.57		702	9.0	17.3
							YEAR TO DATE		256.37	439.34	43.93	483.27		1416	18.1	34.1
Cost Centre			2766				DIESEL		63.02	110.52	11.05	121.57				
						TOTAL	THIS PERIOD		63.02	110.52	11.05	121.57		702	9.0	17.3
							YEAR TO DATE		256.37	439.34	43.93	483.27		1416	18.1	34.1
7050 15405338 03492 1GYK722 2777 WHITE ISUZU D-MAX UTILITY	11/04/24	16:08:33	BIBRA LAKE WA	7451	044074		ULT DSL	192.24	50.47	88.20	8.82	97.02	72145	349	14.5	27.8
							DIESEL		50.47	88.20	8.82	97.02				
						TOTAL	THIS PERIOD		50.47	88.20	8.82	97.02		349	14.5	27.8
							YEAR TO DATE		227.82	388.94	38.89	427.83		349	65.3	122.6
Cost Centre			2777				DIESEL		50.47	88.20	8.82	97.02				
						TOTAL	THIS PERIOD		50.47	88.20	8.82	97.02		349	14.5	27.8
							YEAR TO DATE		227.82	388.94	38.89	427.83		349	65.3	122.6
7050 15405338 04193 1HRS629 2784 TOYOTA LCRUSR - WHITE	17/04/24	14:16:37	SUCCESS WA	5992	009965		ULT DSL	194.08	37.89	66.85	6.69	73.54	777			

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Accounts Payable (Invoice Only) PO 067775
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BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number / Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		37.89	66.85	6.69	73.54				
						TOTAL	THIS PERIOD		37.89	66.85	6.69	73.54				
							YEAR TO DATE		557.52	966.86	96.69	1,063.55		2977	18.7	35.7
Cost Centre			2784				DIESEL		37.89	66.85	6.69	73.54				
						TOTAL	THIS PERIOD		37.89	66.85	6.69	73.54				
							YEAR TO DATE		557.52	966.86	96.69	1,063.55		2977	18.7	35.7
7050 15405338 03864	10/04/24	10:19:04	HUNTINGDALE WA	6117	074692		ULP UNM	188.63	54.00	92.60	9.26	101.86	54734	650	8.3	15.7
1HFX818 2808	22/04/24	12:01:38	FORRESTDALE WA	8609	111415		ULP UNM	183.70 P	58.00	96.86	9.69	106.55	53582			
BLUE NISSAN X-TRAIL							M/S		112.00	189.46	18.95	208.41				
						TOTAL	THIS PERIOD		112.00	189.46	18.95	208.41		650	17.2	32.1
							YEAR TO DATE		514.24	840.52	84.06	924.58		3940	13.1	23.5
Cost Centre			2808				M/S		112.00	189.46	18.95	208.41				
						TOTAL	THIS PERIOD		112.00	189.46	18.95	208.41		650	17.2	32.1
							YEAR TO DATE		514.24	840.52	84.06	924.58		3940	13.1	23.5
7050 15405338 03567	07/04/24	17:57:13	BELMONT WA	2244	002724		ULP 95 UNM	195.80	45.42	80.85	8.08	88.93	72778	843	5.4	10.5
1GYU017 2836	22/04/24	17:24:08	BIBRA LAKE WA	7451	044879		BP ULT UNM	205.20	43.98	82.05	8.20	90.25	73652	874	5.0	10.3
TOYOTA CAMRY SEDAN							M/S		89.40	162.90	16.28	179.18				
						TOTAL	THIS PERIOD		89.40	162.90	16.28	179.18		1717	5.2	10.4
							YEAR TO DATE		352.86	622.58	62.24	684.82		6642	5.3	10.3
Cost Centre			2836				M/S		89.40	162.90	16.28	179.18				
						TOTAL	THIS PERIOD		89.40	162.90	16.28	179.18		1717	5.2	10.4
							YEAR TO DATE		352.86	622.58	62.24	684.82		6642	5.3	10.3
7050 15405338 04060	22/04/24	12:04:15	BIBRA LAKE WA	7451	010964		ULSD G10	189.90 P	63.63	109.85	10.98	120.83	23543	605	10.5	20.0
1HNM845 2857																
WHITE ISUZU D-MAX UTE																

BP Australia Pty Ltd
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BP Plus
Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527

CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		63.63	109.85	10.98	120.83				
							TOTAL	THIS PERIOD		63.63	109.85	10.98	120.83		605	10.5	20.0
								YEAR TO DATE		305.48	524.18	52.41	576.59		2589	11.8	22.3
Cost Centre			2857					DIESEL		63.63	109.85	10.98	120.83				
							TOTAL	THIS PERIOD		63.63	109.85	10.98	120.83		605	10.5	20.0
								YEAR TO DATE		305.48	524.18	52.41	576.59		2589	11.8	22.3
7050 15405338 04128	04/04/24	15:33:33	BIBRA LAKE	WA	7451	043473		ULT DSL	192.78	52.38	91.80	9.18	100.98	147714			
1HPR483 2867	11/04/24	08:57:11	BIBRA LAKE	WA	7451	044015		ULT DSL	192.24	40.63	71.01	7.10	78.11	15099			
WHITE ISUZU DMAX UTILITY	19/04/24	13:58:19	BIBRA LAKE	WA	7451	044692		ULT DSL	192.90 P	59.99	105.20	10.52	115.72	15654	555	10.8	20.9
	28/04/24	07:59:02	BIBRA LAKE	WA	7451	045252		ULT DSL	192.90 P	43.90	76.98	7.70	84.68	16083	429	10.2	19.7
								DIESEL		196.90	344.99	34.50	379.49				
							TOTAL	THIS PERIOD		196.90	344.99	34.50	379.49		984	20.0	38.6
								YEAR TO DATE		1,092.14	1,889.18	188.91	2,078.09		5550	19.7	37.4
Cost Centre			2867					DIESEL		196.90	344.99	34.50	379.49				
							TOTAL	THIS PERIOD		196.90	344.99	34.50	379.49		984	20.0	38.6
								YEAR TO DATE		1,092.14	1,889.18	188.91	2,078.09		5550	19.7	37.4
7050 15405338 04011	05/04/24	13:13:32	BIBRA LAKE	WA	7451	043557		ULSD G10	189.90 P	33.38	57.63	5.76	63.39	351			
1HJU694 2877	19/04/24	14:57:33	BIBRA LAKE	WA	7451	044702		ULSD G10	189.90 P	65.07	112.34	11.23	123.57	417310			
WHITE ISUZU D-MAX UTILITY	27/04/24	16:50:12	BIBRA LAKE	WA	7451	011086		ULSD G10	189.90 P	36.61	63.20	6.32	69.52	42028			
								DIESEL		135.06	233.17	23.31	256.48				
							TOTAL	THIS PERIOD		135.06	233.17	23.31	256.48				
								YEAR TO DATE		731.80	1,252.55	125.24	1,377.79		2826	25.9	48.8
Cost Centre			2877					DIESEL		135.06	233.17	23.31	256.48				
							TOTAL	THIS PERIOD		135.06	233.17	23.31	256.48				
								YEAR TO DATE		731.80	1,252.55	125.24	1,377.79		2826	25.9	48.8
7050 15405338 02486	31/03/24	21:14:35	PIARA WATERS	WA	1110	009728		ULT DSL	192.90 P	51.70	90.66	9.07	99.73	23522			
1GEH032 2883	13/04/24	21:04:50	COCKBURN CENTRAL	WA	7395	000548		ULSD G10	191.24	33.54	58.31	5.83	64.14	23577	55	61.0	116.6
WHITE ISUZU FIRE TRUCK	22/04/24	20:40:39	PIARA WATERS	WA	1110	010672		ULT DSL	192.90 P	31.98	56.08	5.61	61.69	23629	52	61.5	118.6
	23/04/24	22:16:34	BALDIVIS	WA	7375	036144		ULT DSL	193.71	54.44	95.86	9.59	105.45	23706	77	70.7	136.9

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Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		171.66	300.91	30.10	331.01				
							TOTAL	THIS PERIOD		171.66	300.91	30.10	331.01		184	93.3	179.9
								YEAR TO DATE		1,005.00	1,742.15	174.24	1,916.39		603	166.7	317.8
Cost Centre			2883					DIESEL		171.66	300.91	30.10	331.01				
							TOTAL	THIS PERIOD		171.66	300.91	30.10	331.01		184	93.3	179.9
								YEAR TO DATE		1,005.00	1,742.15	174.24	1,916.39		603	166.7	317.8
7050 15405338 03096	02/04/24	12:17:14	BALDIVIS	WA	7375	034100		ULT DSL	190.78	53.01	91.94	9.19	101.13	113450			
1GSG891 2896	09/04/24	18:10:32	BALDIVIS	WA	7375	006562		ULT DSL	190.24	53.04	91.73	9.17	100.90	113884	434	12.2	23.2
WHITE FORD RANGER UTE	16/04/24	17:43:14	BIBRA LAKE	WA	7451	044427		ULT DSL	192.90 P	66.34	116.34	11.63	127.97	114673	789	8.4	16.2
								DIESEL		172.39	300.01	29.99	330.00				
							TOTAL	THIS PERIOD		172.39	300.01	29.99	330.00		1223	14.1	27.0
								YEAR TO DATE		898.09	1,546.48	154.64	1,701.12		6931	13.0	24.5
Cost Centre			2896					DIESEL		172.39	300.01	29.99	330.00				
							TOTAL	THIS PERIOD		172.39	300.01	29.99	330.00		1223	14.1	27.0
								YEAR TO DATE		898.09	1,546.48	154.64	1,701.12		6931	13.0	24.5
7050 15405338 03658	11/04/24	12:55:44	SPEARWOOD	WA	6443	000389		ULT DSL	190.24	32.81	56.75	5.67	62.42	777			
1HAO880 2913																	
WHITE MERCEDES SPRINTER BUS																	
								DIESEL		32.81	56.75	5.67	62.42				
							TOTAL	THIS PERIOD		32.81	56.75	5.67	62.42				
								YEAR TO DATE		256.23	437.75	43.76	481.51		1579	16.2	30.5
Cost Centre			2913					DIESEL		32.81	56.75	5.67	62.42				
							TOTAL	THIS PERIOD		32.81	56.75	5.67	62.42				
								YEAR TO DATE		256.23	437.75	43.76	481.51		1579	16.2	30.5
7050 15405338 03666	08/04/24	15:02:41	SPEARWOOD	WA	6443	014114		ULT DSL	190.24	59.62	103.11	10.31	113.42	122438	282	21.1	40.2
1GCX392 2943	19/04/24	09:53:08	SPEARWOOD	WA	6443	014463		ULT DSL	194.08	53.01	93.53	9.35	102.88	122668	230	23.0	44.7
WHITE MITSUBISHI ROSA BUS	29/04/24	07:37:48	BIBRA LAKE	WA	7451	011100		ULT DSL	192.26	54.77	95.73	9.57	105.30	122928	260	21.1	40.5

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		167.40	292.37	29.23	321.60				
						TOTAL	THIS PERIOD		167.40	292.37	29.23	321.60		772	21.7	41.7
							YEAR TO DATE		735.54	1,271.65	127.16	1,398.81		3348	22.0	41.8
Cost Centre			2943				DIESEL		167.40	292.37	29.23	321.60				
						TOTAL	THIS PERIOD		167.40	292.37	29.23	321.60		772	21.7	41.7
							YEAR TO DATE		735.54	1,271.65	127.16	1,398.81		3348	22.0	41.8
7050 15405338 04516	18/04/24	11:39:35	BIBRA LAKE WA	7451	010861		ULT DSL	192.90 P	62.23	109.13	10.91	120.04	1990			
1IDY275 2966	24/04/24	11:38:31	BIBRA LAKE WA	7451	045057		ULT DSL	192.90 P	58.47	102.54	10.25	112.79	2518	528	11.1	21.4
WHITE MITSUBISHI TRITON UTE																
							DIESEL		120.70	211.67	21.16	232.83				
						TOTAL	THIS PERIOD		120.70	211.67	21.16	232.83		528	22.9	44.1
							YEAR TO DATE		120.70	211.67	21.16	232.83		528	22.9	44.1
Cost Centre			2966				DIESEL		120.70	211.67	21.16	232.83				
						TOTAL	THIS PERIOD		120.70	211.67	21.16	232.83		528	22.9	44.1
							YEAR TO DATE		120.70	211.67	21.16	232.83		528	22.9	44.1
7050 15405338 03674	04/04/24	15:02:53	BIBRA LAKE WA	7451	043470		ULT DSL	192.78	37.27	65.32	6.53	71.85	132059	168	22.2	42.8
1EWR786 2993	10/04/24	08:40:19	BIBRA LAKE WA	7451	043923		ULT DSL	192.24	43.19	75.48	7.55	83.03	132251	192	22.5	43.2
WHITE MITSUBISHI ROSA BUS	12/04/24	09:44:39	SPEARWOOD WA	6443	014248		ULT DSL	190.24	41.38	71.56	7.16	78.72	132525	274	15.1	28.7
	17/04/24	08:35:28	BIBRA LAKE WA	7451	044474		ULT DSL	192.90 P	39.80	69.79	6.98	76.77	132738	213	18.7	36.0
	19/04/24	09:14:20	BIBRA LAKE WA	7451	010903		ULT DSL	192.90 P	41.34	72.49	7.25	79.74	132896	158	26.2	50.5
	24/04/24	15:17:39	BIBRA LAKE WA	7451	045091		ULT DSL	192.90 P	44.87	78.68	7.87	86.55	133133	237	18.9	36.5
							DIESEL		247.85	433.32	43.34	476.66				
						TOTAL	THIS PERIOD		247.85	433.32	43.34	476.66		1242	20.0	38.4
							YEAR TO DATE		863.39	1,497.50	149.74	1,647.24		3557	24.3	46.3
Cost Centre			2993				DIESEL		247.85	433.32	43.34	476.66				
						TOTAL	THIS PERIOD		247.85	433.32	43.34	476.66		1242	20.0	38.4
							YEAR TO DATE		863.39	1,497.50	149.74	1,647.24		3557	24.3	46.3
7050 15405338 03740	12/04/24	10:52:52	BIBRA LAKE WA	7451	044134		ULT DSL	192.24	66.54	116.29	11.63	127.92	58893	611	10.9	20.9
1HCL935 4255	26/04/24	10:05:35	NAVAL BASE WA	7770	014734		ULT DSL	188.90 P	71.98	123.61	12.36	135.97	59574	681	10.6	20.0
WHITE FORD RANGER UTILITY																

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MELBOURNE VIC 3001

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Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number / Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		138.52	239.90	23.99	263.89				
						TOTAL	THIS PERIOD		138.52	239.90	23.99	263.89		1292	10.7	20.4
							YEAR TO DATE		615.92	1,057.54	105.76	1,163.30		5720	10.8	20.3
Cost Centre			4255				DIESEL		138.52	239.90	23.99	263.89				
						TOTAL	THIS PERIOD		138.52	239.90	23.99	263.89		1292	10.7	20.4
							YEAR TO DATE		615.92	1,057.54	105.76	1,163.30		5720	10.8	20.3
7050 15405338 04367	04/04/24	08:06:25	SPEARWOOD WA	6443	013997		ULP UNM	187.84	44.79	76.48	7.65	84.13	117421	433	10.3	19.4
1GLP881 4264	15/04/24	08:43:39	SPEARWOOD WA	6443	014322		ULP UNM	187.70 P	31.46	53.68	5.37	59.05	117732	311	10.1	19.0
SILVER FORD FOCUS HATCH	29/04/24	09:03:48	SPEARWOOD WA	6443	014689		ULP UNM	185.70 P	39.61	66.87	6.69	73.56	118132	400	9.9	18.4
							M/S		115.86	197.03	19.71	216.74				
						TOTAL	THIS PERIOD		115.86	197.03	19.71	216.74		1144	10.1	18.9
							YEAR TO DATE		344.48	567.12	56.72	623.84		3578	9.6	17.4
Cost Centre			4264				M/S		115.86	197.03	19.71	216.74				
						TOTAL	THIS PERIOD		115.86	197.03	19.71	216.74		1144	10.1	18.9
							YEAR TO DATE		344.48	567.12	56.72	623.84		3578	9.6	17.4
7050 15405338 03906	04/04/24	13:55:21	BIBRA LAKE WA	7451	043455		ULT DSL	192.78	50.92	89.25	8.92	98.17	96364	605	8.4	16.2
1HGI138 4294	18/04/24	21:11:02	COCKBURN CENTRAL WA	7395	052139		ULT DSL	194.90 P	59.06	104.65	10.46	115.11	96856	492	12.0	23.4
WHITE MITSUBISHI TRITON UTE							DIESEL		109.98	193.90	19.38	213.28				
						TOTAL	THIS PERIOD		109.98	193.90	19.38	213.28		1097	10.0	19.4
							YEAR TO DATE		374.41	653.75	65.36	719.11		3674	10.2	19.6
Cost Centre			4294				DIESEL		109.98	193.90	19.38	213.28				
						TOTAL	THIS PERIOD		109.98	193.90	19.38	213.28		1097	10.0	19.4
							YEAR TO DATE		374.41	653.75	65.36	719.11		3674	10.2	19.6
7050 15405338 02866	09/04/24	07:23:02	BIBRA LAKE WA	7451	043797		ULT DSL	192.24	45.32	79.20	7.92	87.12	116095	545	8.3	16.0
1GNL074 5043	18/04/24	07:33:07	BIBRA LAKE WA	7451	010840		ULT DSL	192.90 P	50.42	88.42	8.84	97.26	116734	639	7.9	15.2
WHITE KIA SPORTAGE WAGON																

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		95.74	167.62	16.76	184.38				
						TOTAL	THIS PERIOD		95.74	167.62	16.76	184.38		1184	8.1	15.6
							YEAR TO DATE		438.04	758.22	75.82	834.04		5423	8.1	15.4
Cost Centre			5043				DIESEL		95.74	167.62	16.76	184.38				
						TOTAL	THIS PERIOD		95.74	167.62	16.76	184.38		1184	8.1	15.6
							YEAR TO DATE		438.04	758.22	75.82	834.04		5423	8.1	15.4
7050 15405338 04557	10/04/24	08:25:24	BIBRA LAKE WA	7451	043922		ULSD G10	189.90 P	41.65	71.90	7.19	79.09	0			
1ICV817 5212																
VOLKSWAGEN CADDY WHITE							DIESEL		41.65	71.90	7.19	79.09				
						TOTAL	THIS PERIOD		41.65	71.90	7.19	79.09				
							YEAR TO DATE		41.65	71.90	7.19	79.09				
Cost Centre			5212				DIESEL		41.65	71.90	7.19	79.09				
						TOTAL	THIS PERIOD		41.65	71.90	7.19	79.09				
							YEAR TO DATE		41.65	71.90	7.19	79.09				
7050 15405338 03534	10/04/24	14:13:27	BIBRA LAKE WA	7451	010684		ULT DSL	192.24	60.38	105.52	10.55	116.07	58824	585	10.3	19.8
1GYO868 5251	17/04/24	13:26:23	BIBRA LAKE WA	7451	044512		AdBlue	199.90 P	18.77	34.11	3.41	37.52	59395	571	3.3	6.6
WHITE FORD TRANSIT VAN							ULT DSL	192.90 P	62.07	108.85	10.88	119.73				
	26/04/24	08:47:10	BIBRA LAKE WA	7451	045169		ULT DSL	192.90 P	62.00	108.73	10.87	119.60	59971	576	10.8	20.8
							ADBLUE		18.77	34.11	3.41	37.52				
							DIESEL		184.45	323.10	32.30	355.40				
						TOTAL	THIS PERIOD		203.22	357.21	35.71	392.92		1732	11.7	22.7
							YEAR TO DATE		593.01	1,028.33	102.82	1,131.15		5180	11.4	21.8
Cost Centre			5251				ADBLUE		18.77	34.11	3.41	37.52				
							DIESEL		184.45	323.10	32.30	355.40				
						TOTAL	THIS PERIOD		203.22	357.21	35.71	392.92		1732	11.7	22.7
							YEAR TO DATE		593.01	1,028.33	102.82	1,131.15		5180	11.4	21.8
7050 15405338 02569	26/04/24	13:38:57	SUCCESS WA	5992	029694		ULT DSL	193.71	44.61	78.55	7.86	86.41	41180	716	6.2	12.1
1GHO226 5282																
WHITE HYUNDAI I30 HATCH																

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MELBOURNE VIC 3001

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Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							DIESEL		44.61	78.55	7.86	86.41				
						TOTAL	THIS PERIOD		44.61	78.55	7.86	86.41		716	6.2	12.1
							YEAR TO DATE		176.85	307.59	30.77	338.36		2789	6.3	12.1
Cost Centre			5282				DIESEL		44.61	78.55	7.86	86.41				
						TOTAL	THIS PERIOD		44.61	78.55	7.86	86.41		716	6.2	12.1
							YEAR TO DATE		176.85	307.59	30.77	338.36		2789	6.3	12.1
7050 15405338 03880	10/04/24	17:23:09	COCKBURN CENTRAL WA	7395	000445		ULP 95 UNM	198.60	50.90	91.90	9.19	101.09	22466	524	9.7	19.3
1HGQ065 5404																
WHITE VW TIGUAN WAGON							M/S		50.90	91.90	9.19	101.09				
						TOTAL	THIS PERIOD		50.90	91.90	9.19	101.09		524	9.7	19.3
							YEAR TO DATE		148.60	262.70	26.28	288.98		1501	9.9	19.3
Cost Centre			5404				M/S		50.90	91.90	9.19	101.09				
						TOTAL	THIS PERIOD		50.90	91.90	9.19	101.09		524	9.7	19.3
							YEAR TO DATE		148.60	262.70	26.28	288.98		1501	9.9	19.3
7050 15405338 04318	08/04/24	11:36:36	SPEARWOOD WA	6443	014102		ULP 95 UNM	196.60	46.00	82.22	8.22	90.44	9712	538	8.6	16.8
1HXK969 5424	26/04/24	12:11:30	SPEARWOOD WA	6443	014633		ULP 95 UNM	199.20	40.00	72.44	7.24	79.68	10969	1257	3.2	6.3
WHITE VOLKSWAGEN T-ROC							M/S		86.00	154.66	15.46	170.12				
						TOTAL	THIS PERIOD		86.00	154.66	15.46	170.12		1795	4.8	9.5
							YEAR TO DATE		318.03	545.54	54.54	600.08		4842	6.6	12.4
Cost Centre			5424				M/S		86.00	154.66	15.46	170.12				
						TOTAL	THIS PERIOD		86.00	154.66	15.46	170.12		1795	4.8	9.5
							YEAR TO DATE		318.03	545.54	54.54	600.08		4842	6.6	12.4
7050 15405338 03559	03/04/24	12:34:26	BIBRA LAKE WA	7451	043353		BP ULT UNM	201.81	36.56	67.07	6.71	73.78	95719	530	6.9	13.9
1GZB377 5473	07/04/24	15:54:03	BIBRA LAKE WA	7451	043647		ULP UNM	183.70 P	42.65	71.23	7.12	78.35	96243	524	8.1	15.0
WHITE TOYOTA CAMRY SEDAN	19/04/24	10:45:58	BIBRA LAKE WA	7451	010908		BP ULT UNM	202.69	43.01	79.25	7.93	87.18	96880	637	6.8	13.7
	24/04/24	12:06:59	BIBRA LAKE WA	7451	011030		BP ULT UNM	205.20	40.47	75.49	7.55	83.04	97486	606	6.7	13.7

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BP Plus
Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service						Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)				
								M/S		162.69	293.04	29.31	322.35				
							TOTAL	THIS PERIOD		162.69	293.04	29.31	322.35		2297	7.1	14.0
								YEAR TO DATE		603.03	1,011.54	101.16	1,112.70		6204	9.7	17.9
Cost Centre			5473					M/S		162.69	293.04	29.31	322.35				
							TOTAL	THIS PERIOD		162.69	293.04	29.31	322.35		2297	7.1	14.0
								YEAR TO DATE		603.03	1,011.54	101.16	1,112.70		6204	9.7	17.9
7050 15405338 04185	03/04/24	08:18:56	SUCCESS	WA	5992	009637		ULT DSL	190.78	55.01	95.41	9.54	104.95	34491	501	11.0	20.9
1HSD237 5494	09/04/24	09:42:46	SPEARWOOD	WA	6443	014134		ULT DSL	190.24	62.26	107.67	10.77	118.44	35185	694	9.0	17.1
WHITE MITSUBISHI TRITON UTE	17/04/24	08:28:52	SPEARWOOD	WA	6443	014396		ULT DSL	194.08	61.88	109.18	10.92	120.10	35800	615	10.1	19.5
	24/04/24	11:49:52	BIBRA LAKE	WA	7451	045059		ULT DSL	192.90 P	65.77	115.34	11.53	126.87	36245	445	14.8	28.5
								DIESEL		244.92	427.60	42.76	470.36				
							TOTAL	THIS PERIOD		244.92	427.60	42.76	470.36		2255	10.9	20.9
								YEAR TO DATE		874.20	1,507.49	150.75	1,658.24		5299	16.5	31.3
Cost Centre			5494					DIESEL		244.92	427.60	42.76	470.36				
							TOTAL	THIS PERIOD		244.92	427.60	42.76	470.36		2255	10.9	20.9
								YEAR TO DATE		874.20	1,507.49	150.75	1,658.24		5299	16.5	31.3
7050 15405338 04268	03/04/24	16:31:39	BIBRA LAKE	WA	7451	043375		ULT DSL	192.78	76.90	134.77	13.48	148.25	21401	861	8.9	17.2
1HUL717 5504	22/04/24	13:19:28	BIBRA LAKE	WA	7451	044847		ULT DSL	192.90 P	74.46	130.57	13.06	143.63	22246	845	8.8	17.0
WHITE FORD RANGER UTE								DIESEL		151.36	265.34	26.54	291.88				
							TOTAL	THIS PERIOD		151.36	265.34	26.54	291.88		1706	8.9	17.1
								YEAR TO DATE		536.21	928.50	92.86	1,021.36		5886	9.1	17.4
Cost Centre			5504					DIESEL		151.36	265.34	26.54	291.88				
							TOTAL	THIS PERIOD		151.36	265.34	26.54	291.88		1706	8.9	17.1
								YEAR TO DATE		536.21	928.50	92.86	1,021.36		5886	9.1	17.4
7050 15405338 04466	11/04/24	17:04:07	SUCCESS	WA	5992	029053		ULT DSL	190.24	56.78	98.20	9.82	108.02	32670	563	10.1	19.2
1HHE012 5523																	
WHITE FORD RANGER UTILITY																	

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BP Plus
Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		56.78	98.20	9.82	108.02				
							TOTAL	THIS PERIOD		56.78	98.20	9.82	108.02		563	10.1	19.2
								YEAR TO DATE		340.45	580.28	58.03	638.31		2605	13.1	24.5
Cost Centre			5523					DIESEL		56.78	98.20	9.82	108.02				
							TOTAL	THIS PERIOD		56.78	98.20	9.82	108.02		563	10.1	19.2
								YEAR TO DATE		340.45	580.28	58.03	638.31		2605	13.1	24.5
7050 15405338 03542 1GYZ082 5542 WHITE SUBARU FORESTER WAGON	26/04/24	14:17:44	SPEARWOOD	WA	6443	014636		ULP UNM	190.70 P	51.70	89.63	8.96	98.59	777			
								M/S		51.70	89.63	8.96	98.59				
							TOTAL	THIS PERIOD		51.70	89.63	8.96	98.59				
								YEAR TO DATE		199.76	345.68	34.56	380.24		1000	20.0	38.0
Cost Centre			5542					M/S		51.70	89.63	8.96	98.59				
							TOTAL	THIS PERIOD		51.70	89.63	8.96	98.59				
								YEAR TO DATE		199.76	345.68	34.56	380.24		1000	20.0	38.0
7050 15405338 03773 1HDY134 5552 WHITE ISUZU MUX WAGON	29/04/24	15:31:24	BIBRA LAKE	WA	7451	045365		ULT DSL	192.26	44.60	77.95	7.80	85.75	25233	390	11.4	22.0
								DIESEL		44.60	77.95	7.80	85.75				
							TOTAL	THIS PERIOD		44.60	77.95	7.80	85.75		390	11.4	22.0
								YEAR TO DATE		324.81	561.20	56.12	617.32		2635	12.3	23.4
Cost Centre			5552					DIESEL		44.60	77.95	7.80	85.75				
							TOTAL	THIS PERIOD		44.60	77.95	7.80	85.75		390	11.4	22.0
								YEAR TO DATE		324.81	561.20	56.12	617.32		2635	12.3	23.4
7050 15405338 03690 1HBD279 5701 WHITE ISUZU D-MAX UTILITY	04/04/24	05:32:38	BIBRA LAKE	WA	7451	043390		ULT DSL	192.78	34.93	61.22	6.12	67.34	163386	307	11.4	21.9
	06/04/24	16:41:24	SPEARWOOD	WA	6443	014067		ULT DSL	190.78	39.81	69.05	6.90	75.95	163739	353	11.3	21.5
	07/04/24	16:41:54	BIBRA LAKE	WA	7451	043652		ULT DSL	192.78	17.49	30.65	3.07	33.72	163880	141	12.4	23.9
	08/04/24	05:34:19	BIBRA LAKE	WA	7451	043659		ULT DSL	192.24	20.64	36.07	3.61	39.68	16412			
	09/04/24	05:38:54	BIBRA LAKE	WA	7451	043782		ULT DSL	192.24	16.98	29.67	2.97	32.64	164161			
	10/04/24	05:33:06	BIBRA LAKE	WA	7451	043894		ULT DSL	192.24	23.53	41.12	4.11	45.23	164369	208	11.3	21.7

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number / Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price		Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
	12/04/24	11:41:57	BIBRA LAKE	WA	7451	044141		ULT DSL	192.24		47.70	83.36	8.34	91.70	164797	428	11.1	21.4
	16/04/24	05:02:40	BIBRA LAKE	WA	7451	044328		ULT DSL	192.90	P	46.45	81.45	8.15	89.60	165204	407	11.4	22.0
	19/04/24	05:33:41	BIBRA LAKE	WA	7451	010877		ULT DSL	192.90	P	44.57	78.16	7.82	85.98	165579	375	11.9	22.9
	24/04/24	05:21:47	BIBRA LAKE	WA	7451	045016		ULT DSL	192.90	P	24.09	42.25	4.22	46.47	165761	182	13.2	25.5
	26/04/24	04:20:08	COCKBURN CENTRAL	WA	7395	000973		ULT DSL	194.90	P	36.44	64.56	6.46	71.02	166064	303	12.0	23.4
	29/04/24	04:09:26	COCKBURN CENTRAL	WA	7395	052777		ULT DSL	192.26		37.02	64.71	6.47	71.18	166397	333	11.1	21.4
								DIESEL			389.65	682.27	68.24	750.51				
							TOTAL	THIS PERIOD			389.65	682.27	68.24	750.51		3037	12.8	24.7
								YEAR TO DATE			2,171.40	3,741.55	374.18	4,115.73		15520	14.0	26.5
Cost Centre			5701					DIESEL			389.65	682.27	68.24	750.51				
							TOTAL	THIS PERIOD			389.65	682.27	68.24	750.51		3037	12.8	24.7
								YEAR TO DATE			2,171.40	3,741.55	374.18	4,115.73		15520	14.0	26.5
7050 15405338 03609	31/03/24	17:25:38	SUCCESS	WA	5992	028534		ULP UNM	183.19		20.87	34.75	3.48	38.23	197860	285	7.3	13.4
1GZL076 5711	02/04/24	05:26:34	SUCCESS	WA	5992	009611		ULP UNM	183.70	P	32.57	54.39	5.44	59.83	198208	348	9.4	17.2
WHITE NISSAN QASHQAI SUV	03/04/24	17:33:12	BIBRA LAKE	WA	7451	043382		ULP UNM	189.84		25.06	43.25	4.32	47.57	198386	178	14.1	26.7
	04/04/24	05:12:23	COCKBURN CENTRAL	WA	7395	051159		ULP UNM	189.84		19.11	32.98	3.30	36.28	198600	214	8.9	17.0
	06/04/24	05:30:29	BIBRA LAKE	WA	7451	043592		ULP UNM	189.84		37.95	65.49	6.55	72.04	777			
	06/04/24	15:08:38	BIBRA LAKE	WA	7451	010628		ULP UNM	187.70	P	22.63	38.62	3.86	42.48	199115			
	08/04/24	05:37:58	BIBRA LAKE	WA	7451	043660		ULP UNM	183.70	P	41.75	69.72	6.97	76.69	199505	390	10.7	19.7
	09/04/24	05:38:30	BIBRA LAKE	WA	7451	043781		ULP UNM	181.70	P	18.29	30.21	3.02	33.23	198672			
	11/04/24	17:19:38	BIBRA LAKE	WA	7451	044082		ULP UNM	190.63		30.83	53.43	5.34	58.77	777			
	14/04/24	15:51:15	BIBRA LAKE	WA	7451	044222		ULP UNM	183.70	P	52.66	87.95	8.79	96.74	777			
	17/04/24	17:52:07	BIBRA LAKE	WA	7451	044538		ULP UNM	190.64		45.20	78.34	7.83	86.17	200843			
	20/04/24	14:29:12	BIBRA LAKE	WA	7451	044771		ULP UNM	187.70	P	57.56	98.22	9.82	108.04	201935	1092	5.3	9.9
	21/04/24	05:31:24	COCKBURN CENTRAL	WA	7395	000814		ULP UNM	190.64		26.33	45.63	4.56	50.19	777			
	21/04/24	17:29:47	BIBRA LAKE	WA	7451	044788		ULP UNM	187.70	P	17.34	29.59	2.96	32.55	201895			
	22/04/24	05:37:52	BIBRA LAKE	WA	7451	010944		ULP UNM	187.70	P	18.77	32.03	3.20	35.23	777			
	22/04/24	17:51:49	BIBRA LAKE	WA	7451	044882		ULP UNM	183.70	P	17.96	29.99	3.00	32.99	200280			
	23/04/24	05:32:20	BIBRA LAKE	WA	7451	044895		ULP UNM	183.70	P	22.31	37.25	3.73	40.98	202363	2083	1.1	2.0
	23/04/24	17:32:50	BIBRA LAKE	WA	7451	045002		ULP UNM	179.70	P	21.80	35.61	3.56	39.17	202552	189	11.5	20.7
	24/04/24	05:19:02	BIBRA LAKE	WA	7451	045015		ULP UNM	179.70	P	21.75	35.53	3.55	39.08	202776	224	9.7	17.4
	25/04/24	17:37:52	SPEARWOOD	WA	6443	014617		ULP UNM	191.14		29.05	50.47	5.05	55.52	203083	307	9.5	18.1
	26/04/24	05:29:30	BIBRA LAKE	WA	7451	045138		ULP UNM	193.14		22.63	39.74	3.97	43.71	203313	230	9.8	19.0
	26/04/24	17:40:57	BIBRA LAKE	WA	7451	045211		ULP UNM	193.14		19.08	33.50	3.35	36.85	203487	174	11.0	21.2
	27/04/24	05:36:30	BIBRA LAKE	WA	7451	045215		ULP UNM	193.14		21.05	36.95	3.70	40.65	203705	218	9.7	18.6
	27/04/24	17:29:24	BIBRA LAKE	WA	7451	011088		ULP UNM	187.70	P	21.71	37.05	3.70	40.75	203947	242	9.0	16.8
	28/04/24	05:26:15	SPEARWOOD	WA	6443	014663		ULP UNM	185.70	P	15.90	26.85	2.68	29.53	777			
	28/04/24	17:40:27	BIBRA LAKE	WA	7451	045269		ULP UNM	187.70	P	17.20	29.35	2.93	32.28	204248			
	29/04/24	17:34:26	BIBRA LAKE	WA	7451	045380		ULP UNM	181.70	P	33.91	56.01	5.60	61.61	204545	297	11.4	20.7

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								M/S		731.27	1242.90	124.26	1367.16				
							TOTAL	THIS PERIOD		731.27	1,242.90	124.26	1,367.16		6471	11.3	21.1
								YEAR TO DATE		2,038.66	3,340.18	334.02	3,674.20		11437	17.8	32.1
Cost Centre			5711					M/S		731.27	1242.90	124.26	1367.16				
							TOTAL	THIS PERIOD		731.27	1,242.90	124.26	1,367.16		6471	11.3	21.1
								YEAR TO DATE		2,038.66	3,340.18	334.02	3,674.20		11437	17.8	32.1
7050 15405338 03617	03/04/24	05:41:55	BIBRA LAKE	WA	7451	043302		ULP UNM	177.70 P	25.27	40.82	4.08	44.90	217321			
1GZL077 5721	05/04/24	05:22:25	BIBRA LAKE	WA	7451	043496		ULP UNM	189.84	15.73	27.15	2.71	29.86	217506	185	8.5	16.1
WHITE NISSAN QASHQAI SUV	10/04/24	04:37:43	COCKBURN CENTRAL	WA	7395	051546		ULP UNM	183.70 P	57.93	96.75	9.67	106.42	777			
	18/04/24	05:12:10	COCKBURN CENTRAL	WA	7395	052085		ULP UNM	190.64	42.57	73.77	7.38	81.15	777			
	27/04/24	05:38:46	BIBRA LAKE	WA	7451	045216		ULP UNM	193.14	29.85	52.41	5.24	57.65	218743			
	29/04/24	05:12:47	BIBRA LAKE	WA	7451	045273		ULP UNM	187.70 P	39.43	67.28	6.73	74.01	777			
								M/S		210.78	358.18	35.81	393.99				
							TOTAL	THIS PERIOD		210.78	358.18	35.81	393.99		185	113.9	213.0
								YEAR TO DATE		1,377.97	2,180.51	218.04	2,398.55		6099	22.6	39.3
Cost Centre			5721					M/S		210.78	358.18	35.81	393.99				
							TOTAL	THIS PERIOD		210.78	358.18	35.81	393.99		185	113.9	213.0
								YEAR TO DATE		1,377.97	2,180.51	218.04	2,398.55		6099	22.6	39.3
7050 15405338 04474	01/04/24	04:42:16	SUCCESS	WA	5992	028544		ULT DSL	190.78	40.78	70.73	7.07	77.80	9221	417	9.8	18.7
1IBU371 5732	03/04/24	17:39:00	BIBRA LAKE	WA	7451	043383		ULT DSL	192.78	24.47	42.88	4.29	47.17	9497	276	8.9	17.1
FORD RANGER WHITE	04/04/24	17:38:38	BIBRA LAKE	WA	7451	043484		ULT DSL	192.78	26.95	47.24	4.72	51.96	9737	240	11.2	21.6
	05/04/24	17:34:06	BIBRA LAKE	WA	7451	043587		ULT DSL	192.78	13.96	24.46	2.45	26.91	9854	117	11.9	23.0
	06/04/24	17:38:46	BIBRA LAKE	WA	7451	043625		ULT DSL	192.78	11.55	20.25	2.02	22.27	9935	81	14.3	27.5
	07/04/24	17:31:30	BIBRA LAKE	WA	7451	043653		ULT DSL	192.78	11.97	20.98	2.10	23.08	10025	90	13.3	25.6
	10/04/24	17:40:40	BIBRA LAKE	WA	7451	043990		ULT DSL	192.24	45.68	79.83	7.98	87.81	10422	397	11.5	22.1
	11/04/24	17:36:21	SOUTH FREMANTLE	WA	9802	012340		ULT DSL	190.24	20.73	35.85	3.59	39.44	10647	225	9.2	17.5
	13/04/24	17:44:40	BIBRA LAKE	WA	7451	044216		ULT DSL	192.24	40.30	70.43	7.04	77.47	11029	382	10.5	20.3
	14/04/24	17:43:55	BIBRA LAKE	WA	7451	044224		ULT DSL	192.24	20.89	36.51	3.65	40.16	11228	199	10.5	20.2
	16/04/24	05:42:39	BIBRA LAKE	WA	7451	010790		ULT DSL	192.90 P	41.75	73.22	7.32	80.54	11679	451	9.3	17.9
	17/04/24	17:02:52	SUCCESS	WA	5992	009970		ULT DSL	194.08	29.72	52.44	5.24	57.68	11955	276	10.8	20.9
	19/04/24	17:37:42	BIBRA LAKE	WA	7451	044718		ULT DSL	192.90 P	32.71	57.36	5.74	63.10	12249	294	11.1	21.5
	20/04/24	05:33:53	BIBRA LAKE	WA	7451	044728		ULT DSL	192.90 P	18.50	32.45	3.24	35.69	12421	172	10.8	20.8
	20/04/24	17:39:53	BIBRA LAKE	WA	7451	044775		ULT DSL	192.90 P	15.91	27.90	2.79	30.69	12596	175	9.1	17.5
	21/04/24	17:35:51	BIBRA LAKE	WA	7451	044789		ULT DSL	192.90 P	21.88	38.37	3.84	42.21	12791	195	11.2	21.6
	22/04/24	17:51:26	BIBRA LAKE	WA	7451	044881		ULT DSL	192.90 P	28.96	50.78	5.08	55.86	12098			
	23/04/24	17:42:28	BIBRA LAKE	WA	7451	011004		ULT DSL	192.90 P	28.86	50.61	5.06	55.67	13325	1227	2.4	4.5

BP Australia Pty Ltd
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MELBOURNE VIC 3001

BP Plus
Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527

CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
	25/04/24	05:38:07	SOUTH FREMANTLE WA	9802	012477		ULT DSL	193.71	25.84	45.50	4.55	50.05	13548	223	11.6	22.4
	26/04/24	05:44:50	BIBRA LAKE WA	7451	045139		ULT DSL	192.90 P	17.65	30.95	3.10	34.05	13731	183	9.6	18.6
	28/04/24	05:19:00	COCKBURN CENTRAL WA	7395	052750		ULT DSL	194.90 P	45.06	79.84	7.98	87.82	1418			
	29/04/24	05:41:57	BIBRA LAKE WA	7451	045274		ULT DSL	192.26	17.38	30.38	3.04	33.42	14415			
							DIESEL		581.50	1018.96	101.89	1120.85				
						TOTAL	THIS PERIOD		581.50	1,018.96	101.89	1,120.85		5620	10.3	19.9
							YEAR TO DATE		1,454.87	2,552.95	255.26	2,808.21		13989	10.4	20.1
Cost Centre			5732				DIESEL		581.50	1018.96	101.89	1120.85				
						TOTAL	THIS PERIOD		581.50	1,018.96	101.89	1,120.85		5620	10.3	19.9
							YEAR TO DATE		1,454.87	2,552.95	255.26	2,808.21		13989	10.4	20.1
7050 15405338 04334	31/03/24	17:16:42	SPEARWOOD WA	6443	013903		ULT DSL	190.91	34.05	59.09	5.91	65.00	64515			
1HWC304 5742	02/04/24	17:34:35	BIBRA LAKE WA	7451	043287		ULT DSL	192.78	52.60	92.18	9.22	101.40	65071	556	9.5	18.2
WHITE FORD RANGER	04/04/24	17:33:31	SUCCESS WA	5992	009680		ULT DSL	190.78	25.27	43.83	4.38	48.21	653805			
	05/04/24	16:26:21	BIBRA LAKE WA	7451	043575		ULT DSL	192.78	20.67	36.23	3.62	39.85	65541			
	07/04/24	06:54:31	BIBRA LAKE WA	7451	043630		ULT DSL	192.78	13.85	24.27	2.43	26.70	665661			
	07/04/24	15:10:04	BIBRA LAKE WA	7451	043645		ULT DSL	192.78	19.48	34.14	3.41	37.55	65784			
	08/04/24	17:16:36	BIBRA LAKE WA	7451	043768		ULT DSL	192.24	27.53	48.11	4.81	52.92	66126	342	8.0	15.5
	09/04/24	16:53:41	BIBRA LAKE WA	7451	043874		ULT DSL	192.24	21.70	37.93	3.79	41.72	66389	263	8.3	15.9
	10/04/24	16:41:58	SUCCESS WA	5992	029004		ULT DSL	190.24	30.61	52.94	5.29	58.23	6688			
	11/04/24	05:26:26	BIBRA LAKE WA	7451	044003		ULT DSL	192.24	21.86	38.20	3.82	42.02	66926			
	11/04/24	17:13:57	BIBRA LAKE WA	7451	044081		ULT DSL	192.24	19.10	33.38	3.34	36.72	67103	177	10.8	20.7
	12/04/24	05:31:01	BIBRA LAKE WA	7451	044097		ULT DSL	192.24	21.08	36.84	3.68	40.52	67344	241	8.7	16.8
	13/04/24	05:35:56	BIBRA LAKE WA	7451	044180		ULT DSL	192.24	24.48	42.78	4.28	47.06	67609	265	9.2	17.8
	14/04/24	16:25:07	BIBRA LAKE WA	7451	044223		ULT DSL	192.24	23.06	40.30	4.03	44.33	67842	233	9.9	19.0
	15/04/24	05:03:19	SPEARWOOD WA	6443	014317		ULT DSL	194.08	16.56	29.22	2.92	32.14	66791			
	17/04/24	05:25:15	BIBRA LAKE WA	7451	044437		ULT DSL	192.90 P	37.56	65.86	6.59	72.45	683754			
	18/04/24	05:28:17	BIBRA LAKE WA	7451	044546		ULT DSL	192.90 P	21.04	36.90	3.69	40.59	68575			
	19/04/24	05:34:16	BIBRA LAKE WA	7451	010878		ULT DSL	192.90 P	26.41	46.31	4.63	50.94	68897	322	8.2	15.8
	20/04/24	05:28:12	BIBRA LAKE WA	7451	044727		ULT DSL	192.90 P	27.79	48.74	4.87	53.61	69195	298	9.3	18.0
	22/04/24	05:28:10	BIBRA LAKE WA	7451	010943		ULT DSL	192.90 P	39.16	68.67	6.87	75.54	69608	413	9.5	18.3
	23/04/24	05:31:57	BIBRA LAKE WA	7451	044894		ULT DSL	192.90 P	16.24	28.48	2.85	31.33	69810	202	8.0	15.5
	24/04/24	05:33:09	BIBRA LAKE WA	7451	011009		ULT DSL	192.90 P	25.28	44.34	4.43	48.77	70068	258	9.8	18.9
	25/04/24	16:59:48	COCKBURN CENTRAL WA	7395	000960		ULT DSL	194.90 P	42.98	76.15	7.62	83.77	70551	483	8.9	17.3
	26/04/24	17:32:57	BIBRA LAKE WA	7451	045210		ULT DSL	192.90 P	23.46	41.14	4.11	45.25	70776	225	10.4	20.1
	27/04/24	17:28:51	BIBRA LAKE WA	7451	011087		ULT DSL	192.90 P	21.61	37.90	3.79	41.69	70990	214	10.1	19.5
	28/04/24	17:28:06	BIBRA LAKE WA	7451	045266		ULT DSL	192.90 P	22.73	39.86	3.99	43.85	71221	231	9.8	19.0
	29/04/24	17:33:52	BIBRA LAKE WA	7451	045379		ULT DSL	192.26	21.38	37.37	3.74	41.11	71447	226	9.5	18.2

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Fleet Control Report

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location		Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
								DIESEL		697.54	1221.16	122.11	1343.27				
							TOTAL	THIS PERIOD		697.54	1,221.16	122.11	1,343.27		4949	14.1	27.1
								YEAR TO DATE		3,152.13	5,451.08	545.10	5,996.18		28072	11.2	21.4
Cost Centre			5742					DIESEL		697.54	1221.16	122.11	1343.27				
							TOTAL	THIS PERIOD		697.54	1,221.16	122.11	1,343.27		4949	14.1	27.1
								YEAR TO DATE		3,152.13	5,451.08	545.10	5,996.18		28072	11.2	21.4
7050 15405338 04326	01/04/24	17:26:02	COCKBURN CENTRAL	WA	7395	050960		ULT DSL	192.78	55.15	96.65	9.67	106.32	53188	598	9.2	17.8
1HWC303 5752	02/04/24	17:34:57	BIBRA LAKE	WA	7451	043288		ULT DSL	192.78	36.60	64.15	6.41	70.56	53557	369	9.9	19.1
WHITE FORD RANGER	03/04/24	05:44:11	BIBRA LAKE	WA	7451	043305		ULT DSL	192.78	19.69	34.51	3.45	37.96	53737	180	10.9	21.1
	11/04/24	18:53:47	BIBRA LAKE	WA	7451	044090		ULT DSL	192.24	60.54	105.80	10.58	116.38	54385	648	9.3	18.0
	15/04/24	04:55:17	COCKBURN CENTRAL	WA	7395	000567		ULT DSL	195.90 P	52.74	93.93	9.39	103.32	54965	580	9.1	17.8
	17/04/24	03:59:44	COCKBURN CENTRAL	WA	7395	000655		ULT DSL	194.90 P	35.18	62.34	6.23	68.57	55322	357	9.9	19.2
	18/04/24	05:35:09	BIBRA LAKE	WA	7451	044547		ULT DSL	192.90 P	10.64	18.65	1.87	20.52	55453	131	8.1	15.7
	19/04/24	05:32:35	BIBRA LAKE	WA	7451	010876		ULT DSL	192.90 P	12.04	21.12	2.11	23.23	5547			
	20/04/24	05:39:27	BIBRA LAKE	WA	7451	044729		ULT DSL	192.90 P	13.18	23.11	2.31	25.42	55702			
	22/04/24	02:53:06	SUCCESS	WA	5992	029464		ULT DSL	193.71	19.90	35.05	3.50	38.55	55913	211	9.4	18.3
	23/04/24	05:35:36	BIBRA LAKE	WA	7451	044897		ULT DSL	192.90 P	29.60	51.91	5.19	57.10	56226	313	9.5	18.2
	24/04/24	05:15:35	BIBRA LAKE	WA	7451	045014		ULT DSL	192.90 P	25.98	45.56	4.56	50.12	56485	259	10.0	19.4
	26/04/24	05:23:34	BIBRA LAKE	WA	7451	045137		ULT DSL	192.90 P	41.67	73.07	7.31	80.38	56918	433	9.6	18.6
	29/04/24	16:35:30	SPEARWOOD	WA	6443	014718		ULT DSL	190.26	54.44	94.16	9.42	103.58	57457	539	10.1	19.2
								DIESEL		467.35	820.01	82.00	902.01				
							TOTAL	THIS PERIOD		467.35	820.01	82.00	902.01		4618	10.1	19.5
								YEAR TO DATE		2,642.27	4,569.73	457.03	5,026.76		23595	11.2	21.3
Cost Centre			5752					DIESEL		467.35	820.01	82.00	902.01				
							TOTAL	THIS PERIOD		467.35	820.01	82.00	902.01		4618	10.1	19.5
								YEAR TO DATE		2,642.27	4,569.73	457.03	5,026.76		23595	11.2	21.3
7050 15405338 04508	31/03/24	17:00:40	BIBRA LAKE	WA	7451	043169		ULT DSL	192.90 P	26.62	46.68	4.67	51.35	9632	2557	1.0	2.0
1ICB466 5762	01/04/24	05:29:21	SPEARWOOD	WA	6443	013908		ULT DSL	190.78	19.15	33.22	3.32	36.54	7516			
WHITE FORD RANGER	01/04/24	16:45:58	COCKBURN CENTRAL	WA	7395	050957		ULT DSL	192.78	13.51	23.68	2.37	26.05	7643	127	10.6	20.5
	02/04/24	17:33:07	BIBRA LAKE	WA	7451	043286		ULT DSL	192.78	32.60	57.14	5.71	62.85	8013	370	8.8	17.0
	03/04/24	17:23:55	BIBRA LAKE	WA	7451	043380		ULT DSL	192.78	31.74	55.63	5.56	61.19	8356	343	9.3	17.8
	04/04/24	17:33:24	BIBRA LAKE	WA	7451	043483		ULT DSL	192.78	19.26	33.75	3.38	37.13	8504	148	13.0	25.1
	05/04/24	17:33:37	BIBRA LAKE	WA	7451	043586		ULT DSL	192.78	19.69	34.51	3.45	37.96	8676	172	11.4	22.1
	06/04/24	05:39:04	BIBRA LAKE	WA	7451	043593		ULSD G10	189.90 P	11.62	20.06	2.01	22.07	8822	146	8.0	15.1
	06/04/24	17:35:07	BIBRA LAKE	WA	7451	043624		ULT DSL	192.78	21.32	37.36	3.74	41.10	8994	172	12.4	23.9
	07/04/24	17:36:04	BIBRA LAKE	WA	7451	043654		ULT DSL	192.78	32.23	56.48	5.65	62.13	9331	337	9.6	18.4

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service: Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
	08/04/24	17:36:42	BIBRA LAKE WA	7451	043770		ULT DSL	192.24	29.06	50.78	5.08	55.86	9661	330	8.8	16.9
	09/04/24	05:42:07	BIBRA LAKE WA	7451	043783		ULSD G10	189.90 P	13.09	22.60	2.26	24.86	983			
	09/04/24	17:30:36	BIBRA LAKE WA	7451	043881		ULT DSL	192.24	16.59	28.99	2.90	31.89	9947			
	10/04/24	05:02:05	BIBRA LAKE WA	7451	043890		ULSD G10	189.90 P	10.38	17.92	1.79	19.71	10084	137	7.6	14.4
	11/04/24	05:34:00	BIBRA LAKE WA	7451	044004		ULT DSL	192.24	17.60	30.75	3.08	33.83	10242	158	11.1	21.4
	12/04/24	05:37:08	BIBRA LAKE WA	7451	044099		ULT DSL	192.24	17.18	30.03	3.00	33.03	10411	169	10.2	19.5
	12/04/24	17:35:38	BIBRA LAKE WA	7451	044175		ULT DSL	192.24	19.79	34.58	3.46	38.04	10596	185	10.7	20.6
	14/04/24	05:14:02	COCKBURN CENTRAL WA	7395	051809		ULT DSL	192.24	35.92	62.77	6.28	69.05	10987	391	9.2	17.7
	15/04/24	05:44:46	BIBRA LAKE WA	7451	044230		ULT DSL	192.90 P	34.11	59.82	5.98	65.80	19356			
	15/04/24	17:33:59	BIBRA LAKE WA	7451	044321		ULT DSL	192.90 P	20.23	35.47	3.55	39.02	11533			
	16/04/24	05:42:13	BIBRA LAKE WA	7451	010789		ULT DSL	192.90 P	19.30	33.85	3.38	37.23	11477			
	16/04/24	17:41:15	BIBRA LAKE WA	7451	044426		ULT DSL	192.90 P	24.98	43.81	4.38	48.19	1196			
	17/04/24	05:40:00	BIBRA LAKE WA	7451	044441		ULT DSL	192.90 P	15.53	27.24	2.72	29.96	12156			
	17/04/24	17:29:40	BIBRA LAKE WA	7451	044535		ULSD G10	189.90 P	17.91	30.92	3.09	34.01	1200			
	18/04/24	17:32:45	BIBRA LAKE WA	7451	044634		ULSD G10	189.90 P	29.80	51.45	5.14	56.59	12610			
	19/04/24	05:40:25	BIBRA LAKE WA	7451	010880		ULT DSL	192.90 P	17.08	29.95	3.00	32.95	12805	195	8.8	16.9
	19/04/24	17:40:08	BIBRA LAKE WA	7451	044719		ULSD G10	189.90 P	15.24	26.31	2.63	28.94	12863	58	26.3	49.9
	20/04/24	17:38:42	BIBRA LAKE WA	7451	044774		ULSD G10	189.90 P	30.06	51.89	5.19	57.08	13270	407	7.4	14.0
	21/04/24	17:27:52	BIBRA LAKE WA	7451	044787		ULSD G10	189.90 P	29.20	50.41	5.04	55.45	13562	292	10.0	19.0
	24/04/24	17:32:21	BIBRA LAKE WA	7451	045111		ULT DSL	192.90 P	10.67	18.71	1.87	20.58	1365			
	25/04/24	05:05:08	SUCCESS WA	5992	029620		ULT DSL	193.71	17.46	30.75	3.07	33.82	13872			
							DIESEL		668.92	1167.51	116.75	1284.26				
						TOTAL	THIS PERIOD		668.92	1,167.51	116.75	1,284.26		6694	10.0	19.2
							YEAR TO DATE		1,312.46	2,296.88	229.68	2,526.56		12005	10.9	21.0
Cost Centre			5762				DIESEL		668.92	1167.51	116.75	1284.26				
						TOTAL	THIS PERIOD		668.92	1,167.51	116.75	1,284.26		6694	10.0	19.2
							YEAR TO DATE		1,312.46	2,296.88	229.68	2,526.56		12005	10.9	21.0
7050 15405338 03807 1HFK120 5971 WHITE FORD RANGER UTILITY	26/04/24	17:03:56	NAVAL BASE WA	7770	020158		ULT DSL	188.90 P	73.77	126.68	12.67	139.35	40147	903	8.2	15.4
							DIESEL		73.77	126.68	12.67	139.35				
						TOTAL	THIS PERIOD		73.77	126.68	12.67	139.35		903	8.2	15.4
							YEAR TO DATE		207.35	354.27	35.43	389.70		2456	8.4	15.9

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
Cost Centre			5971				DIESEL		73.77	126.68	12.67	139.35				
						TOTAL	THIS PERIOD		73.77	126.68	12.67	139.35		903	8.2	15.4
							YEAR TO DATE		207.35	354.27	35.43	389.70		2456	8.4	15.9
7050 15405338 04136	09/04/24	10:39:47	SUCCESS WA	5992	028928		ULP UNM	175.70 P	35.74	57.09	5.71	62.80	5004			
1GGP946 6911	22/04/24	10:27:23	SUCCESS WA	5992	010116		ULP UNM	189.70 P	37.78	65.15	6.52	71.67	50432			
SILVER HYUNDAI I30 HATCH							M/S		73.52	122.24	12.23	134.47				
						TOTAL	THIS PERIOD		73.52	122.24	12.23	134.47				
							YEAR TO DATE		182.74	309.28	30.93	340.21		1346	13.6	25.3
Cost Centre			6911				M/S		73.52	122.24	12.23	134.47				
						TOTAL	THIS PERIOD		73.52	122.24	12.23	134.47				
							YEAR TO DATE		182.74	309.28	30.93	340.21		1346	13.6	25.3
7050 15405338 04441	15/04/24	12:38:34	BIBRA LAKE WA	7451	044288		ULT DSL	192.90 P	71.88	126.05	12.61	138.66	4000	612	11.7	22.7
1IAN776 6931																
WHITE FORD RANGER							DIESEL		71.88	126.05	12.61	138.66				
						TOTAL	THIS PERIOD		71.88	126.05	12.61	138.66		612	11.7	22.7
							YEAR TO DATE		332.97	572.31	57.23	629.54		2290	14.5	27.5
Cost Centre			6931				DIESEL		71.88	126.05	12.61	138.66				
						TOTAL	THIS PERIOD		71.88	126.05	12.61	138.66		612	11.7	22.7
							YEAR TO DATE		332.97	572.31	57.23	629.54		2290	14.5	27.5
7050 15405338 04433	12/04/24	10:57:43	BIBRA LAKE WA	7451	044135		ULT DSL	192.24	74.25	129.76	12.98	142.74	4377	757	9.8	18.9
1IAN778 6941																
WHITE FORD RANGER							DIESEL		74.25	129.76	12.98	142.74				
						TOTAL	THIS PERIOD		74.25	129.76	12.98	142.74		757	9.8	18.9
							YEAR TO DATE		298.47	516.58	51.66	568.24		2974	10.0	19.1

BP Australia Pty Ltd
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MELBOURNE VIC 3001

BP Plus
Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527

CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
Cost Centre			6941				DIESEL		74.25	129.76	12.98	142.74				
						TOTAL	THIS PERIOD		74.25	129.76	12.98	142.74		757	9.8	18.9
							YEAR TO DATE		298.47	516.58	51.66	568.24		2974	10.0	19.1
7050 15405338 00787	31/03/24	21:50:43	PIARA WATERS WA	1110	009729		ULT DSL	192.90 P	50.03	87.74	8.77	96.51	57012			
1DMM606 7602	14/04/24	19:04:26	SUCCESS WA	5992	029200		ULT DSL	190.24	69.76	120.65	12.06	132.71	57095	83	84.0	159.9
WHITE IZUZU TRUCK	22/04/24	20:19:22	PIARA WATERS WA	1110	010667		ULT DSL	192.90 P	32.02	56.15	5.62	61.77	777			
	23/04/24	22:19:48	BALDIVIS WA	7375	036145		ULT DSL	193.71	35.02	61.67	6.17	67.84	57194			
	26/04/24	05:49:33	PIARA WATERS WA	1110	010805		ULT DSL	192.90 P	43.12	75.62	7.56	83.18	57275	81	53.2	102.7
							DIESEL		229.95	401.83	40.18	442.01				
						TOTAL	THIS PERIOD		229.95	401.83	40.18	442.01		164	140.2	269.5
							YEAR TO DATE		1,393.73	2,415.28	241.54	2,656.82		836	166.7	317.8
Cost Centre			7602				DIESEL		229.95	401.83	40.18	442.01				
						TOTAL	THIS PERIOD		229.95	401.83	40.18	442.01		164	140.2	269.5
							YEAR TO DATE		1,393.73	2,415.28	241.54	2,656.82		836	166.7	317.8
7050 15405338 03757	03/04/24	10:46:02	BIBRA LAKE WA	7451	010538		ULT DSL	192.78	67.26	117.88	11.79	129.67	64356	744	9.0	17.4
1HDS430 7922	16/04/24	14:28:40	BIBRA LAKE WA	7451	010819		ULT DSL	192.90 P	66.89	117.30	11.73	129.03	65076	720	9.3	17.9
WHITE FORD RANGER UTILITY							DIESEL		134.15	235.18	23.52	258.70				
						TOTAL	THIS PERIOD		134.15	235.18	23.52	258.70		1464	9.2	17.7
							YEAR TO DATE		463.53	805.41	80.55	885.96		4955	9.4	17.9
Cost Centre			7922				DIESEL		134.15	235.18	23.52	258.70				
						TOTAL	THIS PERIOD		134.15	235.18	23.52	258.70		1464	9.2	17.7
							YEAR TO DATE		463.53	805.41	80.55	885.96		4955	9.4	17.9
7050 15405338 02692	24/04/24	12:48:39	BIBRA LAKE WA	7451	045066		ULT DSL	192.90 P	45.34	79.51	7.95	87.46	98425	628	7.2	13.9
1GJT235 7951																
WHITE HYUNDAI I30 HATCH							DIESEL		45.34	79.51	7.95	87.46				
						TOTAL	THIS PERIOD		45.34	79.51	7.95	87.46		628	7.2	13.9
							YEAR TO DATE		266.07	458.77	45.88	504.65		2551	10.4	19.8

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BP Australia Pty Ltd
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MELBOURNE VIC 3001

BP Plus
Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527

CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)	Odo meter (km)	KM Span	Litres/ 100km	Cents /km
Cost Centre			7951				DIESEL		45.34	79.51	7.95	87.46				
						TOTAL	THIS PERIOD		45.34	79.51	7.95	87.46		628	7.2	13.9
							YEAR TO DATE		266.07	458.77	45.88	504.65		2551	10.4	19.8
7050 15405338 04243 1HTF631 7952 WHITE FORD RANGER UTILITY	08/04/24	12:26:10	BIBRA LAKE WA	7451	043725		ULT DSL	192.24	67.44	117.86	11.79	129.65	12017	679	9.9	19.1
							DIESEL		67.44	117.86	11.79	129.65				
						TOTAL	THIS PERIOD		67.44	117.86	11.79	129.65		679	9.9	19.1
							YEAR TO DATE		261.38	452.22	45.22	497.44		1286	20.3	38.7
Cost Centre			7952				DIESEL		67.44	117.86	11.79	129.65				
						TOTAL	THIS PERIOD		67.44	117.86	11.79	129.65		679	9.9	19.1
							YEAR TO DATE		261.38	452.22	45.22	497.44		1286	20.3	38.7
7050 15405338 02601 1GIR690 7961 WHITE MITSUBISHI TRITON UTE	09/04/24	16:05:24	BIBRA LAKE WA	7451	043867		ULSD G10	189.90 P	45.83	79.12	7.91	87.03	45142	382	12.0	22.8
							DIESEL		45.83	79.12	7.91	87.03				
						TOTAL	THIS PERIOD		45.83	79.12	7.91	87.03		382	12.0	22.8
							YEAR TO DATE		238.72	409.09	40.90	449.99		1448	16.5	31.1
Cost Centre			7961				DIESEL		45.83	79.12	7.91	87.03				
						TOTAL	THIS PERIOD		45.83	79.12	7.91	87.03		382	12.0	22.8
							YEAR TO DATE		238.72	409.09	40.90	449.99		1448	16.5	31.1
7050 15405338 04540 HIRE 82096200 WASTE EDUCATION	03/04/24 10/04/24 17/04/24 24/04/24	13:49:21 14:26:34 13:49:27 15:01:52	BIBRA LAKE WA BIBRA LAKE WA BIBRA LAKE WA BIBRA LAKE WA	7451 7451 7451 7451	043360 043966 044514 045086		ULT DSL ULT DSL ULSD G10 ULSD G10	192.78 192.24 189.90 P 189.90 P	5.93 7.32 4.77 4.64	10.39 12.79 8.24 8.01	1.04 1.28 0.82 0.80	11.43 14.07 9.06 8.81	45245 51449 51783 12998	334	1.4	2.7
							DIESEL		22.66	39.43	3.94	43.37				
						TOTAL	THIS PERIOD		22.66	39.43	3.94	43.37		334	6.8	13.0
							YEAR TO DATE		34.40	60.02	6.00	66.02		334	10.3	19.8

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CITY OF COCKBURN

CITY OF COCKBURN
Accounts Payable (Invoice Only) PO 067775
PO Box 1215
BIBRA LAKE DC PRIVATE BOXES WA 6965

Account Number: 0050188034 Customer Number: 0115405338
Period Starting: 01/04/2024 Period Ending: 30/04/2024

Date: 30/04/2024

Card Number Vehicle/Driver	Date	Time	Purchase Location	Site No.	Receipt Number	Customer Reference	Product/Service					Odo meter (km)	KM Span	Litres/ 100km	Cents /km
							Description	CPL Price	Litres	Total Exc GST ($)	GST ($)	Total Inc GST ($)					
Cost Centre			82096200				DIESEL		22.66	39.43	3.94	43.37				
						TOTAL	THIS PERIOD		22.66	39.43	3.94	43.37		334	6.8	13.0
							YEAR TO DATE		34.40	60.02	6.00	66.02		334	10.3	19.8
							ADBLUE		18.77	34.11	3.41	37.52				
							DIESEL		12128.16	21190.10	2118.99	23309.09				
							M/S		1898.60	3269.11	326.87	3595.98				
CUSTOMER TOTAL						GRAND TOTAL	THIS PERIOD		14,045.53	24,493.32	2,449.27	26,942.59		118158	11.9	22.8
							YEAR TO DATE		63,401.81	108,661.11	10,866.18	119,527.29		492081	12.9	24.3

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City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 29-Feb-2024 and 28-Mar-2024

Date	Service Provider	Card Liability	Description
CEO		**26.32**	
4/03/2024	WILSON PARKING PER031 DANIEL SIMMS	26.32	Parking Expenses
Chief Operations Officer		**- 421.27**	
29/02/2024	CEDA	- 796.00	Training & Professional Development
4/03/2024	CPP Convention Centre	24.23	Parking Expenses
20/03/2024	INDEPENDENT OFFICE SOL	322.50	Supplies and Materials Purchases
27/03/2024	WANEWSDTI	28.00	Subscriptions and Memberships
Acting Director Corporate and System Ser		**1,268.70**	
1/03/2024	CITY OF FREMANTLE	31.20	Motor Vehicle Expenses
13/03/2024	LOCAL GOVERNEMENT MANA	1,140.00	Conferences and Seminars
18/03/2024	BALSHAWS FLORIST	97.50	Office Supplies
Chief of Built and Natural Environment		**11.11**	
20/03/204	CPP Council House MR DANIEL ARNDT	11.11	Parking Expense
Waste Collection Supervisor		**793.37**	
8/03/2024	REPCO	30.00	Supplies and Materials Purchases
19/03/2024	BUNNINGS 303000	64.00	Supplies and Materials Purchases
15/03/2024	BOSS INDUSTRIAL	137.50	Supplies and Materials Purchases
18/03/2024	BUNNINGS 303000	139.58	Supplies and Materials Purchases
19/03/2024	SYNERGY BUSINESS SYS	312.40	Supplies and Materials Purchases
6/03/2024	OFFICEWORKS 0616	109.89	Supplies and Materials Purchases
Library Technology Coordinator		**1,295.11**	
18/03/2024	CHATGPT SUBSCRIPTION	33.50	Subscriptions and Memberships
18/03/2024	INTNL TRANSACTION FEE	0.84	Subscriptions and Memberships
8/03/2024	Windcave	390.96	Subscriptions and Memberships
6/03/2024	MAILCHIMP *MISC	635.11	Subscriptions and Memberships
15/03/2024	DREAMITHOS* DREAMIT HO	234.70	Subscriptions and Memberships
Adult Services Coordinator		**259.67**	
13/03/2024	MISS MAUD	167.85	Meeting/Workshop Catering
15/03/2024	COLES 0490	3.90	Meeting/Workshop Catering
6/03/2024	BUNNINGS 303000	87.92	Supplies and Materials Purchases
Senior Library Manager		**1,602.51**	
11/03/2024	AMAZON AU MARKETPLACE	259.99	Supplies and Materials Purchases
7/03/2024	RED DOT STORES	30.00	Supplies and Materials Purchases
11/03/2024	MYO*GREEN WORLD INDOOR	346.50	Hire of Equipment and Facilities
7/03/2024	YELLOW RAVEN CAFE	3.50	Supplies and Materials Purchases
12/03/2024	YELLOW RAVEN CAFE	3.50	Supplies and Materials Purchases
19/03/2024	YELLOW RAVEN CAFE	3.50	Supplies and Materials Purchases
8/03/2024	Interflora Australia U	123.00	Supplies and Materials Purchases
8/03/2024	OFFICEWORKS 0620	45.76	Supplies and Materials Purchases

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 29-Feb-2024 and 28-Mar-2024

Date	Service Provider	Card Liability	Description
8/03/2024	RED DOT STORES	96.00	Supplies and Materials Purchases
1/03/2024	BIG W 0444	98.50	Supplies and Materials Purchases
29/02/2024	OFFICEWORKS	152.27	Supplies and Materials Purchases
4/03/2024	Canva* 04078-18052025	164.99	Subscriptions and Memberships
7/03/2024	SPUD SHED	275.00	Supplies and Materials Purchases
Marketing and Customer Experience Lead		**1,033.20**	
1/03/2024	FACEBK *Y2N4EZFHE2	97.92	Supplies and Materials Purchases
26/03/2024	ADJUSTMENT TO ACCOUNT	155.88	Bank and Other Fees
26/03/2024	ADJUSTMENT TO ACCOUNT	155.88	Bank and Other Fees
26/03/2024	ADJUSTMENT TO ACCOUNT	155.88	Bank and Other Fees
25/03/2024	ADJUSTMENT TO ACCOUNT	155.88	Bank and Other Fees
25/03/2024	ADJUSTMENT TO ACCOUNT	155.88	Bank and Other Fees
25/03/2024	ADJUSTMENT TO ACCOUNT	155.88	Bank and Other Fees
Organisational Development Coordinator		**3,655.00**	
27/03/2024	Aust Institute of Mana	679.00	Training & Professional Development
27/03/2024	ST JOHN AMBULANCE AUST	170.00	Training & Professional Development
29/02/2024	ST JOHN AMBULANCE AUST	130.00	Training & Professional Development
1/03/2024	RLSSWA	260.00	Training & Professional Development
4/03/2024	MENTAL HEALTH FIRST	165.00	Training & Professional Development
6/03/2024	KELYN TRAINING SRVC	620.00	Training & Professional Development
11/03/2024	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
7/03/2024	Griffith University	957.00	Training & Professional Development
14/03/2024	RLSSWA	169.00	Training & Professional Development
15/03/2024	EB *Pre-Excavation Man	99.00	Training & Professional Development
15/03/2024	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
20/03/2024	ST JOHN AMBULANCE AUST	445.00	Training & Professional Development
7/03/2024	RLSSWA	- 169.00	Training & Professional Development
Waste Services Coordinator		**52.40**	
28/03/2024	BUNNINGS 303000	52.40	Supplies and Materials Purchases
Parks Operations Coordinator		**1,648.89**	
15/03/2024	DIRECTCOMMSUPPLIES	1,070.10	Supplies and Materials Purchases
7/03/2024	UNIDATA PTY LTD	495.00	Application, Licence, Registration Fees
7/03/2024	UNIDATA PTY LTD	83.79	Application, Licence, Registration Fees
Family & Community Development Manager		**459.26**	
18/03/2024	CITY OF PERTH PARKING-	13.63	Parking Expenses
18/03/2024	CITY OF PERTH PARKING-	13.63	Parking Expenses
4/03/2024	INDIGENOUSPSYCHSERVICE	432.00	Training & Professional Development
Head of Library and Cultural Services		**191.90**	
13/03/2024	Bread in Common	180.20	Meeting/Workshop Catering
13/03/2024	CITY OF FREMANTLE	11.70	Parking Expenses
Head of Information & Technology		**2,263.04**	
21/03/2024	PADDLE.NET* GOODNOTESL	231.00	Subscriptions and Memberships
13/03/2024	4CABLING AU	208.01	Supplies and Materials Purchases
11/03/2024	RIMPA	690.03	Subscriptions and Memberships
7/03/2024	NEXACU	595.00	Training & Professional Development

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City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 29-Feb-2024 and 28-Mar-2024

Date	Service Provider	Card Liability	Description
29/02/2024	IRIS CONSULTING GROUP	539.00	Training & Professional Development
Head of Planning		**886.20**	
26/03/2024	MAIN ROADS WA DON AITK	385.00	Training & Professional Development
22/03/2024	MISS MAUD	501.20	Meeting/Workshop Catering
Art and Culture Coordinator		**863.43**	
5/03/2024	SPOTLIGHT 104	34.00	Supplies and Materials Purchases
15/03/2024	BUNNINGS 303000	36.98	Supplies and Materials Purchases
13/03/2024	BUNNINGS 467000	55.63	Supplies and Materials Purchases
19/03/2024	FARMER JACKS SPEARWO	31.99	Meeting/Workshop Catering
21/03/2024	DRACA FARM PTY LTD	91.00	Supplies and Materials Purchases
22/03/2024	TONY ALE FRUIT & VEGET	78.97	Meeting/Workshop Catering
21/03/2024	FRESH PROVISIONS	230.00	Meeting/Workshop Catering
18/03/2024	DRACA FARM PTY LTD	111.00	Supplies and Materials Purchases
22/03/2024	TONY ALE FRUIT & VEGET	99.00	Meeting/Workshop Catering
15/03/2024	OFFICEWORKS 0614	30.00	Office Supplies
14/03/2024	THE FINISHING TOUCH	25.00	Supplies and Materials Purchases
4/03/2024	BUNNINGS 467000	25.92	Supplies and Materials Purchases
4/03/2024	OFFICEWORKS 0614	13.94	Supplies and Materials Purchases
City Facilities Coordinator		**1,520.94**	
21/03/2024	300Pin* Chargefox Pty	429.00	Supplies and Materials Purchases
27/03/2024	FRANZ BUILDING SUPPL	179.54	Supplies and Materials Purchases
27/03/2024	LP FREESE AND PG FREES	280.00	Supplies and Materials Purchases
27/03/2024	SEC*CITY OF COCKBURN	632.40	Bank and Other Fees
BRANCH MANAGER - SPEARWOOD		**867.31**	
6/03/2024	MYO*GREEN WORLD INDOOR	207.90	Professional Services
6/03/2024	NEVERFAIL SPRINGWTR	46.20	Supplies and Materials Purchases
6/03/2024	WANEWSDTI	613.21	Subscriptions and Memberships
Civil Infrastructure Manager		**3.91**	
15/03/2024	WESTERN POWER	- 495.00	Supplies and Materials Purchases
26/03/2024	WESTERN POWER	498.91	Supplies and Materials Purchases
Fleet Manager		**2,668.68**	
22/03/2024	SQ *UNITED SAFETY & SU	599.80	Motor Vehicle Expenses
21/03/2024	AAA Windscreens Roc	223.63	Motor Vehicle Expenses
12/03/2024	WA GOVERNMENT - DEMIRS	1,382.00	Application, Licence, Registration Fees
8/03/2024	Wheels Media	179.00	Subscriptions and Memberships
19/03/2024	TOTAL TOOLS OCONNOR	74.15	Equipment Purchases
8/03/2024	Wheels Media	179.00	Subscriptions and Memberships
29/02/2024	DOT - LICENSING	31.10	Motor Vehicle Expenses
Fire and Emergency Management Manager		**164.00**	
5/03/2024	OCONNOR RETRAVISION	164.00	Supplies and Materials Purchases
Recycling Supervisor		**794.93**	
21/03/2024	BUNNINGS 303000	217.08	Supplies and Materials Purchases
22/03/2024	COLES 0494	258.85	Supplies and Materials Purchases
13/03/2024	21st Century Business	99.00	Supplies and Materials Purchases

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 29-Feb-2024 and 28-Mar-2024

Date	Service Provider	Card Liability	Description
6/03/2024	SAFETY ZONE	220.00	Supplies and Materials Purchases
Seniors and Childcare Manager		**825.00**	
25/03/2024	CARRINGTON'S BAR & G	825.00	Events and Functions
Manager Advocacy and Engagement		**2,110.00**	
11/03/2024	EZI*Aha! Consulting	1,045.00	Training & Professional Development
14/03/2024	BIGW ONLINE	20.00	Supplies and Materials Purchases
11/03/2024	EZI*Aha! Consulting	1,045.00	Training & Professional Development
Senior Home Care Package Coordinator		**561.70**	
6/03/2024	OFFICEWORKS 0616	44.55	Supplies and Materials Purchases
11/03/2024	AC MOBILITY	73.10	Equipment Purchases
11/03/2024	MICHAELS-PRODUCTS	61.85	Supplies and Materials Purchases
8/03/2024	WOOLWORTHS 4367	18.25	Supplies and Materials Purchases
15/03/2024	DOT - LICENSING	145.00	Application, Licence, Registration Fees
20/03/2024	TABTIMER PTY LTD	218.95	Equipment Purchases
Youth Services Manager		**827.87**	
7/03/2024	Games World Booragoon	129.99	Supplies and Materials Purchases
11/03/2024	Subway Gateway	139.00	Events and Functions
1/03/2024	KG TRAINING	200.00	Program Costs
4/03/2024	INTNL TRANSACTION FEE	3.70	Subscriptions and Memberships
4/03/2024	BITLY.COM	148.03	Subscriptions and Memberships
14/03/2024	Dominos Estore Success	98.15	Events and Functions
22/03/2024	JB HI FI COCKBURN	109.00	Equipment Purchases
Events Coordinator		**813.84**	
1/03/2024	WOOLWORTHS 4367	42.93	Meeting/Workshop Catering
29/02/2024	A JS COSTUME HIRE	210.00	Events and Functions
15/03/2024	SPACETOCO VENUE HIRE	150.00	Hire of Equipment and Facilities
11/03/2024	UNITED ANKETELL NORT	126.16	Motor Vehicle Expenses
1/03/2024	EIA (WA)	508.75	Subscriptions and Memberships
1/03/2024	SPACETOCO VENUE HIRE	- 224.00	Hire of Equipment and Facilities
COMMUNITY DEVELOPMENT MANAGER		**890.33**	
1/03/2024	FARMER JACKS SPEARWO	54.94	Meeting/Workshop Catering
1/03/2024	Subway Spearwood 19850	165.50	Meeting/Workshop Catering
7/03/2024	SPACETOCO VENUE HIRE	76.50	Meeting/Workshop Catering
15/03/2024	COLES 0490	21.05	Training & Professional Development
12/03/2024	Dominos Estore Spearwo	96.95	Meeting/Workshop Catering
12/03/2024	Tickets*Bunuru Soc	400.00	Conferences and Seminars
20/03/2024	SQ *CAFFISSIMO PHOENIX	16.50	Meeting/Workshop Catering
21/03/2024	TUCKER FRESH TREEBY	7.08	Training & Professional Development
26/03/2024	SCAVACI IGA	51.81	Meeting/Workshop Catering
Library Technician		**414.12**	
22/03/2024	SANITY WEB STORE	19.99	Supplies and Materials Purchases
8/03/2024	Booktopia Pty Ltd	217.14	Supplies and Materials Purchases
21/03/2024	Booktopia Pty Ltd	176.99	Supplies and Materials Purchases
Collection Development Librarian		**1,529.40**	

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Date	Service Provider	Card Liability	Description
25/03/2024	BOLINDA PUBLISHING	282.71	Supplies and Materials Purchases
22/03/2024	BOLINDA PUBLISHING	808.74	Supplies and Materials Purchases
14/03/2024	Rabble Books & Game	70.00	Supplies and Materials Purchases
1/03/2024	Booktopia Pty Ltd	109.84	Supplies and Materials Purchases
25/03/2024	Booktopia Pty Ltd	148.18	Supplies and Materials Purchases
22/03/2024	BIGW ONLINE	26.00	Supplies and Materials Purchases
18/03/2024	OFFICEWORKS	83.93	Supplies and Materials Purchases
Health Promotion Officer		**1,551.67**	
1/03/2024	KMART 1362	600.50	Supplies and Materials Purchases
29/02/2024	OFFICEWORKS	270.00	Supplies and Materials Purchases
22/03/2024	BUNNINGS 729000	226.44	Supplies and Materials Purchases
1/03/2024	BIG W 0444	367.65	Supplies and Materials Purchases
18/03/2024	SPACETOCO VENUE HIRE	- 38.00	Hire of Equipment and Facilities
12/03/2024	OTR COMO	4.99	Supplies and Materials Purchases
12/03/2024	OTR COMO	4.99	Supplies and Materials Purchases
11/03/2024	COLES 0340	15.10	Supplies and Materials Purchases
29/02/2024	KMART	100.00	Supplies and Materials Purchases
Head of Sustainability and Environmen		**1,863.56**	
13/03/2024	GILBERTS FRESH HILTON	214.97	Events and Functions
21/03/2024	MED*ALDIMobile	17.00	Supplies and Materials Purchases
19/03/2024	GILBERTS FRESH HILTON	174.98	Events and Functions
5/03/2024	OFFICEWORKS	140.31	Supplies and Materials Purchases
26/03/2024	PAYPAL *CREATEMYFUT	251.30	Supplies and Materials Purchases
20/03/2024	PERTH SCUBA	1,065.00	Professional Services
Customer Experience Coordinator		**- 100.99**	
7/03/2024	INTNL TRANS FEE REFUND	- 2.46	Disputed Charges
7/03/2024	MISCELLANEOUS CREDIT	- 98.53	Disputed Charges
Coordinator Work Health and Safety		**655.19**	
26/03/2024	BREATHALYSER SALES	396.00	Application, Licence, Registration Fees
27/03/2024	OFFICEWORKS 0616	168.30	Office Supplies
13/03/2024	TOTALLY WORK WEAR FR	90.89	Supplies and Materials Purchases
CHILDREN'S DEVELOPMENT OFFICER		**56.80**	
19/03/2024	WOOLWORTHS 4367	56.80	Supplies and Materials Purchases
YOUNG PEOPLES SERVICES COORDINATOR		**1,932.86**	
11/03/2024	Booktopia Pty Ltd	307.34	Supplies and Materials Purchases
18/03/2024	AMAZON AU RETAIL	48.95	Supplies and Materials Purchases
8/03/2024	BIGW ONLINE	270.45	Supplies and Materials Purchases
7/03/2024	AMAZON AU RETAIL	32.44	Supplies and Materials Purchases
1/03/2024	WANDERINGBOOKS	49.97	Supplies and Materials Purchases
6/03/2024	CD-SOFT	983.66	Supplies and Materials Purchases
6/03/2024	OFFICEWORKS	124.20	Supplies and Materials Purchases
1/03/2024	BOOKS AT MANIC	59.90	Supplies and Materials Purchases
1/03/2024	SP HARRY HARTOG	55.95	Supplies and Materials Purchases
Head of Property and Assets		**455.69**	
29/02/2024	TOTALLY WORK WEAR FR JOSEPH SARACENI	455.69	Supplies and Materials Purchases

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Ranger Services Manager		**1,896.36**	
21/03/2024	EZI*VisiMax	165.40	Supplies and Materials Purchases
1/03/2024	WILSON PARKING PER113	9.11	Parking Expenses
29/02/2024	Lucid Software Inc.	15.40	Subscriptions and Memberships
11/03/2024	OFFICEWORKS	1,236.72	Office Supplies
26/03/2024	PETSTOCK PTY LTD	200.82	Supplies and Materials Purchases
28/03/2024	WILSON PARKING PER113	25.31	Parking Expenses
5/03/2024	DEPT OF JUSTICE-CTG PA	243.60	Application, Licence, Registration Fees
Seniors Centre Coordinator		**3,568.57**	
14/03/2024	PAPERWARE	549.45	Events and Functions
13/03/2024	BUNNINGS GROUP LTD	65.00	Equipment Purchases
14/03/2024	MICCA MARKETING	1,399.00	Program Costs
20/03/2024	CITY OF PERTH	77.00	Parking Expenses
20/03/2024	KMART 1088	49.00	Events and Functions
21/03/2024	SMP*Crib Lane	24.36	Events and Functions
21/03/2024	SPACETOCO VENUE HIRE	247.00	Hire of Equipment and Facilities
8/03/2024	OFFICEWORKS	41.83	Program Costs
1/03/2024	CARROLL RICHARDSON-FLA	417.56	Events and Functions
19/03/2024	SALTBUSHTRAIN240508NB	300.00	Events and Functions
19/03/2024	SALTBUSHTRAIN240605NB	80.00	Events and Functions
1/03/2024	Military Shop	318.37	Events and Functions
Young Peoples Services Librarian		**734.99**	
25/03/2024	BIG W 0455	30.00	Supplies and Materials Purchases
27/03/2024	Booktopia Pty Ltd	306.09	Supplies and Materials Purchases
12/03/2024	JAYCAR PTY LTD	408.90	Supplies and Materials Purchases
29/02/2024	BIGW ONLINE	- 10.00	Supplies and Materials Purchases
Executive Officer		**6,078.26**	
29/02/2024	FAIRFAX SUBSCRIPTIONS	59.00	Subscriptions and Memberships
8/03/2024	QANTAS	70.00	Travel and Accommodation
8/03/2024	QANTAS	70.00	Travel and Accommodation
29/02/2024	QANTAS	2,000.84	Conferences and Seminars
29/02/2024	QANTAS	5.00	Travel and Accommodation
25/03/2024	QANTAS	2,021.42	Travel and Accommodation
25/03/2024	QANTAS	75.00	Travel and Accommodation
25/03/2024	QANTAS	75.00	Travel and Accommodation
25/03/2024	TRYBOOKING*National Gr	1,702.00	Conferences and Seminars
SENIOR CENTRE PROGRAMS BOOKING OFFICER		**7,996.24**	
20/03/2024	Captain Cook*27NDRN	202.50	Events and Functions
13/03/2024	FAIRBRIDGE WA INC	828.00	Events and Functions
13/03/2024	TM *TICKETMASTERAU	5,298.75	Events and Functions
12/03/2024	Canva* 04087-14148831	164.99	Subscriptions and Memberships
14/03/2024	Ravenswood Hotel	1,127.00	Events and Functions
14/03/2024	TONY AVELING & ASSOCIA	375.00	Training & Professional Development
Executive Governance and Strategy		**1,692.00**	
22/03/2024	WESTERN AUSTRALIAN LOC	638.00	Training & Professional Development
7/03/2024	GOVERNANCE INSTITUTE	540.00	Conferences and Seminars

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Date	Service Provider	Card Liability	Description
4/03/2024	OFFICEWORKS	514.00	Equipment Purchases
Waste Services Manager		**2,886.51**	
25/03/2024	Cockburn Sewing Centr	1,575.00	Supplies and Materials Purchases
1/03/2024	BUNNINGS 303000	57.89	Supplies and Materials Purchases
4/03/2024	BIOME	225.00	Supplies and Materials Purchases
8/03/2024	BUNNINGS 303000	40.64	Supplies and Materials Purchases
18/03/2024	K. SANDHU AND SONS PTY	7.90	Meeting/Workshop Catering
18/03/2024	HAMILTON HILL IGA	14.88	Meeting/Workshop Catering
22/03/2024	SHOP FOR SHOPS	188.00	Supplies and Materials Purchases
25/03/2024	SPOTLIGHT PTY LTD	668.20	Supplies and Materials Purchases
21/03/2024	OFFICEWORKS 0604	109.00	Supplies and Materials Purchases
Head of Develop Assessment & Compliance		**188.97**	
19/03/2024	SP ASTRA CASES AUSTRAL	188.97	Equipment Purchases
Support Services Lead		**812.25**	
27/03/2024	COLES 0333	111.12	Meeting/Workshop Catering
28/03/2024	Prof Psych Services	242.00	Training & Professional Development
27/03/2024	ALDI STORES - SOUTH LA	15.53	Meeting/Workshop Catering
27/03/2024	LAKES BAKERY & PATIS	9.80	Meeting/Workshop Catering
15/03/2024	CITY OF FREMANTLE	7.80	Parking Expenses
15/03/2024	SPACETOCO VENUE HIRE	259.00	Hire of Equipment and Facilities
21/03/2024	WESTFIELD CAROUSEL	11.00	Parking Expenses
22/03/2024	SPACETOCO VENUE HIRE	99.00	Hire of Equipment and Facilities
22/03/2024	SPACETOCO VENUE HIRE	57.00	Hire of Equipment and Facilities
Cockburn ARC Manager		**4,679.64**	
20/03/2024	Express Online Trainin	44.59	Training & Professional Development
21/03/2024	THOMAS FINDLAY GROUP	1,485.00	Equipment Purchases
22/03/2024	THE GOOD GUYS WEB STOR	1,128.00	Equipment Purchases
22/03/2024	SLIMLINE WAREHOUSE	203.40	Equipment Purchases
19/03/2024	WWC-COMMUNITIES	87.00	Application, Licence, Registration Fees
15/03/2024	TERRYWHITE COCKBURN	41.85	Supplies and Materials Purchases
18/03/2024	JB HI FI COCKBURN	39.90	Equipment Purchases
15/03/2024	BIG W 0444	65.05	Supplies and Materials Purchases
15/03/2024	BUNNINGS 729000	89.23	Equipment Purchases
15/03/2024	WALER AUSTRALIA PTY	574.70	Supplies and Materials Purchases
13/03/2024	FLEX FITNESS EQUIPMENT	314.18	Equipment Purchases
29/02/2024	Express Online Trainin	57.74	Training & Professional Development
28/03/2024	ASSA LTD	549.00	Subscriptions and Memberships
Customer Experience Coordinator - ARC		**2,950.13**	
28/03/2024	INTNL TRANSACTION FEE	4.92	Bank and Other Fees
28/03/2024	COLES 0490	158.80	Supplies and Materials Purchases
28/03/2024	KMART 1362	33.00	Supplies and Materials Purchases
28/03/2024	KMART 1362	12.00	Supplies and Materials Purchases
28/03/2024	OFFICEWORKS	116.95	Supplies and Materials Purchases
28/03/2024	QUICKTAPSURVEY	196.77	Subscriptions and Memberships
27/03/2024	BIG W 0444	100.00	Supplies and Materials Purchases
7/03/2024	OUTGROW	177.58	Subscriptions and Memberships
6/03/2024	INTNL TRANSACTION FEE	13.72	Bank and Other Fees

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11/03/2024	COCKBURN ARC	65.00	Program Costs
27/03/2024	KMART 1362	38.00	Supplies and Materials Purchases
27/03/2024	RED DOT STORES	7.00	Supplies and Materials Purchases
11/03/2024	iStock.com	93.50	Subscriptions and Memberships
4/03/2024	Canva* 04078-8613910	17.99	Subscriptions and Memberships
5/03/2024	NAAVI PTY LTD	25.00	Subscriptions and Memberships
6/03/2024	KEEPME LTD	548.64	Subscriptions and Memberships
7/03/2024	INTNL TRANSACTION FEE	4.44	Bank and Other Fees
11/03/2024	COCKBURN ARC	1.00	Program Costs
11/03/2024	COCKBURN ARC	1.00	Program Costs
11/03/2024	EMAILMEFORM LLC	150.86	Subscriptions and Memberships
11/03/2024	INTNL TRANSACTION FEE	3.77	Bank and Other Fees
14/03/2024	CITY OF PERTH PARKING-	7.57	Parking Expenses
14/03/2024	COLES 0490	45.03	Supplies and Materials Purchases
18/03/2024	COCKBURN ARC	7.50	Program Costs
14/03/2024	OFFICEWORKS 0620	66.86	Supplies and Materials Purchases
18/03/2024	COLES 0490	17.00	Supplies and Materials Purchases
15/03/2024	SNAP ARMADALE	209.00	Supplies and Materials Purchases
18/03/2024	BIG W 0444	23.00	Supplies and Materials Purchases
25/03/2024	SLIMLINE WAREHOUSE D	128.24	Supplies and Materials Purchases
25/03/2024	SLIMLINE WAREHOUSE	675.99	Equipment Purchases

Branch Support Librarian **791.48**

11/03/2024	Booktopia Pty Ltd	109.30	Supplies and Materials Purchases
18/03/2024	FAIRFAX SUBSCRIPTIONS	99.00	Supplies and Materials Purchases
8/03/2024	SPACETOCO VENUE HIRE	21.25	Meeting/Workshop Catering
11/03/2024	SKINNYMIXERS	58.95	Supplies and Materials Purchases
11/03/2024	SKINNYMIXERS	46.95	Supplies and Materials Purchases
11/03/2024	JB HI-FI ONLINE	143.05	Supplies and Materials Purchases
11/03/2024	NEWS PTY LIMITED	72.00	Supplies and Materials Purchases
11/03/2024	PAYPAL *BOOKSWARAUS	73.00	Supplies and Materials Purchases
27/03/2024	PAYPAL *BOOKTOPIABO	164.48	Supplies and Materials Purchases
26/03/2024	YELLOW RAVEN CAFE	3.50	Supplies and Materials Purchases

Events and Culture Manager **782.76**

25/03/2024	BIG W 0455	38.80	Supplies and Materials Purchases
29/02/2024	THE CHAMBER OF ARTS AN	660.00	Subscriptions and Memberships
19/03/2024	OFFICEWORKS 0616	57.64	Supplies and Materials Purchases
21/03/2024	WILSON PARKING PER113	26.32	Parking Expenses

Executive officer to the Mayor and Counc **7,077.40**

26/03/2024	QANTAS	862.60	Travel and Accommodation
8/03/2024	VIRGIN AU	526.59	Travel and Accommodation
7/03/2024	PLANNING INSTITUTE OF	2,365.00	Travel and Accommodation
13/03/2024	VIRGIN AU	- 49.80	Travel and Accommodation
13/03/2024	WALGA EVENTS	190.00	Conferences and Seminars
11/03/2024	Pullman Bunker Bay OPI	58.81	Travel and Accommodation
25/03/2024	ACCOR* THE SEBEL KIAMA	650.00	Travel and Accommodation
21/03/2024	EB *Business Breakfast	19.00	Events and Functions
25/03/2024	QANTAS	753.20	Travel and Accommodation
25/03/2024	TRYBOOKING*National Gr	1,702.00	Conferences and Seminars

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Date	Service Provider	Card Liability	Description
Manager Business & Economic Development		**710.49**	
19/03/2024	City of Joondalup	5.20	Parking Expenses
6/03/2024	OFFICEWORKS	109.98	Office Supplies
1/03/2024	CITY OF PERTH PARKING-	6.56	Parking Expenses
8/03/2024	MENTIMETER PRO	462.06	Office Supplies
8/03/2024	INTNL TRANSACTION FEE	11.55	Bank and Other Fees
7/03/2024	CITY OF VINCENT	7.14	Parking Expenses
12/03/2024	TELSTRA SERVICES	108.00	Disputed Transaction
Head of Community Safety and Ranger Serv		**154.00**	
27/03/2024	Subway Beeliar	154.00	Events and Functions
Streetscapes Coordinator		**215.85**	
22/03/2024	JAYCAR PTY LTD	215.85	Equipment Purchases
MANAGER LIBRARIES AND ACTIVATION - COOLB		**1,480.09**	
13/03/2024	WOOLWORTHS 4703	10.00	Supplies and Materials Purchases
22/03/2024	A1 BOXES AND PARTS	48.00	Supplies and Materials Purchases
13/03/2024	WOOLWORTHS 4703	6.20	Supplies and Materials Purchases
20/03/2024	WOOLWORTHS 4703	30.00	Supplies and Materials Purchases
Social Club Coordinator		**1,385.89**	
13/03/2024	HAMPTON ROAD NEWS	20.00	Office Supplies
13/03/2024	WOOLWORTHS 4387	24.00	Office Supplies
27/03/2024	WOOLWORTHS 4703	30.99	Office Supplies
20/03/2024	Woolworths Online	83.00	Consumables
25/03/2024	Woolworths Online	91.70	Consumables
27/03/2024	WOOLWORTHS 4703	95.35	Consumables
11/03/2024	Woolworths Online	112.70	Consumables
18/03/2024	Woolworths Online	288.50	Consumables
18/03/2024	Woolworths Online	295.00	Consumables
1/03/2024	Woolworths Online	344.65	Consumables
Acting Manager Public Health and Buildin		**9.00**	
14/03/2024	SP 166 Railway Parade	9.00	Parking Expenses
Communications and Marketing Manager		**9,785.60**	
25/03/2024	FACEBK *FV94B2YMT2	1,250.00	Advertising
22/03/2024	ZEN*GCS	107.35	Equipment Purchases
20/03/2024	FACEBK *PAJ5F2U8H2	760.24	Advertising
20/03/2024	Google ADS5683592141	1,000.00	Advertising
15/03/2024	FACEBK YYX622YMT2	1,261.67	Advertising
18/03/2024	FACEBK *CSEQG28MT2	1,250.00	Advertising
13/03/2024	INTNL TRANSACTION FEE	0.08	Bank and Other Fees
13/03/2024	PAYMENT - THANK YOU	- 5,659.35	Advertising
13/03/2024	PIXLR - pixlr.com	3.02	Subscriptions and Memberships
4/03/2024	FACEBK *ZW6K2ZK8H2	1,375.00	Advertising
4/03/2024	Google ADS5683592141	293.46	Advertising
4/03/2024	WILSON PARKING AUSTRAL	48.60	Parking Expenses
1/03/2024	FACEBK *LTQ2JZPMT2	413.82	Advertising
7/03/2024	FACEBK *9TB883Q8H2	1,375.00	Advertising
11/03/2024	FACEBK *DBGLVZPMT2	1,250.00	Advertising

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11/03/2024	FACEBK *HCL9VZ3NT2	1,250.00	Advertising
11/03/2024	FACEBK *PGUSUZPMT2	1,250.00	Advertising
11/03/2024	FACEBK *QHRV628MT2	1,250.00	Advertising
11/03/2024	FACEBK *WQ5F3Z3MT2	1,250.00	Advertising
26/03/2024	INTNL TRANSACTION FEE	0.04	Bank and Other Fees
26/03/2024	LNK.BIO	1.52	Subscriptions and Memberships
27/03/2024	BITLY.COM	53.80	Subscriptions and Memberships
27/03/2024	INTNL TRANSACTION FEE	1.35	Bank and Other Fees
Cockburn Resource Recovery Park Manager		**176.70**	
4/03/2024	REPCO	43.70	Supplies and Materials Purchases
22/03/2024	BUNNINGS 729000	133.00	Supplies and Materials Purchases
Youth Development Officer		**866.57**	
27/03/2024	Woolworths Online	87.80	Program Costs
1/03/2024	COLES 0490	116.25	Events and Functions
6/03/2024	SQ *JUSTCHILLIN VAN	320.00	Events and Functions
6/03/2024	LIV*Dominos Southlake	122.78	Events and Functions
6/03/2024	Woolworths Online	69.43	Program Costs
13/03/2024	Woolworths Online	51.81	Program Costs
20/03/2024	Woolworths Online	98.50	Program Costs
Strategic Procurement Manager		**10,032.50**	
18/03/2024	BUNNINGS GROUP LTD	5,349.00	Supplies and Materials Purchases
15/03/2024	Informa PLC	654.50	Conferences and Seminars
25/03/2024	MINI MBA	3,534.00	Training & Professional Development
19/03/2024	AMDA FOUNDATION	495.00	Conferences and Seminars
Events Officer		**1,982.56**	
20/03/2024	THE REJECT SHOP	39.00	Events and Functions
1/03/2024	THE MILKY MONSTER	500.00	Events and Functions
18/03/2024	FLOWER STATION WA	70.76	Events and Functions
13/03/2024	SQ *JUSTCHILLIN VAN	1,372.80	Events and Functions
Manager Recreation Services		**84.36**	
1/03/2024	INTNL TRANSACTION FEE	0.24	Bank and Other Fees
1/03/2024	IGLOOCOMPANY	9.57	Subscriptions and Memberships
6/03/2024	POST SPEARWOOD LPO	12.10	Office Supplies
14/03/2024	BIG W 0455	15.00	Office Supplies
20/03/2024	SOUND BUSINESS EQUIPME	22.00	Office Supplies
18/03/2024	CAFE ROYAL CHAOS COCKB	25.45	Meeting/Workshop Catering
Head of Recreation Infrastructure & Svcs		**-**	
12/03/2024	OFFICEWORKS	0.68	Equipment Purchases
12/03/2024	OFFICEWORKS	- 0.68	Equipment Purchases
Citizenship and Civic Services Superviso		**407.88**	
8/03/2024	COSTCO WHOLESALE AUSTR	407.88	Meeting/Workshop Catering
Senior Youth Outreach Worker		**18.67**	
1/03/2024	ANNUAL FEE	18.67	Bank and Other Fees

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Date	Service Provider	Card Liability	Description
City Facilities Manager		**1,829.54**	
20/03/2024	FRANZ BUILDING SUPPL	179.54	Supplies and Materials Purchases
26/03/2024	FIRST AID DISTRIB	1,650.00	Supplies and Materials Purchases
Community Development Coordinator		**1,133.64**	
15/03/2024	SPACETOCO VENUE HIRE	33.00	Hire of Equipment and Facilities
15/03/2024	WOOLWORTHS 4367	250.00	Program Costs
25/03/2024	COLES 0490	15.30	Meeting/Workshop Catering
4/03/2024	OFFICEWORKS 0616	69.88	Supplies and Materials Purchases
28/03/2024	Canva* 04103-11158343	164.99	Subscriptions and Memberships
15/03/2024	SQ *PERTH BOUNCY CASTL	393.47	Professional Services
25/03/2024	Subway Gateway	195.00	Meeting/Workshop Catering
25/03/2024	Subway Gateway	12.00	Meeting/Workshop Catering
Marina Manager		**1,178.14**	
26/03/2024	QANTAS	1,018.64	Travel and Accommodation
26/03/2024	QANTAS	12.50	Travel and Accommodation
27/03/2024	SEC*CITY OF COCKBURN	147.00	Application, Licence, Registration Fees
Library Technician		**1,767.64**	
18/03/2024	AMAZON AU MARKETPLACE	22.41	Supplies and Materials Purchases
26/03/2024	WOOLWORTHS 4367	9.60	Supplies and Materials Purchases
26/03/2024	BIG W 0455	40.00	Supplies and Materials Purchases
26/03/2024	PRICELESS DISCOUNTS PH	13.50	Supplies and Materials Purchases
27/03/2024	THE REJECT SHOP	30.00	Supplies and Materials Purchases
11/03/2024	BUNNINGS GROUP LTD	49.26	Supplies and Materials Purchases
12/03/2024	WWW.BOOBTOFOOD.COM	66.95	Supplies and Materials Purchases
1/03/2024	JB HI-FI ONLINE	219.81	Supplies and Materials Purchases
4/03/2024	WESTERN ANGLER	25.00	Supplies and Materials Purchases
4/03/2024	WESTERN ANGLER	45.00	Supplies and Materials Purchases
7/03/2024	WESTERN ANGLER	- 25.00	Supplies and Materials Purchases
1/03/2024	BIGW ONLINE	34.00	Supplies and Materials Purchases
1/03/2024	INTNL TRANSACTION FEE	1.73	Supplies and Materials Purchases
15/03/2024	BIGW ONLINE	68.00	Supplies and Materials Purchases
18/03/2024	Booktopia Pty Ltd	96.61	Supplies and Materials Purchases
15/03/2024	JB HI-FI ONLINE	264.75	Supplies and Materials Purchases
1/03/2024	WWW.ARCHAEOLOGY.ORG	69.32	Supplies and Materials Purchases
Child Care Services Manager		**736.70**	
11/03/2024	MYO*Harmony Kids	736.70	Professional Services
Economic Development Officer		**40.00**	
29/02/2024	SQ *THE GRIND REAPER	40.00	Supplies and Materials Purchases
Community Safety Manager		**116.70**	
18/03/2024	POST SOUTH FREMANTLE L	87.00	Application, Licence, Registration Fees
13/03/2024	IOT STORE	29.70	Supplies and Materials Purchases

Total Cards - 74	**$ 110,421.14**

14.3 Infrastructure Services

14.3.1 Consideration of Lease Agreement and Associated Management of Reserve 24308 (Naval Base Shacks)

Executive	A/Director Infrastructure Services
Author	Leasing and Licencing Officer
Attachments	1. Draft Lease ⇩ 2. Schedule of Submissions ⇩ 3. Site Plan ⇩ 4. Termination Summary **(Confidential)** 5. Legal Advice **(Confidential)** 6. Valuation Report **(Confidential)** 7. Management Plan ⇩ 8. Public Meeting Submissions ⇩

RECOMMENDATION
That Council:

(1) ENDORSES the CEO finalising the lease agreement for the Naval Base Shack site ('Shacks') including the below essential terms, subject to advertising in accordance with section 3.58 of the *Local Government Act 1995* (as required):

1. Five-year term commencing as soon as practical;
2. Further five-year term;
3. Lease fee of $3,250 per annum to be increased by CPI annually;
4. Demolition Levy of $330 per annum to be increased by CPI annually;
5. Conditions outlined within the body of this Report which include:
    (a) Compliance with local laws;
    (b) No approval of portable toilets;
    (c) Water usage in line with *Water Services Act 2012 (WA)*;
    (d) Persistent breach; and
6. Subject to the consent of the Minister for Lands;

(2) ENDORSES the attached Management Plan for Reserve 24308 for the management of the Reserve for the next 10 years, as outlined in this Report; and

(3) APPROVES the removal of the public toilets from Reserve 24308, and the installation of swipe access for the Naval Base Shack Lessee's only.

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Background

Council has received the following updates on the Naval Base Shacks:

1. Monthly Management Reports from March 2022 – April 2023
2. HUB Notifications – 20 March 2023; 8 January 2024
3. Elected Member Strategic Briefing Forums – 26 May 2022; 20 April 2023 (follow up meetings with Cr Widenbar and Cr Corke, who were apologies); 14 March 2024 (Capital and Operational Expense Findings)
4. Public Meeting on 10 April 2024

At the 10 May 2012 Ordinary Council Meeting, Council endorsed:

1. A proposed new leasing framework for the management of Reserve 24308 and the shack sites therein ('Shacks'); and
2. The development of a 10 year Management Plan for the Shacks, which included the following components:
    1. The lease assignment process;
    2. Internal office procedure;
    3. Emergency management procedures;
    4. Site maps;
    5. Facility management information;
    6. Detailed planning for infrastructure upgrades, including financial planning to ensure infrastructure upgrade costs are met through the lease fee and associated reserve funds.

The above frameworks were developed collaboratively via the Naval Base Shacks Community Reference Group ('NBSCRG') and public advertising.

At the 13 June 2017 Ordinary Council Meeting, Council consented to a further term of five years for the leases at the Shacks on the same terms and conditions, commencing 1 September 2017 and expiring 31 August 2022.

Since the expiration of the lease on 31 August 2022, the site has been operating under a holding over provision until a new lease agreement was finalised.

A proposed lease agreement was presented to Council at the 11 May 2023 Ordinary Council Meeting. An alternative recommendation was adopted, which required investigation into the capital and operational expenses at the site, with a view of having these costings inform a lease fee as opposed to a market valuation. A public meeting was hosted by the City on 10 May 2024 to deliver these findings to Elected Members, City Officers and the Lessees.

The new lease agreement for the Shacks ('lease') and an updated Management Plan were developed with reference to the previous 12 years of administering the site, with feedback collated via public advertisement with consideration of ad hoc stakeholder feedback that has been communicated throughout the course of the lease period.

There have been lessons learned over the initial lease term, and the City is seeking to include additional clauses in the otherwise effective lease agreement to address identified issues with the management of the Shacks.

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The Shacks continue to operate according to the endorsed Management Plan and holding over lease and are a well-utilised and enjoyed asset with a long standing and passionate user group.

Submission

The proposed lease agreement and management plan are intended to ensure the future management of the Shacks, and to support the City's administration of Shack structures and associated infrastructure.

This report seeks to clarify the existing lease and funding conditions, as well as the rationale for the outlined additional leasing terms that have been added to ensure adequate management of the Shacks for the new lease term.

Report

Background

Reserve 24308 is owned by the Crown (Department of Planning, Lands and Heritage) and managed by the City of Cockburn pursuant to a Management Order for the purposes of 'Recreation and Camping' with the power to lease for a period of 21 years.

The Shacks are comprised of 173 individual shack structures, built in a relatively similar, modest design of lightweight material. They are a good example of the holiday camps that used to exist along the Western Australian coastline. The Naval Base Shacks are the only shacks in existence within the Perth Metropolitan Region.

The social value for the families holidaying at the location since the 1930s contributes to the importance of the site, which is highly prized by the community who access it. The coastal amenity is also enjoyed by the public.

According to the postal addresses registered with the City, 41 of the 173 Lessees are City of Cockburn property owners. This equates to 24% of the user group at the Shacks.

Three (3) lease agreements have been terminated and these shacks will be demolished in accordance with the terms of the lease agreement. 170 lease agreements are being pursued, with City Officers intending to finalise with the stakeholders after Council endorsement and Minister for Lands consent is obtained. This is contingent on stakeholders having no arrears, providing their insurance documents and otherwise complying with the terms of their lease agreement.

Westport

There are many complexities to the management of the Shacks, with uncertainty having clouded the second term (2017-2022) due to the State Government's Westport Outer Harbor Project, and the unknown implications that this may have had on the future of the site.

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The City received clarification from the General Manager Planning, Westport Office in March 2022 regarding the potential interface between Westport and the Naval Base Shacks, noting that it "*seems unlikely that there would be substantial impacts on or implications associated with Westport…Westport therefore has no objects to the lease renewal's although note…advice below regarding engaging with the Department of Planning, Lands and Heritage Use Management division to discuss lease arrangements."*

Subsequent discussions with the Department of Planning, Lands and Heritage ('DPLH's) Land Use Management Division indicated that *"based on current planning and given the likely separation from the proposed port terminal and operations, it appears unlikely that there would be substantial impacts on, or implications associated with the proposed lease on Westport. As such we would have no issues with the proposed…lease."*

Pursuant to the requirements outlined in section 18 of the *Land Administration Act*, the Minister for Land's consent is required to enter into a lease agreement for Reserve 24308 – the proposed lease is subject to this consent being obtained and the City is not able to warrant that such consent will occur, despite the above communications with Westport and DPLH.

Communications

In collaboration with the City's Corporate Communications team, and in line with the City's Corporate Communications Plan for the Naval Base Shack lease, the City undertook the below communications with Naval Base Shack Lessees regarding the new lease.

August 2022	Letter to lessees in arrears and/or in breach of their lease obligations to allow them time to rectify their outstanding compliance issues.
November 2022	City's website updated with a proposed timeline for the new lease, which was updated with changes periodically
December 2022 – February 2023	City contacted lessees via a combination of email, phone and post to follow up outstanding breaches of lease obligations, the majority of which related to lease fee arrears and/or a failure to provide public liability insurance documents.
February 2023	A final notice letter was sent to lessees who had not provided insurance documents, with a deadline of 7 March 2023 to provide these documents
14 March 2023	A letter was sent to lessees who had adhered to the 7 March 2023 deadline, outlining the details of the proposed new lease terms and a summary of the next steps in the leasing process. Termination letters were sent to lessees who had failed to satisfy their leasing obligations, allowing for a further extension of the deadline until 28 March 2023.
March 2023	Given the large number of lessees who had failed to

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	undertake their obligations under the lease, the City progressed with advertising for the 145 lessees who were compliant.
4 April 2023	A second round of letters was sent to 19 lessees who had missed the first round of advertising due to not satisfying their obligations under the lease, but who had rectified this prior to the extension deadline of 28 March 2023. The intention was to ensure that as many lessees as possible were able to be offered a new lease, with best practice dictating the City terminate lease agreements where the lessees continue to fail to satisfy their lease obligations.
11 May 2023	City Officers presented proposed lease agreement to Council. Council provided alternative recommendation which deferred the adoption of the new lease until an investigation was undertaken regarding the operational and capital expenses at the site, and how this would inform a proposed lease fee.
June 2023 – August 2023	Feedback sought from all lessees, with a request to have information provided by 22 June 2023. This information was then collated and the City worked on refining/defining idea scope based on the feedback provided for Shack Owners.
August 2023 – September 2023	City Officers commenced procurement for outside contractor for refining project scope for capital works expenditure
15 September 2023	Summary of initial feedback provided to stakeholders
October 2023 – November 2023	Completed Operational Expenditure collation
November 2023 – December 2023	Architect/Quantitative Surveyor engaged to provide expert advice on proposed capital works projects and costing. Undertook site visit with contractor and City Officers 5 December 2023.
10 April 2024	City Officers hosted a public meeting to deliver the findings collated that relate to the operational and capital works expenditure to capture projected costs for formulation of lease fee.
12 May 2024	City Officers met with the Naval Base Holiday Association to receive their submission and outline the process following the Public Meeting.

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The City has endeavoured to keep all Shack lessees appraised of the timeline and steps involved in developing a new lease, with a Frequently Asked Questions page maintained on the City's website; and both a timeline and information regarding the steps of the leasing process available on the website.

The City cannot justify the resources required to write, email and call each of the 173 lessees multiple times to reiterate their requirements under the lease.

It is important to that the Shacks have hold a strong emotional connection for many of the lessees, and a more involved communication strategy may need to be investigated in the future to ensure that all lessees are comfortable with the process.

Lessees are required to perform their lease obligations. While the City plays a supportive role in explaining these obligations, it is up to each individual lessee to maintain a compliant Shack profile with the City.

This includes ensuring that their contact details remain up to date. Delays have been caused throughout the lease renewal process where Naval Base Shack lessees have not maintained their contact information with the City, and postal correspondence was sent to outdated addresses. Similar issues have arisen with email and phone data.

Proposed Lease Terms and Rationale

A draft copy of the proposed new lease has been annexed to this report (refer Attachment 1).

The new lease agreement is based on the existing lease, with the below inclusions:

(1) Comply with local laws
The lessee must comply with all Local Laws on the leased area and common areas. A failure to comply with these local laws will be a breach of the lease conditions and actioned accordingly.

(2) Portable toilets
No portable toilets will be approved on the leased area and all portable toilets located on the leased areas must be removed. No dumping facilities for portable toilets exist on site, and the City is unable to install a dumping point due to the site's location and the potential sub-surface archaeological value at the site.

There have been incidents of inappropriate dumping of portable toilet contents on site, resulting in portable toilets no longer being approved. Ablution facilities are available and cleaned twice daily.

(3) Water usage on site (sprinkler usage, hose connections)
Sprinklers will only be permitted to be used within the hours and days specified by the Water Corporation. The lessees must repair any leaking hose fitting connections, and the City has the right to repair and recover costs if the lessee does not repair within seven days of notice of repairs being required.

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The lease allows for temporary connections between the Shacks and the communal external water connections, with the expectation that the hose is disconnected when not in use.

This does not permit underground plumbing or piping to the water sources, as the spiderweb of underground connections makes leak detection difficult and costly.

Water connections must be above ground, similar to a caravan park where a hose is used to temporarily connect to the water source and removed when not in operation to allow neighbouring stakeholders to use the amenities. 'Caravan connection' is defined in the new lease agreement.

The Naval Base Shacks have the highest water consumption of all the sites under the City's management, second only to the Cockburn ARC.

From January 2023 – January 2024 the Shacks used 16,946,000 litres of water – this is equal to almost 7 Olympic size swimming pools.

Shack lessees, like any other resident or business owner in Cockburn, are obligated to comply with Water Corporation watering days. Under the *Water Services Act 2012 (WA)* the Water Corporation has the power to fine any party that is not complying with correct watering days.

With the inclusion of this action in the lease, any lessee not complying with correct watering days will be in breach of their lease.

There were a variety of responses relating to the proposed restriction on water usage at the Naval Base site, however for the most part submissions supported this addition. While water restrictions are governed at a State (not local government) level, the City is supportive of ensuring responsible use of resources in line with sustainability and water wise strategies.

Watering days are based on the number of the street, being **1136** Cockburn Road. As such, the watering days are Monday and Thursday before 9am or after 6pm. No sprinklers are to be used between 1 June and 31 August.

An inspection onsite revealed numerous leaking hose connections at the tap point. The City recognises that many of the taps are reaching end of life and require replacement.

The City's Facilities Team is currently initiating this process. However, lessees will be required to ensure that the hose connections that they use do not leak.

(4) Persistent breach

When a lessee has received three (3) or more default notices during the term of the lease, the lease agreement can be terminated. This clause will allow the City to ensure compliance and allow persistent breaches to be actioned.

Over the term of the first lease, the Shacks have required a significant amount of resourcing from the City's Ranger Services and CoSafe Community Safety

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departments. CoSafe attended 32 times for reactive jobs in 2022-23, particularly relating to noise complaints and antisocial or abusive behaviour.

This is in addition to ad hoc patrols conducted almost every day and/or night with frequency and time varying. This is a large amount of resourcing to be dedicated to a single site.

(5) Insurance

The City proposed that the new lease include a requirement for lessees to arrange Building and Contents Insurance in addition to Public Liability Insurance. However, the submissions that were received did not support this proposed change.

Following this feedback, the City amended the draft lease to remove the addition of Building and Contents Insurance, with the requirement to obtain Public Liability Insurance remaining. Building and Contents insurance may be arranged by each lessee with their insurer at their discretion but will not be a lease requirement.

(6) Fee amount

The established mechanism for calculating lease fees in a local government context is to obtain a valuation for the site. This was undertaken and presented to Council at the 11 May 2023 Ordinary Council Meeting.

The alternative recommendation adopted by Council at this meeting required the investigation of capital and operational expenses at the site to inform the lease fee – a unique approach that could be used to reflect whether the current lease fee could sustain the Reserve, or whether a proposed increase was justified.

Below is an explanation relating to the Market Valuation formulation. Further information will be provided regarding the Capital and Operational Expenses formulation in the body of this report.

Proposed Lease Fee

The proposed lease fee is $3,250 per annum. This is an increase of $1,067 from the current lease fee of $2,183 (which has not been increased since 2016). This equates to $27 per night (based on the permitted occupancy of 120 calendar days per year).

The demolition levy is proposed to increase by $13, from $317 per year to $330. This has been determined by an increase in Consumer Price Index since the last review. The demolition levy will be refunded to lessees where the shack is removed, and the land remediated to the City's satisfaction.

The Naval Base Shack site is holiday accommodation. Holiday accommodation is not a necessity – the lease fee is not comparable to residential rates or rent, nor affordable housing considerations.

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Additionally, it is important to clarify that the lessees do not pay rates. The funds payable each year are a lease fee (rent) for the use of the land and associated costs of managing the site (including consumables).
It is not appropriate for the City to use public funds to subsidise the holiday accommodation of a small number of private lease holders.

Market Valuation
The lease fee of $3,250 was formulated based on a Market Rent Valuation undertaken by licenced Valuer & Property Advisor, Hemsley Paterson in accordance with the Australian and New Zealand Valuation and Property Standards definition adopted by the Australian Property Institute.

Please refer to Confidential Attachment 6 for a copy of the Valuation Report. The valuation contains commercially sensitive information that was provided to the valuer in confidence, hence the necessity to enter this attachment as confidential.

As the site is the only one of its kind existing within the Perth Metropolitan Area, a combination of comparisons was used to formulate the valuation, using an "average" shack site as the basis (given the lack of uniformity of character, scale and condition).

The comparisons included Grey and Wedge Island Shacks; Myalup Beach; Pinjarra; Cee and See and Mandurah Coastal Holiday Parks. Significant differences between the Naval Base Shack site and the Caravan Parks was noted, including limitations on occupancy, standard and provision of facilities and services. The leasing provisions were provided to the valuer in order to determine the specific restrictions for the Naval Base Shack site.

A range of $3,000 - $3,500 was provided, with a recommendation to adopt the midpoint of $3,250.

There have been suggestions that the rent charged should be increased with reference to the Consumer Price Index (CPI) only rather than a market valuation.

The City requested clarification from Hemsley Paterson regarding the effectiveness of using CPI only as opposed to a market valuation, and were advised as follows:

"if a lease/licence is only ever reviewed in accordance with movements in the CPI…it is highly probable that the rent will eventually become misaligned with…what is considered to be the 'market rent'…Movements in market rental levels are rarely synchronized with CPI…and as such, the need for a periodic market review is required to recalibrate the rent to a fair and reasonable level."

Further, it was advised that "*a market rent calibration is generally applied/negotiated at the inception of a new lease, whether that be with the existing Lessee/Licensee entering into a new agreement, or with a new tenant.*

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Following the alternative recommendation that was adopted by Council on 11 May 2023, the City undertook an investigation into the capital and operational expenses at the site to formulate the lease fee.

This investigation indicated that the long term financial viability of the site (in terms of sustaining the Reserve Fund without the need for municipal funds) is supported by the proposed fee of $3,250. This is further discussed in the below section, 'Capital and Operational Expenses Formulation'.)

Capital and Operational Expenses Formulation

The alternative recommendation that was adopted by Council on 11 May 2023 deferred endorsing the lease until City Officers completed the following:

a. development of indicative costing for capital upgrades…and the impact each project would have on the required rental fee;
b. feedback from shack owners on which capital upgrades are supported;
c. investigate splitting lease fees into operational expenditure and capital expenditure;
d. schedule a meeting with interested shack owners, City Officers and Elected Members.

The reason provided for this alternative recommendation was "*the valuation of the rent value should be taken into consideration to determine the appropriate value. However, as this is not a for profit endeavour, the rent value should be a function of the costs required for ongoing operations and support by the City, as well as sufficient to support the capital upgrades that the shack owners want. By deferring, we allow the rent value to be calculated on the actual projects that are desired by the occupants, rather than an arbitrary value."*

This analysis considered two areas of costing – operational and capital works.

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Operational: the cost involved in site management – maintenance; utilities and management.

Ten service units in the City have an active interface with Reserve 24308. Please see below Table with estimated officer hours for 2022/23

Service Unit	Break Down	Officer Hours
Rangers	Call outs and patrols	104
CoSafe	Reactive jobs; CCTV monitoring and processing; scheduled patrols	104
Property Services	Lease management	260
Revenue	Lease fee/invoice management and arrears administration	100
Parks Operations	Maintenance of site; contract management	63
Planning/Compliance	Compliance with LPP4.5	8
Facility Maintenance	Preventative and reactive maintenance; contract management	208
Waste	Contract management	2
Environmental Health	Annual health inspections and reactive compliance	29
Coastal Management and Engineering	Monitoring and maintenance	22
Approximate Total		**900 hours**

Please note, 2022/23 was used as the 2023/24 financial year was not complete at the time of compiling the data.

An average per hour figure was allocated to these hours based on the cost the City incurs in wages (as opposed to the cost of contracting out services which would be significantly higher).

This figure was combined with actual contract costs from the responsible service unit's Operational Budgets (OP's) for services that engage third parties such as waste services and facility maintenance.

An indicative figure for the existing operational expenses for the site was **$314,000.**

Additionally, the City undertook an analysis to determine what the operational costs may be if we seek to improve site management, as this is recurrent feedback received from the stakeholders as an area that needs improvement.

Improved site management operational costs were determined by combining the existing operational expenses with the estimated costs of including improvement strategies for site management such as introducing measures to reduce reactive maintenance; improving coastal management; increasing compliance audits,

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investigating a dedicated property manager for the site; and implementing additional preventative maintenance. The indicative improved operational expenses for Reserve 24308 is **$412,000.**

The $412,000 figure includes a specific resource for the management of shacks from a leasing and facility maintenance perspective. This position would occur via a reviewed contract, the costs of which would be attributed to the Reserve, and not be part of the City's workforce plan. This will ensure a more holistic approach to management of the Naval Base Shacks and it's lessee's. Currently the site utilises approximately 13% of Officer resources while equating to 2% of the City's maintainable asset and lease portfolio.

Capital Works: the 'wish list' of proposed future works at the site, outside of day-to-day maintenance and management of Reserve 24308.

City Officers sought to formulate a list of capital works projects that the Naval Base Shack lessees wanted to have delivered at Reserve 24308.

This process of developing a 'wish list' is summarised on the below Table:

8 June 2023	Letter to all Shack Owners seeking feedback on six capital works options and inviting suggestion for other projects that the Lessee may wish to have considered for delivery at the site.
15 September 2023	47 responses that were received were consolidated, and a summary sent to all Shack Owners via letter. This populated the 'wish list' for the purpose of costing out potential capital works projects for Reserve 24308.
September – December 2023	The identified project 'wish list' items were refined in scope and costed using a variety of mechanisms including precedents from similar City of Cockburn projects; quotes from contractors and a Quantitative Surveyor and Architect for complex projects.

List of capital works projects that were costed:

- Ablution blocks: replacing with new (two options) or retrofitting;
- Demolishing the laundry block (scheduled for 2024);
- Installing a playground;
- Installing a pontoon (including annual costs and maintenance);
- Installing a gazebo (including furniture and fixtures)

The estimated cost of delivering the above projects had a range (excluding GST) from $965,000 to $2,221,500.

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The below table includes additional considerations that could add to the cost of delivering capital works projects at Reserve 24308:

Asbestos	The site has a significant amount of asbestos, which is in-tact and safe but does have the potential to add a large amount of cost to any demolition or renovation works.
P17868 Peel Town Archaeological Site, Henderson	In December 2022, Reserve 24308 was entered into the State Register of Heritage Places pursuant to section 42 of the *Heritage Act 2018.* The Reserve makes up some of the 43.5 hectares of coastal vegetation containing archaeological sites dating to the 1829-30 occupation by Thomas Peel's settlement group. The archaeological potential of the land results in potential complications for projects that require ground works. Further information would need to be sought to confirm the impact on a project budget.
Building Code of Australia ("BCA") triggers	The age of the site and the assets therein has resulted in the site not meeting current BCA standards. In the event of a refurbishment or upgrade project, such upgrades would trigger the requirements under this legislation such as including adequate pathways; accessways and universal access. This will increase project costs.
Septics	The Shacks are not connected to mains sewer. Any project relating to ablution facilities would require septics to be included in the scope, which presents challenges as the Water Corporation no longer favours this method and the groundwork itself is further complicated by the archaeological value and presence of asbestos on site.
Soakwells	New structures would need to include consideration of storm water drainage and potential installation of soak wells. This presents similar complications to the septics, due to the archaeological value of the sub-surface; the asbestos scattered throughout the site and would impact a project budget.

Findings of Operational and Capital Expenditure Analysis:

The City considered the effect that the existing lease fee ($2,183) and proposed lease fee ($3,250) would have on the Reserve Fund balance in the context of the indicative operational and capital works expenditure figures that were established. In accordance with the alternative recommendation, these findings were presented in a public meeting to interested Shack Owners on 10 April 2024.

A comparison was undertaken for six scenarios for both the existing fee and proposed fee, namely:

- No change in operational expenses and no capital works expenses;
- Existing operational expenses; minimum capital works expenses;
- Existing operational expenses, maximum capital works expenses;
- Improved operational expenses, no capital works expenses;
- Improved operational expenses, minimum capital works expenses;
- Improved operational expenses, maximum capital works expenses.

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Please see below Tables for full details of the analysis:

Table 1: Existing Lease Fee ($2,183)

Lease Fee	Total (170)	Status	Op Ex	Cap Ex	Reserve	Reserve Fund (2024)	Reserve Fund (2034)
$2,183	$371,110	No change	$314,000	Nil	$57,110	$1,348,296	$1,862,286
$2,183	$371,110	Existing OpEx; Min CapEx	$314,000	$965,000	-$907,890	$383,296	$897,286
$2,183	$371,110	Existing OpEx; Max CapEx	$314,000	$2,221,500	-$2,164,390	-$873,204	-$359,214
$2,183	$371,110	Improved OpEx; no CapEx	$412,000	Nil	-$40,890	$1,250,296	$882,286
$2,183	$371,110	Improved OpEx; Min CapEx	$412,000	$965,000	-$1,005,890	$285,296	-$82,714
$2,183	$371,110	Improved OpEx; Max CapEx	$412,000	$2,221,500	-$2,262,390	-$971,204	-$1,339,214

Table 2: Proposed Lease Fee ($3,250)

Lease Fee	Total (170)	Status	Op Ex	Cap Ex	Reserve	Reserve Fund (2024)	Reserve Fund (2034)
$3,250	$552,500	No change	$314,000	Nil	$238,500	$1,529,686	$3,676,186
$3,250	$552,500	Existing OpEx, Min CapEx	$314,000	$965,000	-$726,500	$564,686	$2,711,186
$3,250	$552,500	Existing OpEx, Max CapEx	$314,000	$2,221,500	-$1,983,000	-$691,814	$1,454,686
$3,250	$552,500	Improved OpEx; No CapEx	$412,000	Nil	$140,500	$1,431,686	$2,696,186
$3,250	$552,500	Improved OpEx, Min CapEx	$412,000	$965,000	-$824,500	$466,686	$1,731,186
$3,250	$552,500	Improved OpEx, Max CapEx	$412,000	$2,221,500	-$2,081,000	-$789,814	$474,686

The above projections indicate that there is a risk, if the lease fee were to remain unchanged, that the Reserve Fund would deplete and potentially result in a $1.3M deficit if all Capital Works projects were pursued or required. Alternatively, the proposed lease fee would result in a balance of $474,000 in 2034.

The above projections do not capture CPI or inflation and are based on a number of assumptions, including the belief that all Shack Owners will pay their lease fee (which historically has not been the case); an assumption that all capital works projects will be delivered and of note, there is no contingency fund or GST elements incorporated.

Given the rationale behind formulating capital and operational expenses, the above Tables serve to provide an indicative summary of the financial implications of both the existing and proposed lease fees for Reserve 24308 over a 10-year period (being the proposed lease term).

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Naval Base Reserve Fund and Demolition Fund
The Naval Base Shack Reserve Fund ('Reserve Fund") has a stated purpose of "*the development and refurbishment of the Naval Base Shack site. It will also fund rehabilitation costs…Annual transfers to this Reserve are fully funded by part of the lease income derived from the shacks."*

The City also quarantines the Naval Base Shack demolition levy for the "*purpose of the future removal of leasehold dwellings at Reserve 24308…"* with the funds being "*reimbursed to leaseholders when dwelling is removed and the site rehabilitated"* (including asbestos removal).

The introduction of the demolition levy in 2010/11 was to cover the City in circumstances where a shack had to be removed and the leaseholder either did not want to pay or could not pay for its removal.

The City has agreed to quarantine these funds so that in the eventuality that the shack is removed by the relevant leaseholder and at their cost, the leaseholder would receive the funds back. This was implemented so that the City would not have to resort to expensive civil litigation to recover any outstanding debt.

The collection of the demolition levy under the new lease commencing 2024 ensures the levy held in reserve covers demolition costs in line with inflation.

The Reserve Fund balance is $1,291 Million, and the demolition fund balance is $903,328 (which equates to $5,314 per shack). A current estimate for the demolition of a Shack, including remediating the land is approximately $10,450 per shack. It is evident from these figures that the demolition levy must remain as a charge in order to ensure sufficient funds are available should removal of shacks be required.

Reserve Fund Works
In the period of 2013 to 2023 the City has undertaken the following works using Reserve funding in line with the Naval Base Shack Management Plan 2016-2022:

2012/13	Naval Base Reserve improvements (drainage, lighting, beach access)	$115,770.33
2013/14	Naval Base Toilet South Render	$3,944.50
2014/15	Naval Base Reserve improvements (drainage, lighting, beach access)	$45,721.17
2015/16	Naval Base Shacks Landscaping	$16,175.82
2016/17	Naval Base Shack toilet refurbishment	$96,534
2019/20	Naval Base lighting and minor refurbishments	$13,685.49
2021/22	CCTV Installation	$76,071.40

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Unapproved Works/Improvements
The City acknowledges that there may be unapproved works at the site – entering into a new lease agreement does not retrospectively approve unapproved works or improvements.

Lessees will be required to remedy this either via retrospective approval or removal of the unauthorised works.

Terminations and Demolition
The demolition of a Shack and remediation of the site upon termination was initially contemplated during the development of the lease agreement and discussed at length, resulting in the charging of a demolition levy for this purpose.

The City has received submissions that do not support this strategy, with suggestions for on selling or auctioning shacks where the lease has been terminating, allowing the amenity to remain for others to enjoy.

The City is not able to support on selling or auctioning vacant shacks based on multiple rationale, supported by legal advice obtained by the City in relation to the options for terminated shack sites – this legal advice has been included in Confidential Attachment 5.

The City is not able to justify the risk associated with taking ownership of, or on-selling of assets where there is uncertainty regarding their condition or ability to meet BCA requirements. While the City can facilitate the assignment of the lease, the buying and selling of Shacks is not something which the City can be involved in, in accordance with risk management practices.

The City intends to engage a Planning Consultant to determine the best use of any sites that become vacant due to terminations. This has caused some confusion amongst the lessees.

The intention is to ensure that expert guidance is provided with reference to planning legislation and the potential options available prior to making decisions regarding the use of the vacant sites at the Naval Base Shacks that result from terminations. This consultant will not decide what is to be done with any vacant sites.

The Lessees
Of the 173 current leases at the site, the City is seeking to progress with offering lease agreements with 170 lessees (provided they have no outstanding arrears, and insurance is current at the time that the City seeks to advertise the new lease).

As at 8 May 2024, there is $48,992 arrears outstanding for the site, with 37 of the 170 lease holders remaining in arrears, including those who are on an agreed payment or direct debit arrangement. This is from a total of $425,000 invoiced for 2023/24.

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This indicates that 88.5% of the outstanding invoices have been paid by lessees. New leases will not be offered to lessees who remain in arrears. The expectation is that all arrears will be paid off prior to the new round of invoicing in August 2024. A table of leases that have been terminated is included (refer Confidential Attachment 4).

Of the initial submissions received, 12.5% were City of Cockburn ratepayers, 75% were not City of Cockburn residents, and 12.5% were either anonymous or from the Naval Base Holiday Association. These submissions have been tabled in Attachment 2, with City comments included.

Submissions following the public meeting on 10 April 2024 have been tabled in Attachment 8, with City comments included.

Public vs Private Amenities

City Officers recommend that the southern ablution blocks are no longer public facilities. It is understood that the primary public users are illegal campers and truck drivers who stop at the site to use the facilities before continuing their travels.

Reserve 24308 is not a public reserve – it is used by a small number of stakeholders for private short term holiday accommodation. It is proposed that there will be minimal impact to the City of Cockburn community if these ablutions are no longer available for public use.

Conversely, removing public access will potentially result in a reduction in illegal campers who tend to congregate south of the Kwinana border, with Reserve 24308 identified as a resource for facilities in the free-camping community.

A reduction in vandalism and misuse of the facilities would also likely occur – as those causing the damage will frequent the site less, leaving the user group who take pride and ownership of the site to enjoy the amenities that their lease fee contributes towards.

Management Plan

The 10-year Management Plan for the Shacks has been updated to include details of planned infrastructure upgrades and site maps.

A copy of the Management Plan is annexed to this Report (refer Attachment 7).

These additions supplement the existing information and procedures that were developed in the original document by the City with consultation with the Naval Base Shack Community Reference Group.

A copy of the updated Site Map is annexed to this Report (refer Attachment 3).

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Strategic Plans/Policy Implications

Local Planning Policy LPP4.5 outlines the planning considerations for the Naval Base Shack site and regulates the nature of any development with the view of preserving the unique character of the Shacks.

In terms of building regulation, there is a requirement for Building Permits to be issued for building at Reserve 24308 per the *Building Act 2011.*

The regulatory standards of the Building Code of Australia ('BCA') are applied to such permits, which are administered by the City's Building Services department.

The City's Environmental Health department administer the public health aspects of the management of the site, pursuant to the *Health Act 1911.*

Budget/Financial Implications

The increased lease revenue will provide for greater servicing and development. Any lease revenue over and above annual operating and maintenance costs will continue to be paid into the Reserve Fund.

The expectation is that the cost of demolition will continue to increase, which necessitates the City charging the demolition levy to future-proof the possibility that the State Government may mandate the removal of the Shacks in the future.

Legal Implications

Local Government Act 1995
Land Administration Act 1997
Property Law Act 1969
Building Act 2011
Health Act 1911
Planning and Development Act 2005

The City is required to advertise the Naval Base Shack Leases in accordance with s.3.58 of the Local Government Act.

Risk Management Implications

The risk of Council not adopting the outlined recommendations and proposed rental increase is that the Reserve Fund will deplete as the rent will not align with the costs of operating the site and restrict the City from being able to make improvements to the site.

Demolition Levy – it is noted that some Shack Owners believe, given the fact that the City has collected the demolition levy for 12 years, it should be capped. However, the cost of demolition continues to grow in line with increases to all services and construction/ demolition costs.

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As such, the City is required to continue to charge this levy for future proofing, in the event that the removal of a shack is required, and the Lessee is unable or unwilling to undertake the works.

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 11 June 2024 Ordinary Council Meeting.

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

Nil

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Lease of a portion of Reserve 24308, Naval Base Holiday Park

City of Cockburn

The person(s) named in Item 1 of the Schedule

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Ref: TF:Cockburn 5599.1 (Precedent as at 18 November 2022)

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Details

Parties

City of Cockburn
of PO Box 1215, Bibra Lake, Western Australia
(**Lessor**)

The person or persons mentioned in Item 1 of the Schedule
(**Lessee**)

Background

A. The Lessor is the management body of the Land under a management order.

B. The Lessor has the power to lease the Land, subject to the prior written approval of the Minister for Lands.

C. The Lessee is the occupier of the Site.

D. The Lessor has agreed to lease, and the Lessee has agreed to take a lease of the Site upon the terms and conditions contained in this document.

Agreed terms

1. Definitions

Unless otherwise required by the context or subject matter the following words have these meanings in this Agreement:

Amounts Payable means the Lease Fee and any other money payable by the Lessee under this Lease;

Basic Consideration means all consideration (whether in money or otherwise) to be paid or provided by the Lessee for any supply or use of the Site and any goods, services or other things provided by the Lessor under this Lease (other than tax payable pursuant to this clause);

CEO means the Chief Executive Officer for the time being of the Lessor or any person appointed by the Chief Executive Officer to perform any of her or his functions under this Lease;

Caravan connection means a removable hose that is above ground, and used to connect a shack to one of the communal external water connections.

Commencement Date means the date of commencement of the Term specified in **Item 4** of the Schedule;

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Common Areas means all those parts of the Land not leased to any lessee and intended for use by the lessees of the Land in common with each other including all parking areas, roads, walkways, toilet block, and shower blocks in on or about the Land;

Contaminated Sites Act means the *Contaminated Sites Act* 2003;

Contamination has the meaning given in section 4 of the Contaminated Sites Act;

CPI means the Consumer Price Index (All Groups) Perth number published from time to time by the Australian Bureau of Statistics or its equivalent;

Demolition Levy means the bond described in **clause 5.2** and **Item 7** of the Schedule as varied from time to time under this Lease;

Encumbrance means a mortgage, charge, lien, pledge, easement, restrictive covenant, writ, warrant or caveat and the claim stated in the caveat or anything described as an encumbrance on the Certificate of Title for the Land;

Environmental Contamination has the same meaning as the word "contaminated" in the Contaminated Sites Act;

Environmental Harm has the same meaning as that term is defined in the EPA;

Environmental Law means all planning, environmental, Environmental Contamination or Pollution laws and any regulations, orders, directions, ordinances or all requirements, permission, permits or licences issued thereunder**;**

EPA means the *Environmental Protection Act* 1986;

Expiration of the Term means the date of determination of the Term;

Further Term means the further term specified in **Item 11** of the Schedule;

GST has the meaning that it bears in the GST Act;

GST Act means *A New Tax System (Goods and Services Tax) Act* 1999 *(Cth)* and any legislation substituted for, replacing or amending that Act;

GST Adjustment Rate means the amount of any increase in the rate of tax imposed by the GST Law;

GST Law has the meaning that it bears in section 195-1 of the GST Act;

GST Rate means 10%, or such other figure equal to the rate of tax imposed by the GST Law;

Input Tax Credit has the meaning that it bears in section 195-1 of the GST Act;

Interest Rate means the rate at the time the payment falls due being the interest rate in the adopted municipal budget called the penalty interest rate;

Land means the land described at **Item 2** of the Schedule;

Lease means this deed as supplemented, amended or varied from time to time;

Lease Fee means the Lease Fee specified in **Item 6** of the Schedule as varied from time to time under this Lease;

Lessee's Agents includes:

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(a) the sublessees, employees, agents, contractors, invitees and licensees of the Lessee; and

(b) any person on the Site by the authority of a person specified in paragraph (a);

Lessee's Obligations means the covenants, agreements and obligations set out or implied in this Lease or imposed by law to be performed and observed by the Lessee;

Lessor's Covenants means the covenants, agreements and obligations set out or implied in this Lease, or imposed by law to be performed and observed by the Lessor;

Minister for Lands means the Minister for Lands in her or his capacity as the body corporate continued under section 7 of the *Land Administration Act* 1997;

Motor Vehicle means any vehicle used or intended to be used in a business or trade which has a tare weight in excess of 3.5 tonnes, and excludes vehicles directly associated with conduct of a rural pursuit, business or trade on the lot for which the vehicle or vehicles are used;

Notice means each notice, demand, consent or authority given or made to any person under this Lease;

Party means the Lessor or the Lessee according to the context;

Permitted Purpose means the purpose set out in **Item 9** of the Schedule;

Persistent Breach occurs when the Lessee has received three or more default notices during the Term of this Lease irrespective of whether the notices are for the same default or otherwise;

Pollution means any thing that is pollution within the meaning of that term as defined in the EPA;

Remediation and **Remediate** has the same meaning as that expression is given in the Contaminated Sites Act and includes the management of any contaminated site.

Review Date means each date specified in **Item 8** of the Schedule;

Schedule means the Schedule to this Lease;

Site means the Site described at **Item 3** of the Schedule;

Taxable Supply has the meaning given in section 195-1 of the GST Act.

Term means the term of years specified in **Item 4** of the Schedule;

Termination means the date of:

(a) expiry of the Term or any Further Term by effluxion of time;

(b) sooner determination of the Term or any Further Term; or

(c) determination of any period of holding over; and

Written Law includes all acts and statutes (State or Federal) for the time being enacted and all regulations, schemes, ordinances, local laws, by-laws, requisitions, orders or statutory instruments made under any Act from time to time by any statutory, public or other competent authority.

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2. Minister for Lands' Consent

This Lease is subject to and conditional on the approval of the Minister for Lands under the *Land Administration Act 1997*. A copy of the Minister for Lands' consent is annexed hereto as **Annexure 2.**

3. Grant of lease

The Lessor, subject to **clause 2** of this Lease, leases to the Lessee the Site for the Term subject to:

(a) the Encumbrances;

(b) the payment of the Amounts Payable; and

(c) the performance and observance of the Lessee's Obligations.

4. Quiet enjoyment

Except as provided in the Lease, for so long as the Lessor is the management body of the Site, and subject to the performance and observance of the Lessee's Obligations the Lessee may quietly hold and enjoy the Site during the Term without any interruption or disturbance from the Lessor or persons lawfully claiming through or under the Lessor.

5. Lease Fee and other payments

5.1 Lease Fee

The Lessee covenants with the Lessor to pay to the Lessor the Lease Fee in the manner set out at **Item 6** of the Schedule on and from the Commencement Date clear of any deductions.

5.2 Demolition Levy

(1) The Lessee covenants with the Lessor to pay to the Lessor the Demolition Levy in the manner set out at **Item 7** of the Schedule on and from the Commencement Date clear of any deductions.

(2) The Lessee acknowledges that the Demolition Levy will be refunded or returned to the current lessee of the Site in accordance with **clause 22.4**.

5.3 Outgoings

(1) The Lessee covenants to punctually pay to the Lessor or to such person as the Lessor may from time to time direct all the following outgoings or charges, assessed or incurred in respect of the Site:

(a) local government services and other charges, including but not limited to rubbish collection charges and the emergency services levy, determined upon the basis of an occupancy restriction of 120 days in every financial year;

(b) telephone, gas and other power charges including but not limited to meter rents and the cost of installation of any meter, wiring or telephone connection; and

(c) any other consumption charge or cost, statutory impost or other obligation incurred or payable by reason of the Lessee's use and occupation of the Site (unless otherwise addressed in this clause).

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(2) If the Site is not separately charged or assessed the Lessee will pay to the Lessor a proportionate part of any charges or assessments referred to in paragraph (1) above being the proportion that the Site bears to the total area of the Land included in the charge or assessment.

(3) If any charges increase by more than 10% in any one year, the Lessor may recover these costs by charging the Lessees a proportionate part of those charges being the proportion that the Site bears to the total area of the Land included in the charge or assessment.

5.4 Interest

Without affecting the rights, power and remedies of the Lessor under this Lease, the Lessee covenants to pay to the Lessor interest on demand on any Amounts Payable which are unpaid for 14 days computed from the due date for payment until payment is made and any interest payable under this paragraph will be charged at the Interest Rate.

5.5 Costs

The Lessee covenants with the Lessor to pay to the Lessor all reasonable costs, legal fees, disbursements and payments incurred by or for which the Lessor is liable in connection with or incidental to:

(a) the Amounts Payable or obtaining or attempting to obtain payment of the Amounts Payable under this Lease;

(b) any breach of the Lessees obligations by the Lessee or the Lessee's Agents;

(c) the preparation and service of a notice under Section 81 of the *Property Law Act 1969* requiring the Lessee to remedy a breach even though forfeiture for the breach may be avoided in a manner other than by relief granted by a Court;

(d) any work done at the Lessee's request for which the Lessee is responsible; and

(e) any action or proceedings arising out of or incidental to any matters referred to in this clause or any matter arising out of this Lease.

5.6 Payment of Amounts Payable

(1) Amounts Payable to the Lessor under this Lease must be paid to the Lessor at the address of the Lessor referred to in this Lease or as otherwise directed by the Lessor by Notice from time to time.

(2) Amounts Payable accrue on a daily basis.

6. Review of Lease Fee & Demolition Levy

6.1 Lease Fee and Demolition Levy to be reviewed

The Lease Fee and Demolition Levy will be reviewed on and from each Review Date to determine the Lease Fee and the Demolition Levy to be paid by the Lessee until the next Review Date.

6.2 Lease Fee to be increased by CPI

The reviewed Lease Fee payable on and from the Review Date shall be the amount of the Lease Fee payable during the immediately preceding period increased by a percentage equal to the percentage increase in the CPI having regard to the quarterly CPI published immediately prior to the later of the Commencement Date or the last Review Date as the case may be and the quarterly CPI published immediately prior to the relevant Review Date. If the CPI is discontinued or

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suspended at any time or its method of computation is substantially altered the Lessor shall nominate the substitution of another appropriate CPI, provided that the reviewed Lease Fee shall in no case be less than then the Lease Fee payable during the immediately preceding period.

6.3 Demolition Levy to be increased by CPI commencing at the renewal date 2014.

The reviewed Demolition Levy shall be the amount of Demolition Levy payable during the immediately preceding period increased by a percentage equal to the percentage increase in the CPI having regard to the quarterly CPI published immediately prior to the later of the Commencement Date or the last Review Date as the case may be and the quarterly CPI published immediately prior to the relevant Review Date. If the CPI is discontinued or suspended at any time or its method of computation is substantially altered the Lessor shall nominate the substitution of another appropriate CPI, provided that the reviewed Demolition Levy shall in no case be less than then the Demolition Levy payable during the immediately preceding period.

7. Insurance

7.1 Public Liability Insurance

The Lessee must effect and maintain adequate public liability insurance with respect to the Site for a sum not less than the sum set out at **Item 10** of the Schedule in respect of any one claim noting the respective interests of the Lessor and Lessee in the Site.

7.2 Details and receipts

In respect of the insurances required by this clause the Lessee must -

(a) on demand supply to the Lessor details of the insurances and give to the Lessor copies of the certificates of currency in relation to those insurances;

(b) promptly pay all premiums and produce to the Lessor each policy or certificate of currency and each receipt for premiums or certificate of currency issued by the insurers; and

(c) notify the Lessor immediately-

(i) when an event occurs which gives rise or might give rise to a claim under or which could prejudice a policy of insurance; or

(ii) when a policy of insurance is cancelled.

7.3 Not to invalidate

The Lessee must not do or omit to do any act or thing or bring or keep anything on the Site which might -

(a) render any insurance effected under this clause, or any adjoining site, void or voidable; or

(b) cause the rate of a premium to be increased for the Site or any adjoining site (except insofar as an approved development may lead to an increased premium).

7.4 Settlement of claim

The Lessor may, but the Lessee may not without prior written consent of the Lessor, settle or compromise any claims under any policy of insurance required by this clause.

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8. Indemnity

8.1 Lessee responsibilities

(1) The Lessee is subject to the same responsibilities relating to persons and property to which the Lessee would be subject if during the Term the Lessee were the owner and occupier of the freehold of the Site.

(2) The Lessee is responsible and liable for all acts or omissions of the Lessee's Agents on the Site and for any breach by them of any covenants or terms in this Lease required to be performed or complied with by the Lessee.

8.2 Indemnity

The Lessee indemnifies, and shall keep indemnified, the Lessor and the Minister for Lands from and against all actions, claims, costs, proceedings, suits and demands whatsoever which may at any time be incurred or suffered by the Lessor and the Minister for Lands, or brought, maintained or made against the Lessor and the Minister for Lands, in respect of:

(a) any loss whatsoever (including loss of use);

(b) injury or damage of, or to, any kind of property or thing; and

(c) the death of, or injury suffered by, any person,

caused by, contributed to, or arising out of, or in connection with, whether directly or indirectly:

(d) the use or occupation of the Site by the Lessee or the Lessee's Agents;

(e) any work carried out by or on behalf of the Lessee on the Site;

(f) the Lessee's activities, operations or business on, or other use of any kind of, the Site;

(g) the presence of any Contamination, Pollution or Environmental Harm in on or under the Site or adjoining land caused or contributed to by the act, neglect or omission of the Lessee or the Lessee's Agents;

(h) any default by the Lessee in the due and punctual performance, observance and compliance with any of the Lessee's Obligations or obligations under this Lease; or

(i) an act or omission of the Lessee.

8.3 Obligations Continuing

The obligations of the Lessee under this clause:

(a) are unaffected by the obligation of the Lessee to take out insurance, and the obligations of the Lessee to indemnify are paramount, however if insurance money is received by the Lessor for any of the obligations set out in this clause then the Lessee's obligations under **clause 8.2** will be reduced by the extent of such payment; and

(b) continue after the expiration or earlier determination of this Lease in respect of any act, deed, matter or thing occurring or arising as a result of an event which occurs before the expiration or earlier determination of this Lease.

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8.4 No indemnity for Lessor's negligence

The parties agree that nothing in this clause shall require the Lessee to indemnify the Lessor, its officers, servants, or agents against any loss, damage, expense, action or claim arising out of a negligent or wrongful act or omission of the Lessor, or its servants, agents, contractors or invitees.

8.5 Release

(1) The Lessee:

(a) agrees to occupy and use the Site at the risk of the Lessee; and

(b) releases to the full extent permitted by law, the Lessor from:

(i) any liability which may arise in respect of any accident or damage to property, the death of any person, injury to any person, or illness suffered by any person, occurring on the Site or arising from the Lessee's use or occupation of the Site by;

(ii) loss of or damage to the Site or personal property of the Lessee; and

(iii) all claims, actions, loss, damage, liability, costs and expenses arising from or connected with (directly or indirectly) the presence of any Contamination, Pollution or Environmental Harm in, on or under the Site or surrounding area

except to the extent that such loss or damage arises out of a negligent or wrongful act or omission of the Lessor, or its servants, agents, contractors or invitees.

(2) The release by the Lessee continues after the expiration or earlier determination of this Lease in respect of any act, deed, matter or thing occurring or arising as a result of an event which occurs before the expiration or earlier determination of this Lease.

9. Maintenance, repair and cleaning

9.1 Maintenance

(1) The Lessee agrees during the Term and for so long as the Lessee remains in possession or occupation of the Site to maintain, replace, repair, clean and keep the Site (which for the avoidance of doubt includes any building constructed on the Site) clean and in Good Repair.

(2) The Lessee must comply with all reasonable conditions that may be imposed by the Lessor from time to time in relation to the Lessee's maintenance of the Site.

9.2 Cleaning

The Lessee must at all times keep the Site clean, tidy, unobstructed and free from dirt and rubbish.

9.3 Repair

The Lessee must promptly repair at its own expense to the satisfaction of the Lessor any damage to the Site, including damage of a structural nature, regardless of how it is caused.

9.4 Pest control

The Lessee must keep the Site free of any vermin or any other recognised pests and the cost of extermination will be borne by the Lessee.

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9.5 **No obligation to Lessor to repair or maintain**

The Lessee is wholly and solely responsible for the maintenance and repair of all buildings and improvements comprising the Site, regardless of the cause of the need to repair or maintain, and regardless of the type of repair or maintenance required. The Lessor has no obligation whatsoever to repair or maintain any buildings or improvements comprising the Site.

9.6 **Acknowledgement of state of repair of Site**

(1) The Lessee accepts the Site in its present condition relying upon its own enquiries and investigations.

(2) The site is provided to the Lessee as is. The Lessor provides no guarantee that the site is suitable for the Lessee's proposed use.

10. Building Requirements

10.1 **No alterations or building without Lessor's prior approval**

(1) The Lessee must not without prior written consent:

(a) (i) from the Lessor;

(i) from any other person from whom consent is required under this Lease; and

(ii) required under statute in force from time to time, including but not limited to the planning approval of the Lessee under a local planning scheme of the Lessee and where applicable any Building/Demolition Permit as required under the Building Act 2011 and associated legislation;

(b) erect or remove any buildings, structures, alterations, additions or improvements on the Site; or

(c) remove any flora or fauna, alter or cut down any flora, or sell, remove or otherwise dispose of any flora, sand, gravel, timber or other materials from the Site or the Land.

(2) The Lessee acknowledges and agrees that the Lessor will not consent to the alteration, construction or addition to the Site, unless such alteration, construction or addition is strictly in conformity with the building requirements of the *Building Act* 2011 and associated legislation.

(3) If the Lessor consents to any matter referred to in paragraph (1) above, the Lessor may:

(a) consent subject to conditions, and

(i) require that work be carried out in accordance with plans and specifications approved by the Lessor or any other person giving consent; and

(ii) require that any alteration be carried out to the reasonable satisfaction of the Lessor under the supervision of an engineer or other consultant; and

(b) if the Lessor consents to any matter referred to in this clause:

(i) the Lessor gives no warranty that the Lessor will issue any consents, approvals, authorities, permits or policies under any statute for such matters; and

(ii) the Lessee must apply for and obtain all such consent approvals, authorities, permits or policies as are required at law before undertaking any alterations, additions, improvements or demolitions.

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10.2 **Cost of Works**

All works undertaken under this clause will be carried out at the Lessee's expense.

10.3 **Conditions**

Where the Lessee is required to carry out any other works pursuant to this Lease, any written law, or any consent or approval given to the Lessee, then the Lessee must at the option of the Lessor either:

(a) carry out those other works at the Lessee's expense; or

(b) permit the Lessor to carry out those other works at the Lessee's expense,

in accordance with the Lessor's reasonable requirements.

10.4 **Conditions**

In the event the Lessee fails to obtain written consent for any building alterations or additions the Lessor may issue a Notice to remove any such alterations or additions and if the Lessee fails to comply with that Notice within the reasonable time prescribed by that Notice, the Lessor may immediately terminate this Lease and the provisions of **clause 22** will apply and no compensation or other consideration shall be payable or claimable by the Lessee from the Lessor for or arising out of the termination of the Lease pursuant to this clause.

11. Unsafe or dangerous building or structures

11.1 **Unsafe or dangerous buildings or structures**

(1) Notwithstanding any other provision of the Lease, in the event the Lessor, acting reasonably, determines that any building or structure erected on the Site is unsafe or dangerous the Lessor may issue the Lessee a Notice requiring the Lessee within a reasonable period of time to either:

(a) remove the unsafe or dangerous structure or building from the Site; or

(b) undertake rectification works to make the building or structure safe.

(2) In the event the Lessee fails to comply with the Notice issued pursuant to paragraph (1) within the time specified in the Notice, the Lessor may immediately terminate this Lease and the provisions of **clause 22** will apply and no compensation or other consideration shall be payable to or claimable by the Lessee from the Lessor for or arising out of the termination of the Lease pursuant to this clause.

11.2 **Smoke Detectors and Gas Certificates**

(1) Within 60 days of the Commencement Date, the Lessee must install to the Lessor's reasonable satisfaction a lithium ion battery smoke detector or any other approved detector as specified in the relevant legislation in any building or structure erected or located upon the Site.

(2) The Lessee must provide to the Lessor gas safety certificates for any gas installation on the Site.

12. Restrictions on use

12.1 **Generally**

(1) The Lessee must not and must not suffer or permit a person to -

(a) (i) use the Site or any part of it for any purpose other than for the purpose set out at **Item 9** of the Schedule; or

(i) use the Site for any purpose which is not permitted under any local planning scheme or any law relating to health;

(b) do or carry out on the Site any harmful, offensive or illegal act, matter or thing;

(c) do or carry out on the Site any thing which causes a nuisance, damage or disturbance to the Lessor or to owners or occupiers of adjoining properties;

(d) store any dangerous compound or substance on or in the Site;

(e) interfere with the reasonable peace, comfort and privacy of neighbours; or

(f) display from or affix any signs, notices or advertisements on the Site without the prior authorisation of the Lessor (other than "for sale" signs).

(2) The Lessee, and the Lessee's Agents, must when on the Site, the Common Areas or the Land strictly comply with all local laws.

12.2 Lessor may issue notice

(1) Notwithstanding any other provision of the Lease, in the event the Lessor, acting reasonably, determines that the Lessee has suffered or permitted any person to do any of the above as detailed in **clause 12.1**, the Lessor may issue the Lessee a Notice requiring the Lessee within a reasonable period of time to either remove or cease the action.

(2) In the event the Lessee fails to comply with the Notice issued pursuant to **clause 12.2(1)** within the time specified in the Notice, the Lessor may immediately terminate this Lease and the provisions of **clause 22** will apply and no compensation or other consideration shall be payable to or claimable by the Lessee from the Lessor for or arising out of the termination of the Lease pursuant to this clause.

12.3 Short term accommodation only

(1) The Lessee acknowledges and agrees that the Site may only be utilised for short term holiday accommodation.

(2) The Lessee must not and must not suffer or permit a person to occupy the Site for over 120 days in aggregate within any 12 month period.

(3) The Lessee must maintain a detailed occupancy log, detailing the dates and times the Lessee, or any of the Lessee's agents, is in attendance or occupation at the Site. The occupancy log is to be made available for inspection by the Lessor's representative at all times on demand.

(4) The Lessee acknowledges and agrees that this clause is an essential provision of the Lease, and in the event of non-compliance the Lessor may immediately terminate this Lease and the provisions of **clause 22** will apply and no compensation or other consideration shall be payable to or claimable by the Lessee from the Lessor for or arising out of the termination of the Lease pursuant to this clause.

12.4 No Toilets or showers; kitchen sink only

(1) The Lessee must not and must not suffer or permit within the Site a toilet or shower or plumbing which will permit the installation of a toilet or shower.

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(2) The Lessee must remove any permanent existing toilet or shower and/or plumbing which permits the installation of a toilet or shower within 30 days of the commencement of this Lease.

(3) The Lessee and Lessor acknowledge and agree that the Lessee may install a kitchen sink on the nominated Site. A semi-permanent hose connected to the external water tap (similar to a **caravan connection**) is acceptable with the outlet tap located over a kitchen sink only. The sink will discharge via a trapped waste pipe to a soakwell. The expectation is that when the Site is unoccupied the hose will be disconnected from the water supply.

(4) The Lessee may install, with the Lessor's prior written consent, a single 600mm soakwell with a concrete lid upon the Site. The soakwell will be for kitchen grey water only. Any application must include an appropriate quality sketch depicting the proposed location of the soakwell. The soakwell must be protected from vehicular traffic due to its location, or the installation of bollards.

(5) The Lessee acknowledges and agrees that no portable toilets are permitted on the Site, and the Lessee must promptly remove any portable toilets located on the Site.

(6) The Lessee may with the Lessors prior written approval install an external (beach) shower. The external beach showers will be connected to a semi-permanent hose connected to an external water tap (similar to a **caravan connection**). The expectation is that when the Site is unoccupied the hose will be disconnected from the water supply.

12.5 Water restrictions

(1) The Lessee must keep in good repair all of the Lessee's hoses and hose fittings. The Lessee must promptly repair any damage or deterioration of its hoses or hose fittings (including the repair of any leaking hose fittings) as soon as practicable, and in any event within 7 days of written request from the Lessor.

(2) In the event the Lessee fails to comply with the requirements of the Lessee's notice referred to in **clause 12.5(1)**, the Lessor may enter the Site and remove, or repair such hose or hose fitting, and the costs of such removal or repair is a liquidated debt recoverable from the Lessee in a court of competent jurisdiction.

(3) The Lessee must strictly comply with the Water Corporation's watering days and restrictions when using water at the Site or the Land, including the use of any sprinklers on the Site. For the purposes of the Water Corporation's watering days, the last digit of the Site number will constitute the 'last digit of street or lot number' for the purposes of determining the watering day for each Site. The Lessee acknowledges and agrees that any breach of the Water Corporation's watering days and restrictions (including using sprinklers on non-watering days/hours), will be a breach of the terms of this Lease.

12.6 Gas Locker

(1) The Lessee must only install a gas locker with the Lessor's prior written consent.

(2) Any application to install a gas locker must specify the details and specifications of the proposed gas locker.

12.7 Vehicles, Boats, Trailers & Caravans

(1) The Lessee must not and must not suffer or permit a person to park a motor vehicle exceeding 3.5 tonnes in gross weight on the Reserve unless prior permission has been provided by the Lessor. The Lessee may park a Motor Vehicle, boat and/or trailer upon the Site or any part of the Common Areas which is set aside by signs for parking provided that:

(a) the Lessee is in current occupation of the Site; and

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(b) in relation to parking on the Site the boat, trailer or Motor Vehicle is located within the boundary of the Site and does not encroach into the adjoining land.

(2) If any Motor Vehicle, caravan, trailer or boat is parked or stored on the Site or the Land in breach of this clause, the Lessor may immediately remove such Motor Vehicle, trailer, boat or caravan.

12.8 **No generators**

(1) Subject to paragraph (2) below, the Lessee must not and must not suffer or permit a person to use a generator on the Site or Land.

(2) The Lessor may permit, in its absolute discretion, a generator to be utilised for construction purposes for a specified period of time. If the Lessee wishes for a generator to be utilised for construction purposes it must obtain the prior written approval of the Lessor.

12.9 **Solar and Wind Power Sources**

(1) The Lessee may only install, with, solar panels, wind turbines and other non-electrical power sources with the Lessor's prior written consent.

(2) Any application to the Lessor for consent to install solar panels, wind turbines or other non-electrical power sources must specify the details and specifications of the proposed devices.

12.10 **No fence**

(1) Subject to paragraph (2), the Lessee must not and must not suffer or permit a person to erect a permanent fence or similar structure or obstruction on the Site or the Land.

(2) The Lessee may place temporary fencing on the Site, provided that any such fencing:

(a) is not permanently affixed or erected on the Site and is able to be removed at any time;

(b) is entirely comprised within the boundaries of the Site;

(c) does not cause any obstruction to any other part of the Land; and

(d) does not cause or create any risk, danger, or hazard to any other users or occupiers of the Land.

(3) All existing fences and structures which do not comply with paragraph (2) must be removed by the Lessee within thirty (30) days of the Commencement Date, unless the Lessor has approved such fences or structures in writing.

12.11 **No Warranty**

The Parties agree that the Site shall be provided to the Lessee on an 'as is' basis and that the Lessor provides no guarantee that the Site is suitable for the Lessee's intended use.

12.12 **Acknowledgement - located in close proximity to Alcoa Refinery**

The Lessee acknowledges that the Land and the Site are located close to Alcoa Kwinana Refinery, and as a consequence the amenity of the Land and the Site could be adversely impacted.

12.13 **Residential Tenancy Act does not apply**

The Lessee and the Lessor acknowledges that the Land and the Site are not subject to the provisions of the *Residential Tenancy Act* 1987 or the *Residential Parks (Long-Stay Tenants) Act* 2006.

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12.14 **Acknowledgement – termination rights under this clause**

For clarity, the parties acknowledge and agree that the rights of termination pursuant to this clause are supplementary to, and in addition to any rights the Lessor may have in **clause 23**.

12.15 **Indemnity for Costs**

The Lessee indemnifies the Lessor against any claims or demands for all reasonable costs, on a solicitor client basis, incurred by the Lessor by reason of any claim in relation to any matters set out in this clause.

13. Common Areas

13.1 **Comply with Rules and Regulations in relation to Common Areas and the Land**

The Lessee must comply with all rules and regulations made by the Lessor, from time to time, with respect to the Common Areas and/or the Land provided that the Lessor gives the Lessee seven (7) days prior written notice of any amendments to such rules and regulations. For information purposes, the current rules and regulations in annexed hereto as **Annexure 3**.

13.2 **Damage to common areas**

The Lessee must make good any breakage defect or damage to the Land, the Common Areas or the Site and any appurtenance or equipment therein caused by want of care misuse or abuse on the part of the Lessee or the Lessee's Agents or by any breach of this Lease by the Lessee.

13.3 **Lessor's obligations**

The Lessor must, at its own cost:

(a) maintain to a good standard all roads on the Land;

(b) maintain in good order and condition all Common Areas, toilets on the Land and all services to the Land; and

(c) effect and maintain public liability insurance with respect to Common Areas and the Land (other than the Site) for a sum not less than the sum set out at **Item 10** of the Schedule in respect of any one claim.

14. Limit of Lessor's liability

(1) The Lessor will not be liable for loss, damage or injury to any person or property in or about the Site however occurring.

(2) The Lessor is only liable for breaches of the Lessor's Covenants set out in this Lease which occur while the Lessor is the management body of the Site under the Management Order.

(3) The Lessor will not be liable for any failure to perform and observe any of the Lessor's Covenants due to any cause beyond the Lessor's control.

15. Lessor's right of entry

15.1 **Entry on Reasonable Notice**

The Lessee must permit entry by the Lessor, or any person authorised by the Lessor onto the Site without notice in the case of an emergency, and otherwise upon reasonable notice:

(a) (i) at all reasonable times;

(i) with or without workmen and others; and

(ii) with or without plant, equipment, machinery and materials;

(b) for each of the following purposes:

(iii) to inspect the state of repair of the Site and to ensure compliance with the terms of this Lease;

(iv) to undertake an external audit of the building or other structure, constructed or erected on the Site;

(v) to carry out any survey or works which the Lessor considers necessary, however the Lessor will not be liable to the Lessee for any compensation for such survey or works provided they are carried out in a manner which causes as little inconvenience as is reasonably possible to the Lessee;

(vi) to comply with the Lessor's Covenants or to comply with any notice or order of any authority in respect of the Site for which the Lessor is liable; and

(vii) to do all matters or things to rectify any breach by the Lessee of any term of this Lease but the Lessor is under no obligation to rectify any breach and any rectification under this clause is without prejudice to the Lessor's other rights, remedies or powers under this Lease.

15.2 Costs of Rectifying Breach

All reasonable costs and expenses incurred by the Lessor as a result of any breach referred to at clause **15.1(b)(v)** together with any interest payable on such sums will be a debt due to the Lessor and payable to the Lessor by the Lessee on demand.

15.3 Lessor to make good

The Lessor must, at its cost, make good any damage caused to the Site or the Lessee's property as a result of the Lessor exercising its rights under **clause 15**.

16. Statutory obligations and notices

16.1 Comply with Statutes

The Lessee must:

(a) comply promptly with all statutes and local laws from time to time in force relating to the Site, including without limitation all relevant laws relating to occupational health and safety and the health and safety of all persons entering upon the Site;

(b) apply for, obtain and maintain in force all consents, approvals, authorities, licences and permits required under any statute for the use of the Site; and

(c) comply promptly with all orders, notices, requisitions or directions of any competent authority relating to the Site.

16.2 Safety & Testing Obligations

(1) The Lessee acknowledges and agrees that it is fully responsible at its costs for ensuring that the Site and any fixtures or fittings are regularly tested, maintained and inspected to ensure that the

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Site and such fixtures and fittings comply with all statutory requirements and are safe for use.

(2) To comply with its obligation pursuant to paragraph (1) above, the Lessee acknowledges that it will be required to, amongst other things:

(a) comply with the requirements of the *Occupational Safety and Health Act 1984*, including without limitation the requirement for all portable plug-in electrical equipment and residual current devices to be safe and appropriately inspected, tested and maintained by a competent person; and

(b) comply with all relevant requirements of the Department of Fire and Emergency Services (**DFES**), including without limitation the requirement to ensure that all fire protection and firefighting equipment located, or installed at the Site, is tested regularly for compliance with Australian Standards and DFES's requirements.

(3) The Lessor acknowledges and agrees that it is responsible for all items installed in the Common Areas and will be responsible for testing and maintaining the firefighting equipment installed in the Common Areas.

16.3 Indemnity if Lessee Fails to Comply

If the Lessee fails to perform, discharge or execute any of the items referred to in **clause 16.1** and **clause 16.2** the Lessee indemnifies the Lessor against any claims, demands, reasonable costs or other payments incurred by the Lessor of or incidental to any of the items referred to in **clause 16.1** and **clause 16.2.**

17. Report to Lessor

The Lessee shall as soon as practicable report to the Lessor:

(a) any act of vandalism or any incident which occurs on or near the Site which involves or is likely to involve a breach of the peace or become the subject of a report or complaint to the police and of which the Lessee is aware or should be aware;

(b) any occurrence or circumstances in or near the Site of which it becomes aware, which might reasonably be expected to cause, in or on the Site, pollution of the environment; and

(c) all notices, orders and summonses received by the Lessee, and which affect the Site and immediately deliver them to the Lessor.

18. Restrictions on Assignment; No sub-letting or charging

18.1 No subletting

The Lessee must not sublet, licence or part with possession of the Site without the Lessor's and the Minister for Land's prior written consent.

18.2 No assignment or sub-letting without consent

The Lessee must not assign or sell the leasehold estate in the Site or dispose of the Site or any part of the Site without the prior written consent of the Lessor and the Minister for Lands' consent which may be withheld in their absolute discretion.

18.3 Minimum Conditions for Lessor's consent to assignment

The Lessee acknowledges that the Lessor will not provide its consent to the transfer, sale or

assignment of the leasehold estate in the Site, unless:

(a) all Amounts Payable due and payable have been paid and there is no existing unremedied breach, whether notified to the Lessee or not, of any of the Lessee's Obligations;

(b) the Lessee procures the execution by the proposed assignee of a deed of assignment to which the Lessor is a party and which deed is prepared and completed by the Lessor's solicitors; and

(c) the assignment contains a covenant by the assignee with the Lessor to pay all Amounts Payable and to perform and observe all the Lessee's Obligations.

18.4 Consents of assignee supplementary

The covenants and agreements on the part of any assignee will be supplementary to the Lessee's Obligations and will not release the assigning lessee from the Lessee's Obligations.

18.5 Property Law Act 1969

Sections 80 and 82 of the *Property Law Act 1969* are excluded.

18.6 Costs for assignment

If the Lessee wishes to assign the leasehold estate created by this Lease the Lessee must pay all reasonable professional and other costs, charges and expenses, incurred by the Lessor or other person whose consent is required under this Lease, of and incidental to any consents required under this Lease or at law, and all other matters relating to the proposed assignment whether or not the assignment proceeds.

18.7 No mortgage or charge

The Lessee must not mortgage nor charge the Site.

19. Option to renew

If the Lessee at least three months, but not earlier than six months, prior to the date for commencement of the Further Term gives the Lessor a Notice to grant the Further Term and:

(a) all consents and approvals required by the terms of this Lease or at law have been obtained;

(b) there is no subsisting default by the Lessee at the date of service of the Notice in:

(i) the payment of Amounts Payable; or

(ii) the performance or observance of the Lessee's Covenants,

(c) the Council of the Lessor determines in its absolute discretion that it is prepared to grant the Lessee a lease of the Site for the Further Term;

the Lessor will grant to the Lessee a lease for the Further Term at the Lease Fee and on the same terms and conditions other than this **clause 19** and on such other terms and conditions as the Lessor may consider appropriate.

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20. Damage or destruction

(1) If the Site or any part thereof is totally or partially destroyed so as to require major rebuilding either party may within 2 months of the destruction, or the damage terminate the Term with immediate effect by giving Notice to the other party.

(2) If this Lease is terminated in accordance with this clause, **clause 22** will apply.

21. Minister for Lands may terminate upon notice

(1) Notwithstanding any other provision of this Lease, the Lessor and Lessee covenant and agree that the Minister for Lands may terminate this Lease for any reason upon six months written notice to the Lessee and Lessor.

(2) No compensation or other consideration shall be payable to or claimable by the Lessee from the Lessor for or arising out of the termination of this Lease by the Minister for Lands.

(3) If this Lease is terminated in accordance with this clause, **clause 22** will apply.

22. Obligations upon Termination

22.1 Yield up Site

On Termination the Lessee must:

(a) peacefully surrender and yield up to the Lessor the Site in a condition consistent with the observance and performance of the Lessee's Obligations under this Lease; and

(b) surrender to the Lessor all keys and security access devices and combination for locks providing access to or within the Site held by the Lessee whether or not provided by the Lessor.

22.2 Remove all improvements, structures and property

Unless otherwise agreed by the Lessor in writing pursuant to **clause 22.5**, the Lessee must at its cost and to the Lessor's satisfaction prior to expiration of the Term or within 30 days of the earlier determination of the Term:

(a) remove:

(i) any improvements, buildings, fixtures and all septic tanks, drains and soakwells constructed or located on the Site, including without limitation all concrete floors and asbestos sheeting, if any. The removal of any asbestos must be in strict accordance with the *Health (Asbestos) Regulations 1992;* and

(ii) all chattels or goods belonging to the Lessee located on the Site or the Land;

(b) following the removal of any improvements, buildings and fixtures and all septic tanks, drains and soakwells in accordance with paragraph (a), level the Site and clear it of all materials; and

(c) remove any contaminated soil from the Site and make good the Site to the satisfaction of the Lessor.

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22.3 Failure to remove or restore

(1) If the Lessee fails to comply with **clause 22.2** within 60 days following termination or determination of the Lease the Lessor may at its option:

(a) remove all improvements, buildings and fixtures and all septic tanks, drains and soakwells from the Site;

(b) restore the Site; or

(c) remove any contaminated soil and make good the Site.

(2) For clarity, if the Lessee fails to remove any chattels or goods belonging to the Lessee in accordance with **clause 22.2** the Lessor may elect to treat such chattels or goods of the Lessee as abandoned by the Lessee and such property shall then become the property of the Lessor absolutely.

(3) In respect of any cost or expense incurred by the Lessor in undertaking any works pursuant to this clause the Lessee authorises the Lessor to drawn upon the Demolition Levy without notice. If the Demolition Levy is insufficient to cover such cost, then any amount in excess of the Demolition Levy shall be a liquidated debt recoverable from the Lessee by the Lessor in a court of competent jurisdiction.

22.4 Return of Demolition Levy

(1) If the Lessee complies with its obligations pursuant to this clause to the Lessor's reasonable satisfaction, the Lessor will return to the Demolition Levy to the Lessee with thirty (30) days of the Lessor being satisfied.

(2) If the Lessor exercises its rights pursuant to clause **22.3(2)** and draws upon the Demolition Levy, in the event a portion of the Demolition Levy remains after the completion of such works by the Lessor, the Lessor will return the remaining amount of the Demolition Levy to the Lessee within thirty (30) days.

22.5 Limited right for structures to remain

(1) The Lessor may permit in its absolute discretion some or all improvements, buildings and fixtures and septic tanks, drains and soakwells to remain on the Site following determination of this Lease. The Lessor will only permit structures or buildings to remain if:

(a) the Lessee is to be granted a further lease of the Site; and

(b) all structures on the Site comply with the requirements of the *Building Act* 2011 and associated legislation.

(2) The Lessor's permission pursuant to paragraph (1) above must be obtained at least three months prior to the expiry of the Term.

22.6 Clause to survive termination

The Lessee's obligations in this clause shall survive Termination.

23. Default

23.1 Events of Default

A default occurs if:

(a) the Lessee is in breach of any of the Lessee's Obligations for 28 days after a Notice has been given to the Lessee to rectify the breach or to pay compensation in money;

(b) any execution or similar process is made against the Site on the Lessee's property;

(c) the Site is permanently vacated; and

(d) a person other than the Lessee or assignee is in occupation or possession of the Site or in receipt of a rent and profits.

23.2 Forfeiture

On the occurrence of any of the events of default specified in **clause 23.1** the Lessor may:

(a) without prior notice and at any time enter and take possession of the Site and, where that occurs, the Lease shall be terminated immediately from that date of entry; and

(b) give notice to the Lessee terminating the Lease and the Lease shall be terminated immediately from the date of that notice;

and, where the Lessor terminates the Lease under this clause, the Lessor will retain all of its rights in respect of any other breach by the Lessee of the Lessee's Obligations and the Lessee will not be released from any liability in respect of the Lessee's Obligations.

23.3 Lessor may remedy breach

If the Lessee:

(a) fails or neglects to pay the Amounts Payable by the Lessee under this Lease; or

(b) does or fails to do anything which constitutes a breach of the Lessee's Obligations,

then, after the Lessor has given to the Lessee notice of the breach and the Lessee has failed to rectify the breach within a reasonable time, the Lessor may without affecting any right, remedy or power arising from that default pay the money due or do or cease the doing of the breach as if it were the Lessee and the Lessee must pay to the Lessor on demand the Lessor's reasonable costs and expenses of remedying each breach or default.

23.4 Acceptance of Amount Payable by Lessor

Demand for or acceptance of the Amounts Payable by the Lessor after an event of default has occurred will not affect the exercise by the Lessor of the rights and powers conferred on the Lessor by the terms of the Lease or at law and will not operate as an election by the Lessor to exercise or not to exercise any right or power.

23.5 Essential Terms

(1) Each of the Lessee's Obligations in **clauses 5** (Lease Fee and other payments), **7** (Insurance), **8** (Indemnity), **9** (Maintenance, repair and cleaning), **10** (Building Requirements); 12 (Restrictions on use), **clause 13** (Common Areas); **16** (Statutory Obligations and notices); **18** (Restrictions on Assignment; No sub-letting or charging), are essential terms of this Lease but this **clause 23.5** does not mean or imply that there are no other essential terms in this Lease.

23.6 Breach of Essential Terms

If the Lessee breaches an essential term of this Lease or upon the occurrence of a Persistent Breach, in addition to any other remedy or entitlement of the Lessor:

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(a) the Lessee must compensate the Lessor for the loss or damage suffered by reason of the breach of that essential term;

(b) the Lessor will be entitled to recover damages against the Lessee in respect of the breach of an essential term;

(c) the Lessee covenants with the Lessor that if the Term is determined -

(i) for breach of an essential term or the acceptance by the Lessor of a repudiation of this Lease by the Lessee; or

(ii) following the failure by the Lessee to comply with any notice given to the Lessee to remedy any default,

the Lessee must pay to the Lessor on demand the total of the Amounts Payable under this Lease which would have been payable by the Lessee for the unexpired balance of the Term as if the Term had expired by effluxion of time together with the losses incurred or reasonably expected to be incurred by the Lessor as a result of the early determination including but not limited to the costs of re-letting or attempting to re-let the Site; and

(d) the Lessee agrees that the covenant set out in this clause will survive termination or any deemed surrender at law of the estate granted by this Lease.

24. Disputes

24.1 Referral of Dispute: Phase 1

Except as otherwise provided any dispute arising out of this Lease is to be referred in the first instance in writing to the lessor's representative as nominated in writing by the Lessor from time to time (**Lessor's Representative**) who shall convene a meeting within 10 days of receipt of such notice from the Lessee or such other period of time as is agreed to by the parties between the Lessor's Representative and an officer of the Lessee for the purpose of resolving the dispute (**Original Meeting**).

24.2 Referral of Dispute: Phase 2

In the event the dispute is not resolved in accordance with **clause 24.1**of this Lease then the dispute shall be referred in writing to the CEO of the Lessor who shall convene a meeting within 10 days of the Original Meeting or such other date as is agreed to by the parties between the CEO and the Lessee for the purpose of resolving the dispute.

24.3 Appointment of Arbitrator: Phase 3

In the event the dispute is not resolved in accordance with **clause 24.2** of this Lease then the dispute shall be determined by a single arbitrator under the provisions of the *Commercial Arbitration Act* 2012 (as amended from time to time) and the Lessor and the Lessee may each be represented by a legal practitioner.

24.4 Payment of Amounts Payable

The Lessee must continue to pay the Amounts Payable in full until the date of the Arbitrator's decision or the date of an agreement between the Parties, whichever event is the earlier, and if upon resolution of the dispute the Lessee is deemed to have paid more than required, the Lessor will refund to the Lessee any such overpayment.

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25. No Absolute Caveat

The Lessee nor any person on behalf of the Lessee will, without the prior written consent of the Lessor, lodge any absolute caveat at Landgate against the Certificate of Title for the Land, to protect the interests of the Lessee under this Lease.

26. Goods and services tax

26.1 Lessee must Pay

If GST is payable on the Basic Consideration or any part thereof or if the Lessor is liable to pay GST in connection with the sublease of the Site or any goods, services or other Taxable Supply supplied under this Lease then, as from the date of any such introduction or application:

(e) the Lessor may increase the Basic Consideration or the relevant part thereof by an amount which is equal to the GST Rate; and

(f) the Lessee shall pay the increased Basic Consideration on the due date for payment by the Lessee of the Basic Consideration.

26.2 Increase in GST

If, at any time, the GST Rate is increased, the Lessor may, in addition to the GST Rate, increase the Basic Consideration by the GST Adjustment Rate and such amount shall be payable in accordance with this clause.

26.3 GST invoice

Where the Basic Consideration is to be increased to account for GST pursuant to this clause the Lessor shall in the month in which the Basic Consideration is to be paid, issue a Tax Invoice which enables the Lessee to submit a claim for a credit or refund of GST.

27. Notice

27.1 Form of delivery

A Notice to a Party must be in writing and may be given or made:

(a) by delivery to the Party personally;

(b) by addressing it to the Party and leaving it at or posting it by registered post to the address of the Party appearing in this Lease or any other address nominated by a Party by Notice to the other.

(c) by addressing it to the Party and emailing it to the email address appearing in this Lease or any other email address nominated by a Party by Notice to the other.

27.2 Service of notice

A Notice to a Party is deemed to be given or made:

(a) if by personal delivery, when delivered;

(b) if by leaving the Notice at an address specified in **clause 27.1** at the time of leaving the Notice, provided the Notice is left during normal business hours; and

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(c) if by post to an address specified in **clause 27.1**, on the third business day following the date of posting of the Notice; and

(d) if by email, when despatched by email to an email address specified in **clause 27.1** of this Lease unless the time of dispatch is not on a Business Day or after 5 pm on a Business Day, in which case it will be deemed to be given or made on the next following Business Day.

27.3 Signing of notice

A Notice to a Party may be signed:

(a) if given by an individual, by the person giving the Notice;

(b) if given by a corporation, by a director, secretary or manager of that corporation;

(c) if given by a local government, by the CEO;

(d) if given by an association incorporated under the *Associations Incorporation Act* 2015, by any person authorised to do so by the board or committee of management of the association; or

(e) by a solicitor or other agent of the individual, corporation, local government or association giving the Notice.

28. General provisions

28.1 No Fetter

Notwithstanding any other provision of this Lease, the Parties acknowledge that the Lessor is a local government established by the *Local Government Act 1995*, and in that capacity, the Lessor may be obliged to determine applications for consents, approvals, authorities, licences and permits having regard to any Written Law governing such applications including matters required to be taken into consideration and formal processes to be undertaken, and the Lessor shall not be taken to be in default under this Lease by performing its statutory obligations or exercising its statutory discretions, nor shall any provision of this Lease fetter the Lessor in performing its statutory obligations or exercising any discretion.

28.2 Acts by agents

All acts and things which the Lessor is required to do under this Lease may be done by the Lessor, the CEO, an officer or the agent, solicitor, contractor or employee of the Lessor.

28.3 Statutory powers

The powers conferred on the Lessor by or under any statutes for the time being in force are, except to the extent that they are inconsistent with the terms and provisions expressed in this Lease, in addition to the powers conferred on the Lessor in this Lease.

28.4 Severance

If any part of this Lease is or becomes void or unenforceable, that part is or will be severed from this Lease to the intent that all parts that are not or do not become void or unenforceable remain in full force and effect and are unaffected by that severance.

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28.5 **Variation**

This Lease may be varied only by deed executed by the parties subject to such consents as are required by this Lease or at law.

28.6 **Moratorium**

The provisions of a statute which would, in any respect, affect the terms of this do not, to the fullest extent permitted by law, apply to limit the terms of this Lease.

28.7 **Further assurance**

The Parties must execute and do all acts and things necessary or desirable to implement and give full effect to the terms of this Lease.

28.8 **Payment of money**

Any Amounts Payable to the Lessor under this Lease must be paid to the Lessor at the address of the Lessor referred to in the Lease or as otherwise directed by the Lessor by Notice from time to time.

28.9 **Waiver**

(1) Failure to exercise or delay in exercising any right, power or privilege in this Lease by a Party does not operate as a waiver of that right, power or privilege.

(2) A single or partial exercise of any right, power or privilege does not preclude any other or further exercise of that right, power or privilege or the exercise of any other right, power or privilege.

28.10 **Governing law**

This Lease is governed by and is to be interpreted in accordance with the laws of Western Australia and, where applicable, the laws of the Commonwealth of Australia.

28.11 **Interpretation**

In this Lease, unless expressed to the contrary:

(a) Words using:

(i) the singular include the plural;

(ii) the plural include the singular; and

(iii) any gender includes each gender;

(b) A reference to:

(i) a natural person includes a body corporate or local government; and

(ii) a body corporate or local government includes a natural person;

(c) A reference to a professional body includes a successor to or substitute for that body;

(d) A reference to a Party includes its legal personal representatives, successors and assigns and if a Party comprises two or more persons, the legal personal representatives, successors and assigns of each of those persons;

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(e) A reference to a statute, ordinance, code, regulation, award, town planning scheme or other law includes a regulation, local law, by-law, requisition, order or other statutory instruments under it and any amendments to re-enactments of or replacements of any of them from time to time in force;

(f) A reference to a right includes a benefit, remedy, discretion, authority or power;

(g) A reference to an obligation includes a warranty or representation and a reference to a failure to observe or perform an obligation includes a breach of warranty or representation;

(h) A reference to this Lease or provisions or terms of this Lease or any other deed, agreement, instrument or contract include a reference to:

(i) both express and implied provisions and terms; and

(ii) that other deed, agreement, instrument or contract as varied, supplemented, replaced or amended;

(i) A reference to writing includes any mode of representing or reproducing words in tangible and permanently visible form and includes facsimile transmissions;

(j) 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;

(k) If a Party comprises two or more persons:

(i) the obligations and agreements on their part bind and must be observed and performed by them jointly and each of them severally and may be enforced against any one or more of them; and

(ii) unless otherwise specified in **Item 1** of the Schedule it will be presumed that each person will have an equal shares in the Lease and hold their share as a tenant in common.

(l) The agreements and obligations on the part of the Lessee not to do or omit to do any act or thing include:

(i) an agreement not to permit that act or thing to be done or omitted to be done by the Lessee's Agents; and

(ii) an agreement to do everything necessary to ensure that that act or thing is not done or omitted to be done; and

(m) Except in the Schedule headings do not affect the interpretation of this Lease.

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Schedule

Item 1. Lessee

[Insert full name and address of Lessee. Also insert an email address. If there are two or more Lessees specify whether the Lessees hold their interest as tenants in common or joint tenants].

Item 2. Land

Reserve 24308 being Lot 373 on Deposited Plan 219595 being the land comprised within Crown Land Title LR 3107 Folio 425.

Item 3. Site

That part of the Land depicted on the sketch annexed hereto as **Annexure 1**, and known as ["Shack X"].

Item 4. Term

5 years commencing on 1 September 2022 and expiring on 31 August 2027.

Item 5. Commencement Date

1 September 2022

Item 6. Lease Fee

[$City to insert current rental amount] per annum payable annually in advance, with the first payment due on the Commencement Date.

Item 7. Demolition Levy

[$City to confirm current demolition levy] per annum payable annually in advance, with the first payment due on the Commencement Date.

Item 8. Review Date

a) Subject to **Item 8(b)**, the Lease Fee and the Demolition Levy will be reviewed annually on the anniversary of the Commencement Date, in every year of the Term and any further term.

b) The Demolition Levy will be fixed for the first two years of the Term commencing on the Commencement Date.

Item 9. Permitted Purpose

Short term holiday accommodation.

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Item 10. Public Liability Insurance

Twenty million dollars (20,000,000.00).

Item 11. Further Term

5 years commencing on 1 September 2027 and expiring on 31 August 2032.

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Signing page

EXECUTED by the parties as a Deed 2022

Signed on behalf of the City of Cockburn by an officer authorised under section 9.49A(4) of the *Local Government Act 1995*	)))

(Signed)	(Position)	(Print Full Name)

SIGNED by the said [insert Lessee's name])
in the presence of)

Witness sign:

Witness print full name:

Address:

Occupation:

7_5599_001.docx

Annexure 1 - Sketch of Site

See attached.

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Annexure 2 – Minister for Lands' consent

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Annexure 3 – Rules in Relation to Common Areas

See Attached.

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Number	Submission	City Comments
1	Dear CEO City of Cockburn, I am pleased to be part of a family receiving a letter of lease renewal for the Naval Base Shack, especially as the lease is five years by five years. This ensures my children are able to experience a childhood of holidays and weekends at 'The Shack'. They will be part of the Shack community and I believe will be able to take their children there in the future. I do not however agree with the proposed lease fee of $3250. This is an increase of over 30%. This is a huge jump in fees for leasing the same thing as the last ten years. I don't believe the independent valuation is correct in this aspect. Surely costs can not increase by 30%. For any shack owner this amount per year at such a substantial increase, it will put strain on many families. The City of Cockburn has enough money from previously paid leases and therefore does not need to increase the amount. A more suitable cost should be proposed for the fees which is significantly less than $3250. With regard to the type of insurance a shack owner must hold I do adhere to the public liability insurance but building and contents insurance should not be included in the requirements to hold a lease. As with anything else a person owns, they can choose to take out a building and contents insurance. Not all people choose to do so and I believe the Naval Base Shack owner should also have a choice. We should not be forced to take out building and contents insurance if we do not want it therefore this should be removed from the additions to the lease. If you could please take note of these items and amend the proposed lease it would be a pleasing outcome for us, as a shack owner to know that our counsel is listening to our requests.	The proposed term of five (5) years plus a five (5) year option to extend was supported in the submissions received. The proposed lease fee for the Naval Base Shacks was formulated based on a Market Rent Valuation undertaken by licenced Valuer & Property Advisor, Hemsley Paterson in accordance with the Australian and New Zealand Valuation and Property Standards definition adopted by the Australian Property Institute. As the Naval Base Shack site is the only one of it's kind existing within the Perth Metropolitan Area, a combination of comparisons was used in order to formulate the valuation, using an "average" shack site as the basis (given the lack of uniformity of character, scale and condition). The comparisons included Grey and Wedge Island Shacks; Myalup Beach, Pinjarra, Cee & See and Mandurah Coastal Holiday Parks. Significant differences between the Naval Base Shack sites and the Caravan Parks were noted, including limitations on occupancy; standard and provision of facilities and services. The leasing provisions were provided to the valuer in order to determine the specific restrictions for the Naval Base Shacks site. A range of $3000 - $3500 was provided, with a recommendation to adopt the midpoint of $3250. It is important to clarify that the Naval Base Shack Lessees do not pay rates. The funds payable each year are a lease fee (rent) for the use of the land and associated costs of managing the site

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		(including consumables). It would not be appropriate to use public funds from City of Cockburn rate payers to upgrade, upkeep or otherwise maintain a site that is used for private holiday accommodation. The lease fee is paid into a Reserve Fund that is quarantined by the City of Cockburn for the purpose of undertaking Capital Development and Maintenance for the site (such as internal roads; upgrades for the ablutions) The City also quarantines the Naval Base Shack demolition levy to be used specifically for the purpose of remediating the site when a lease is terminated (including asbestos removal). It should be noted that the Naval Base Shack site is holiday accommodation. The reviewed lease fee is reflective of the increase in consumables and based on an independent valuation which ensures transparency. Holiday accommodation is not a necessity and is not comparable to residential rent or affordable housing, or residential rates. It is not appropriate for the City to use public funds to subsidise the holiday accommodation of a small number of private lease holders. The public response to the proposed addition of Building and Contents Insurance as a term of the new lease agreement was not supportive. Following this feedback, the City will amend the draft lease to have the Lessee covenant to arrange annual Public Liability Insurance and provide a certificate of currency to the City of Cockburn upon

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		renewal of this insurance cover. Building and Contents insurance can be arranged by each Lessee with their insurer at their discretion but will not be a lease requirement.
Number	**Submission**	**City Comments**
2	To the City of Cockburn, Thank you for you recent correspondence, with my offer of the 5 x 5 year lease term, very much appreciated. Even though I find the huge, rate increase appalling. How can this be justified? Why not a CPI increase yearly? How can a valuation be determined? What other site can we be compared to? We are not a caravan park with powered sites with water connections, swimming pools, gardeners in attendance, our own ablutions block. We are a unique site , no other like it in the metro area. We have no electricity, no internal water connection, with public facility's, being maintained by our fees. We keep the area maintained for the use by the public. We are not funded by your rate payers, we are self sufficient. With plenty of fees in reserve. . More than ever will be required. We are restricted to 120 days per year. Why can't this be increased? Yes we are in a buffer zone, The nearest industry is Alcoa, where the emissions are heavily monitored & controlled. A lot safer than it was in the past. If we were not here ,who else could use this site with such restrictions on its usage? That would bring you the income we are expected to pay. There are many benificial ways to improve the management of this site. Demolition is not 1 of them. Allowing the auction or sale of them to recoup outstanding fees is a better option. If a person is going to be dedicated to support us, maybe this person could manage the vacant sites. Which can be rented during the summer months and school holidays, like in the past when the grassed area along the fence line was rented from the city for a nightly fee. The ridiculous request for building & contents insurance is beyond belief. This is not the city's business. Insurances are not cheap, Why would we insure our contents? Insurance would cost more than our contents are worth. Our contents are very minimal & basic, left overs from home, second hand or from verge collections. All that is required to enjoy our time at the beach. As a member of the Naval Base Holiday Association, I fully support all their recommendations.	Please refer to City Comments in submission 1 As addressed in the FAQ section on the City of Cockburn's website. Kwinana is the State's major heavy industrial area. Many of these industries are located in Kwinana because they are potentially dangerous and they could not be located anywhere else in/near Perth. The recommended (by EPA) buffer from residences to a typical heavy industry is 1km to 5km. This is to provide protection to the residents by ensuring that any emissions are able to be diluted in the atmosphere before they reach the residential areas. It is also to provide some protection to these major industries of state and sometimes national significance so that they are not required to invest significant funds in excessive emission control and operational safety systems. The City's requirement is that the Shack is to be used for 120 days in any year no matter who is staying in the shack. The City is not supportive of some lessees using their shack for longer than 120 days in any year, based on public health reasons. The demolition of a Shack and remediation of the site upon termination

		was initially contemplated during the development of the lease agreement and discussed at length, resulting in the charging of a demolition levy for this purpose. The City has received submissions that do not support this strategy, with suggestions for on-selling or auctioning shacks where the lease has been terminated so that the amenity can continue to be enjoyed by others. Unfortunately, the City is not able to support on-selling or auctioning vacant shacks based on multiple rationale, supported by legal advice obtained by the City in relation to the options for terminated shack sites. The City cannot take ownership of or on-sell assets where there is uncertainty regarding their condition or ability to meet BCA requirements. While the City is able to facilitate the assignment of a lease, the buying and selling of shacks is not something which the City can be involved in accordance with risk management practices. The City's intention to engage a Planning Consultant has caused some confusion. To clarify, the intention is to ensure that expert guidance is provided with reference to planning legislation and the potential options available prior to making decisions regarding the use of the vacant sites at the Naval Base Shacks that result from terminations. This consultant will not decide what is to be done with any vacant sites.
Number	**Submission**	**City Comments**
3	To who it may concern,	Please refer to City Comments in submissions 1 and 2.

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	Please see below my response to the letter received: I would not like to see any Shacks demolished. I understand that some owners are behind in rates, insurance etc but these shacks should be sold off at auction or some process between the owner and the council that would allow someone to buy the shack, we do not want to see any of these heritage listed properties removed. In keeping with this theme, we do not support the idea of having a planning consultant decide what to do with the empty sites – no sites should be empty. For any empty sites the Association suggests an advisory committee is established to provide assistance to the City is needed. Sites should be leased. Any built form should be in keeping with the scale and uniformity of the site. No dongas should be allowed, the donga that has been allowed to be built right opposite the doubs lookout is ugly and not in keeping with the rest of the shacks In regard to the Fees proposed by the City of Cockburn: The Association propose the fee for 2023/2024 is the current fee plus CPI. We do not support the advertised fee. We note this fee has been determined based on a commercial valuation. The increase to $3,500 is a concern. It is a massive 33 percent jump. We still have a lot of people who are pensioners. More importantly, when looking at the Purpose of the Naval Base Reserve it has been established to cover the costs of the site, and yet since the last significant (100%) increase ten years ago the reserve has continued to grow. There is currently $1.291 Million in the reserve fund and $872,331 for the demolition levy (approx. $5k per shack). The reserve has been growing with Shack owners money paid in annually. The City of Cockburn does not pay towards any of the maintenance or cleaning of the site via rates – it is all via shack owners funds. This is despite public facilities also existing at the site. The fees traditionally covered the costs, and the Association supports this. The Lease fee should be set accordingly. Noting Cockburn are unlikely to be willing to reduce the fee from its current amount we suggest a compromise if the current fee (Approx $2,400) Plus CPI. The amount proposed is absolutely crazy and unwarranted, given the amount of money we allreardy have in the account. This is fair and will ensure the site can continue to be enjoyed by families young and old – and not only for the rich. In regard to Insurance Public Liability should be required. There is no need for Building and contents to be required, this should be optional for shack owners who wish to do so. It does not make any difference to the City. We respectfully request the Public Liability requirement in the current lease remain and that the new proposed requirement for Building and contents be removed.	Multiple submissions have touched on infrastructure upgrades at the Naval Base Sites. There were suggestions received to repurpose the laundry block into ablutions. Retrofitting is less financially viable than knocking down and rebuilding. A full break down of indicative costs is included in the Council Report.

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	In regard to the Management plan, we would appreciate further discussion re the potential to repurpose the Southern Laundry Block, rather than demolish. Very supportive of the pontoon, also the idea of a children's playground. Persistent Breach – This clause will allow the City to ensure compliance and allow persistent breaches to be actioned. Naval Base Shacks Management Plan • A part-time person dedicated to Naval Base Shacks to provide support to shack owners. The intention is to have a dedicated resource to undertake inspections of common areas; respond to enquiries and address issues raised by shack owners.-happy to have this as long as things actually get done. • Redevelopment of both shower and toilet blocks.- yes fine. • Demolition of the existing laundry block- no issue • Investigating the installation of a pontoon.-yes this would be good • Investigating a strategic site plan development for unused spaces within the Reserve The City continues to implement methods to improve the safety of Naval Base Lessees, with methods such as the installation of 20 CCTV cameras in June 2022 operating to deter antisocial behaviour.-very happy with this.	
Number	**Submission**	**City Comments**
4	Good morning, Thank you for recent mail out of Proposed new Lease terms. Our feedback is as below; Concern at rise in Annual Lease fee Demolition cost Public Liability to remain – suggested building and contents insurance not required Repurpose of Southern laundry block not demolition In favour of children's playground and pontoon Return of shop or amenities to encourage community behaviour Accept 5 year lease with option for 5 year	Please refer to City Comments in submissions 1, 2 & 3. The kiosk that existed for a period of time at the Naval Base Shacks was not financially viable for the vendors and resulted in an unsuccessful venture. There is no evidence to suggest that a new commercial tenant would be successful and the City is not able to invest public funds in a feasibility investigation into commercial viability at this site. The City is happy to explore the possibility of having food van licences

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	Thank you	permitted on the site in order to increase the amenity.
Number	**Submission**	**City Comments**
5	With reference to the proposed New Lease Terms for Naval Base Shacks I would like to make the following comments; 1. The fee increase seems to be excessive considering use of the Shacks is for only 120 days per annum. The lease fee would be fairer if the current fee was only increased by CPI from the current rate. 2. The requirement for Building and Contents insurance will be difficult to obtain and is considered unnecessary. My current shack insurer, Ausure Pty Ltd Insurance, has advised that Building and Contents insurance is no longer provided for my shack which leaves me in a dilemma as what to do unless the City of Cockburn can advise a suitable insurance provider. If this requirement cannot be fulfilled does it mean I will be in default of the lease and need to demolish the shack which would be a shame after 70 years of family occupation. I am prepared to carry out any repairs to the Shack building and contents at my own cost as usual. 3. I agree with the requirement to comply with sprinkler water restrictions at the site. These are long overdue as some shacks run sprinklers all day. This requirement will need to be enforced.	Please refer to City Comments in submission 1. There was a variety of responses relating to the proposed restriction on water usage at the Naval Base site, however for the most part submissions supported this addition. While water restrictions are governed at a State (not Local Government) level, the City is supportive of ensuring responsible use of resources in line with sustainability and water wise strategies.
Number	**Submission**	**City Comments**
6	Dear CEO, City of Cockburn. **Re: Response to Public Advertising of the Naval Base Shacks Lease.** On behalf of the Naval Base Holiday Association, we would like to commend the Council for the advertising of a 5-year lease with a 5-year option, commencing in September 2023. This is supported by the Association. We would also like to take the opportunity to thank staff for their efforts to date in getting the lease drafted and for their ongoing assistance in the management of the site. We also	The Naval Base Holiday Association Committee have been extremely supportive of the City in encouraging contact from Shack Owners and assisting with pointing Shack Owners in the right direction for updates and correspondence on the City's website. Their passion for the site and willingness to volunteer their time to represent this community should be commended.

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	note support for the conditions such as compliance with relevant local laws; all planning and building conditions; that no portable toilets should be on site and in regard to the sprinkler conditions the City has set. In regard to modification and improvements to the draft we note: The site covers an area of 45468m2(26), which originally included 178 shacks, which are arranged in five rows running north-south. One of the key areas of concern for the Association is the proposal to demolish shacks, with the City referencing its legal advice that it does not own shacks. This is not supported by the Association. The Association requests a copy of this advice and suggests that shacks could be retained on the site and resold via auction. The provisions of s.3.58 of the Local Government Act apply not only to leasing, but also to the disposal of Local Government property. The Functions and General Regulation 30(3)(a) prescribes that a disposition of property, other than land, that has a market value less than $20,000 is exempt from compliance with the disposal provisions specified under s.3.58. The Shack is not land, and clearly considered separately by the City – based on its current advice that it does not own the shacks and this is why the City of Cockburn would need to demolish them. If the disposal is above $20,000, which we agree would be the case for some of the shacks, then the provisions of s.3.58 would apply, the process could look like a report to Council in regard to sites proposed to be Auctioned, with shacks on them, which will require a council decision, disposal by public tender, auction or by private treaty subject to relevant public advertising and submission requirements within Councils process. There are also mechanisms under the Disposal of Uncollected Goods Act 1970 (WA). The Association respectfully requests that this is explored by the City of Cockburn and seriously entertained. In keeping with this theme, we do not support the idea of having a planning consultant decide what to do with the empty sites – no sites should be empty. For any empty sites the Association suggests an advisory committee is established to provide assistance to the City is needed. Sites should be leased. Any built form should be in keeping with the scale and uniformity of the site. No dongas should be allowed, and perhaps a Local Planning Policy would help to ensure that any rebuilds are in keeping with the site. We believe that the need for the demolition levy should be carefully considered, it was introduced with concern by Cockburn that the site may need to be cleared in the future. This is no longer the case. At best if the levy is kept Cockburn Administration should be - clear in how it is calculated and how much more they expect owners to have to pay into the Levy. In regard to the Fees proposed by the City of Cockburn: The Association propose the fee for 2023/2024 is the current fee plus CPI. We do not support the advertised fee. We note this fee has been determined based on a commercial valuation. The increase to $3,500 is a concern. It is a massive 33 percent jump. We still have a lot of people who are	Please refer to City Comments in submissions 1,2,3 & 4. There is reference throughout the submissions to the ‘Heritage’ nature/listing of the Naval Base Shacks. While there are aesthetic aspects referred to in *Local Planning Policy 4.5* relating to the nature of the site, the individual shacks have no registered heritage component, other than the archaeological value pursuant to Thomas Peel and the first fleet’s landing. The potential archaeological heritage characteristics are for the ground underneath the shacks – not the buildings themselves.

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	pensioners. More importantly, when looking at the Purpose of the Naval Base Reserve it has been established to cover the costs of the site, and yet since the last significant (100%) increase ten years ago the reserve has continued to grow. There is currently $1.291 Million in the reserve fund and $872,331 for the demolition levy (approx. $5k per shack). The reserve has been growing with Shack owners money paid in annually. The City of Cockburn does not pay towards any of the maintenance or cleaning of the site via rates – it is all via shack owners funds. This is despite public facilities also existing at the site. The fees traditionally covered the costs, and the Association supports this. The Lease fee should be set accordingly. Noting Cockburn are unlikely to be willing to reduce the fee from its current amount we suggest a compromise if the current fee (Approx $2,400) Plus CPI. This is fair and will ensure the site can continue to be enjoyed by families young and old – and not only for the rich. In regard to Insurance, the Association agreed Public Liability should be required. There is no need for Building and contents to be required, this should be optional for shack owners who wish to do so. It does not make any difference to the City. We respectfully request the Public Liability requirement in the current lease remain and that the new proposed requirement for Building and contents be removed. In regard to the Management plan, we would appreciate further discussion re the potential to repurpose the Southern Laundry Block, rather than demolish. Very supportive of the pontoon, also the idea of a children's playground. The Association would like to remind the City of Cockburn administration and Council of the importance of the site, and the importance of their role as custodians of the site. According to the National Trust the Naval Base Shacks have cultural heritage significance for the following reasons: • The place is representative of Western Australian coastal shack settlements that developed as holiday destinations from the 1930s to 1960s and demonstrates a way of life during that time as well as the evolution of the site since then. • The place is one of eleven remaining shack settlements in Western Australia and the only shack settlement located within the Perth metropolitan area. • The place is highly valued by the community and has been used as a holiday destination since the late 1930s, with ownership of shacks being passed down through generations of families. • The place has overall uniformity in scale, however each shack has an individual character which has developed over time and collectively they form a distinctive cultural landscape and vernacular style.	

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	• The place has the potential to yield archaeological deposits and provide a greater understanding of Clarence, Thomas Peel's 1830s settlement. • The place has the potential to contain archaeological deposits that relate to the residence erected by Thomas Peel in 1830." The shacks are highly valued by the owners and for the last fifty years the Naval Base Shacks Association has acted as not only a conduit between the shack owners and the City of Cockburn in the management of the site, but also to actively encourage the continuation of the strong community spirit. The Association facilitates the shack community's events and traditions, including Easter celebrations, annual children's fun days and Christmas events. These events not only demonstrate the level of social cohesion at the site but also contribute to the community's sense of place. The Naval Base Shacks have been used by generations of families as a holiday destination since the late 1930s. The establishment of the site as a reserve and the subsequent management by the City of Cockburn enabled families to build permanent dwellings which have an overall uniformity in size and scale but are distinguishable by the level of personalisation and continued use. Each shack has an individual character which has been developed over time and collectively the shacks form a distinctive cultural landscape. While the evolution of the shacks is listed as a distinguishing feature in the City of Cockburn's Heritage Area documentation, there is concern that strict planning controls and increased uniformity will negatively influence the character of the site and the distinctive vernacular style which is key to the heritage value of the shacks. Naval Base Shacks are a wonderful place. Always welcoming many visitors who take a walk through and look at the unique location, stopping for a swim and to enjoy the laid-back surroundings of the area. We are still able to live much as our ancestors did 70 years ago. Many share stories of the good train that ran through the middle of the park, which they would go up to the fence and watch, the playground, swimming lessons at the beach, of the shop, and the houses over the road (All of which are now gone) This demonstrates that the Shacks are the last remains of an era which has now gone. We would encourage the re-establishment of a shop or a similar kiosk style operation on the site, which the City did advise would occur when the shop was removed. In their assessment in 2018 the National Trust made a Conservation Recommendation to, "Ensure that any additions and or alterations to the site maintain the individual character and collective vernacular style of the shacks." The Association supports this and encourages the City of Cockburn to ensure its Local Planning Scheme also supports this.	

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	The Site has been deemed significant across a number of categories, with the National Trust determining it had aesthetic, historic, scientific, social, rarity, representativeness and authenticity values. The place contributes to the natural environment of Cockburn Sound, providing residential character in a coastal area that is surrounded by heavy industry. The distinctive vernacular style of the settlement contributes to the character and landscape quality of the area. The place is associated with the evolution of the concept of 'the seaside holiday'. This began in the early 1900s by booking a hotel by the sea and developed into one where more people took holidays as they built their own accommodation (shacks) in a popular seaside location that was not located near the popular metropolitan beaches. The place displays the gradual formalisation of a 'shack settlement'. These settlements began with an ad hoc collection of structures (caravans with annexes and simple constructed shacks) to one where rules were developed to formalise the size, appearance and design of the shacks. The place is associated with the training of military personnel, including the 10th Light Horse Regiment, prior to the outbreak of World War II. The place has the potential to contain archaeological deposits related to Thomas Peel's failed 1830 settlement, Clarence. These deposits have the potential to yield information on how the settlers first tried to establish a foothold in an unfamiliar environment, the types of objects they brought with them and then later abandoned as this frontier environment became too difficult to endure. This place may contain archaeological deposits associated with the house erected by Thomas Peel at this Clarence settlement. The place is highly valued by the community and the generations of families that have used the site as a holiday destination since the late 1930s. The place has high social value for the shack community, with shacks being passed down through generations. The place is one of eleven remaining shack settlements in Western Australia and the only shack settlement located within the Perth metropolitan area. The place demonstrates a way of life from the 1950s and 1960s and how holiday destinations promoted an outdoor lifestyle not seen as frequently today.	

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	The place is representative of coastal shack settlements developed as holiday destinations from the 1930s to the 1960s in Western Australia. Currently the place has a high level of integrity, however care must be taken to ensure future development and regulation does not extinguish the character of the site. While the place only contains a few of the original caravan and annexe shacks, those constructed from the 1960s remain mostly unchanged, with the exception of modern additions such as gas bottles and solar panels. We note we also received feedback from a member re the rules around breaches of leases, noting the shacks should not be demolished for this purpose – of which the Association agrees. We are passionate about preserving the site, and its associated values into the future, including the protection and preservation of the Cockburn Sound and nearby Beeliar Regional Park. “We have lived at one, and enhanced this environment for generations. We are more than 90 years old – and look forward to the next 90! Thank you once again of the offer of the lease and we hope the amendments suggested can be made prior to adoption by Council.	
Number	**Submission**	**City Comments**
7	Hi, Please consider this email as my official response to your offer letter: I support: 4. the conditions such as compliance with relevant local laws, all planning and building conditions. That no portable toilets should be on site and in regard to the sprinkler conditions the City has set I support and agree with below points: 5. areas of concern for the Association is the proposal to demolish shacks, with the City referencing its legal advice that it does not own shacks. The Association requests a copy of this advice, and suggests that shacks could be retained on the site and resold via auction under the Disposal of Uncollected Goods Act 1970 (WA) ("the Act"). The Association respectfully requests that	Please refer to City Comments in submissions 1,2,3 & 5. The cost of demolition of shack 338 was $10,202.32 in 2020. This cost included remediation of the leased site (including 60cm of ground) due to asbestos contamination.

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	this is explored by the City of Cockburn and seriously entertained. In keeping with this theme, we do not support the idea to have a planning consultant decide what to do with the empty sites – no sites should be empty. For any empty sites the Association suggests an advisory committee is established to provide assistance to the City is needed. Sites should be leased. Any built form should be in keeping with the scale and uniformity of the site. No dongas should be allowed, and perhaps a Local Planning Policy would help to ensure that any rebuilds are in keeping with the site. 6. We would like to know the demolition cost of shack 338? 7. IN regard to the Fees proposed by the City of Cockburn: The Association propose the fee for 2023/2024 is the current fee plus CPI. We do not support the advertised fee. We note this fee has been determined based on a commercial valuation. The increase to $3,500 is a concern. It is a massive jump. We still have a lot of people who are pensioners. It's a 33 percent jump. More importantly, when looking at the Purpose of the Naval Base Reserve it has been established to cover the costs of the site, and yet since the last significant (100%) increase ten years ago the reserve has continued to grow. There is currently $1.291 Million in the reserve fund and $872,331 for the demolition levy (approx. $5k per shack). The reserve has been growing with Shack owners' money paid in annually. The City of Cockburn does not pay towards any of the maintenance or cleaning of the site via rates – it is all via shack owners funds. This is despite public facilities also existing at the site. The fees traditionally covered the costs, and the Association supports this. The Lease fee should be set accordingly. Noting Cockburn are unlikely to be willing to reduce the fee from its current amount we suggest a compromise at the current fee (Approx $2,400) Plus CPI. This is fair and will ensure the site can continue to be enjoyed by families young and old – and not only for the rich. 8. In regard to Insurance. The Association agreed Public Liability should be required. There is no need for Building and contents to be required, this should be optional for shack owners who wish to do so. It does not make any difference to the City. We respectfully request the Public Liability requirement in the current lease remain and that the new proposed requirement for Building and contents be removed. In regard to the Management plan, we would appreciate further discussion re the potential to repurpose the Southern Laundry Block, rather than demolish. Very supportive of the pontoon, also the idea of a children's playground.	
Number	**Submission**	**City Comments**
8	Hi	General support of new lease

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	I have been asked to send an email with regards to keeping the shacks We only purchased a few years ago and we love it. Coming from a rural living we really enjoy having somewhere to go with the family that isnt hot and unappealing. We spend public holidays, holidays down there and catch with family and friends. It's the only time we get to enjoy time as a family without 'technology' We would push for the leases to be renewed as we really benefit from them	
Number	**Submission**	**City Comments**
9	Good evening and thankyou for the 5 + year proposed lease. Such a very special place in my family and friends' hearts. I have seen the Associations response and congratulate them also for being the combined voice of shack owners. Can *I* highlight the concerns again regarding insurance, increase in fees and would dearly dearly love the deli to be returned as promised, just to make life a little easier. You can not compare the shacks to other properties as it is so unique. Do not charge us for facilities that aren't in place and that any member of the public has the right to wander in at will and use the available facilities. Thankyou for your time. Save Our Shacks and Save the Sound	Please refer to City Comments in submissions 1 & 4
Number	**Submission**	**City Comments**
10	Attention: CEO, City of Cockburn I am writing to request council reconsider the lease fee proposed for the naval base shacks . The following are my concerns and reasoning: (1) Excessive fee increase; New Lease $3250 Demolition fee $330 Current Lease $2200 Current Lease fee $300 Fee increase $1050 Fee Increase $ 30	Please refer to City Comments in submission 1

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	47.72% increase 10% increase This seems to be a rather exorbitant amount considering the current amount held in the Naval Base Shack funds stand at $1.291 million and demolition fund at $872,000. (2) I believe the increase on the lease is based on a market valuation on Commercial caravan parks, the amenities of which far exceed that of the Naval Base Shacks. Camp kitchens , gas barbecues , gardening , lawn mowing, locked access, non sharing of toilets with the public to name a few. (3) In addition, historically crown land reserve leases are not usually granted to local governments for long term economic development or commercial purpose or benefit, therefore commercial valuation should not apply. The new lease fee should be current fee plus CPI. **Please acknowledge this response has be viewed by the CEO in writing,**	
Number	**Submission**	**City Comments**
11	Naval Base Shacks Management Plan Subject to Council approval, the City is reviewing the Naval Base Shacks Management Plan and proposing the inclusion of the following; • A part-time person dedicated to Naval Base Shacks to provide support to shack owners. The intention is to have a dedicated resource to undertake inspections of common areas; respond to enquiries and address issues raised by shack owners. • Redevelopment of both shower and toilet blocks. • Demolition of the existing laundry block. • Investigating the installation of a pontoon. • Investigating a strategic site plan development for unused spaces within the My comments in addition to previous comments. I oppose the rent increase it is in the extreme. I think the valuer have simply looked at adjacent Caravan Parks for the value. We are not comparable , we have no power water or sewerage. We have no facilities shop or common recreation. Basically we are a camping site. I would urge minimal improvements and minimal increases. We do not need a pontoon and there would be little use of such a facility.	Please refer to City Comments in submissions 1, 3 and 4. The current lease requires building alterations to be assessed in accordance with the Building Code of Australia. The lease also addresses the parking, internal road and boat storage issues raised. There is no basis for the City to action a request to prevent electric scooters or bikes. A designated fish offal cleaning/disposing area is not supported as it would potentially cause a dumping zone to be inadvertently created and would cause a significant problem if not used correctly.

	We do not been inspections of common areas. Perhaps a maintenance program The children play area would be supported, perhaps a skatepark or Bmx. It would be better if this was in partnership with the reserve across the other side of Cockburn road as part of the Regional Park The kiosk or shop is supported, but any rental should offset the proposed increases. In the main the City should consider bringing it up to caravan park standard instead of the current camp standard. The requirement of no toilets is supported however there is a shortage of facilities and more should be built. Instead of demolishing the laundry block south, it should be converted to on suites. This happened in the northern block at minimal cost. The disused laundry in the northern block should also be converted to on suites. Laundry facility should be considered, most of us can take laundry home but people with small children need something. Perhaps a facility could be built as part of the kiosk or shop. There needs to be an improvement in the chalets or buildings condition. Transportable need to be in or out the new one in the center is not in keeping with the heritage of the reserve and an eye sore. Some encouragement to keep the chalets painted and again in a heritage scheme There needs to be some interpretation type material or displays to show the heritage values of the site and past history. There needs to be more control over boats being parked on the reserve. Should the owners only have them on site as part endorsement of the lease conditions. Currently many are not owned by the leases but simply being stored there by friends There should be no off road or unlicensed vehicles on the reserve. Electric scooters and bikes should not be allowed as the internal roadway is not designed for them. Unless line of site and clear ways are considered. There should be limits on vehicles parked on the sites with visitors to park outside in public car parks. Some sites have 3 permanently on site. There need to be another beach access or stairway in the northern reserve. The current little beach need its steps and rocks improved especially down at the waters edge where the jagged rocks are dangerous when the sand washes away.	Regarding the comment requesting investigation into joint projects with the Department of Biodiversity, Conservation and Attractions (DBCA) and the Reserve adjacent the Naval Base Shacks. The two Reserves are vested for different purposes that would not support joint projects.

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	Consideration for some fishing platforms for recreation users. Other uses, non leases should be encouraged such as picnic tables swimmers and cyclists, fishers swings a lookout. more comment, The internal roads are sinking since the larger rubbish trucks have been used. Also tourist busses being parked over night and other large vehicles. The beach area is situated on a cast limestone formation. The City road teams should be consulted. Any building or alterations need to take into consideration drainage runoff so as to not cause sinkholes. This has happened in several place where the roof area has increased and run off increased Fishing offal or by product should a cleaning or disposal facility be included. Plastic bag or fishing line waste is a problem. Is there a possibility to do something jointly with Kwinana which has the boat ramp. What joint projects can be looked at with DBCA and the Regional Park.	
Number	**Submission**	**City Comments**
12	To The CEO City Of Cockburn, Thanks for the offer of the 5 Year Lease with 5 Year Option. Whilst this is great news some items in the Lease renewal have caused us concern The proposed increase to 3500.00 is a massive increase and works out 33percent increase, I understand inflation but this seems extreme when the current CPI is only around 7% . We appreciate that you have done some works around the shacks re cameras etc. but all of the works is done by us the owners of the shacks whom maintain their own .The money spent on the site which comes out of the Shack Lease Money also cover the public facilities which we never had issue with until this huge increase. Which will affect so many that are struggling Another issue we have is a condition of the lease to have building and contents insurance. This should be optional as it doesn't affect the City one way or another. Still don't understand the Demolition Fee How many more years is this a requirement . Seems unfair Thanks Shack Owner	Please refer to City Comments in submissions 1 and 2.

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Number	**Submission**	**City Comments**
13	Mr Daniel Arndt CEO, City of Cockburn Dear Daniel, I was shocked and surprised to receive in the mail 20th March 2023 the generic termination of lease dated 14th March 2023 signed by Joe Saraceni on the basis on not having public liability insurance for the shack site 409 which I lease when in fact I have always had and maintained insurance as per the previous lease agreement and that remains current. I had been waiting for notice from the city as to what was required and when but I have maintained all of my obligations as per the previous lease agreement. When I went to the email account that I have always kept for shack purposes I found that an email was sent 20th February 2023 requesting a copy of my public liability insurance certificate of currency. The following day an email was sent with an attached letter stating that I was non-compliant and that if the certificate was not provided by 7th March 2023 a new lease would not be offered. Despite the gravity of this, the letter was not posted and I was not telephoned despite these contacts being held by the city. It was a fellow leaseholder who notified me 16th March 2023 that my shack site was not advertised by the City on their shack site at which point I emailed the City with a copy of my public liability insurance certificate of currency demonstrating that it was paid 24th August 2022 and had never lapsed. It is covered until due again 24th August 2023. I was relieved that the City returned email stating “Now that the City has received your insurance documents prior to the 28th March 2023 extension, your profile is compliant and you will be offered a lease. A second round of advertising will be undertaken after 28 March 2023 for those who successfully provide their insurance information by this deadline – I will be in touch with your Offer Letter when we progress with advertising.” Yesterday I emailed the City enquiring as to when a lease document would be sent or payment requested. I wrote that my fellow leaseholder have advised me that I need to pay by 31st March. I wrote that I am very worried and anxious about the limited time between notices and deadlines given how long I have waited for this and requested to be telephoned if payment is required within the next 2 days. I received an email reply “You can make payment – I have cc’d Revenue should you wish to make contact. The 2023 fees are based on the lease that is holding over (not the new lease). The full details of the timeline for the new lease to be signed are on the City’s website. Now that the extension period for insurance and arrears has expired (yesterday), the City will progress with advertising the lease (shack 409 will be included in this).” From the website I found the rent fee is to be $3,250 per annum with a demolition Levy of $330 and rent reviews annually to Consumer Price Index. To me this is reasonable because I am working with a good income. My work is very demanding and time consuming as are my family’s care needs but the information provided to me does not	The City appreciates the feedback relating to one of the Naval Base Shack Lessee’s who highlighted their dissatisfaction with the lease renewal process. Shack Lessees were sent several letters over the course of the last 12 months to update them on the process for developing a new lease and requesting that they provided the City with the required insurance documents and paid outstanding arrears. The City cannot justify the resources required to write, email and call each of the 173 shack owners multiple times to reiterate their requirements under the Lease. Each Shack owner was provided with written final notice, and an extension to the final advertising deadline if required in order to assist in providing as many shack owners as possible with a compliant shack profile. Shack Owners are required to perform their lease obligations under the lease – and while the City plays a supportive role in explaining these obligations, it is up to each individual Lessee to maintain a compliant shack profile with the City. Shack Owners must also ensure that their contact details remain up to date.

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	give me any reassurance or certainty to make payment even though I am ready to do so immediately. I am very disappointed that after such a long period of waiting for any information this new lease offer it has not been delivered suitably to somebody time poor such as myself and exclusion deadlines way too short for something such as this. With regards payment, I do not have clarity or option to act upon though I am told that I will be offered a lease but I have no dates for any of this. There may other leaseholders who may be away or unwell who may not have received notice to send in compliance documents. I believe it is incumbent upon the City to more to ensure leases are not terminated unfairly or unnecessarily. I do formally and fully support the letter of response to the lease offer written by the Naval Base Holiday Association. In particular I support the importance of this shack settlement as stand for history, heritage, nature, environment, peace, co-existence (including with industry and transport), community, unity and human communion against industrial pollution, commercial profit what some call progress. Our physical and mental health indeed our very existence depends upon what we stand for at Naval Base.	
Number	**Submission**	**City Comments**
14	Hi Emily While having to agree with the rapid increase in rate charges, I would like to register a protest on the large increment that occurred so rapidly If the rates were not increased over the previous 5 years that can hardly be the fault of the current occupants! The rate is much higher than my present rates which provide more services to the house. As most occupants are weekend visitors to the Naval Base, the watering allowance makes it difficult to use those particular days during the week. When visiting it is special to see a green environment and the dust kept down and prickles minimised. The ablutions being upgraded is a positive move along with improved lighting in the area We enjoy the Shack life but please don't make it impossible for the many retirees to take advantage of the Naval Base Shacks	Please refer to City Comments in submissions 1 and 5.
Number	**Submission**	**City Comments**
15	Dear Joe, RE: **NEW LEASE TERMS – NAVAL BASE SHACKS** Further to your letter dated 14 March 2023 regarding to the proposed new Lease terms. We welcome the offer of 5 plus 5 years lease term.	Please refer to City Comments in submissions 1, 2, 3, 4 5 The City's resources do not allow for individual inspections of the internal areas of Shacks to ensure that they are not in breach of the lease obligations such as no internal plumbing. However,

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Lease Fee and Demolition Fee

We do not agreed with the proposed Lease Fee of $3,250.

The Valuer has not acknowledged the difference between Naval Base Holiday Park and Coogee Caravan Park (one of the closest rental evidence to our Park). The fee is based on a commercial lease. We have listed the differences and similarities in the table below:-

NAVAL BASE HOLIDAY PARK	**COOGEE CARAVAN PARK**
No Electricity	Electricity
Toilets shared with Public	Toilets Park only
Water tap supplied	Water tap supplied
No public space	BBQ facilities
	Kitchen/Lounge public area
Stay 120 days	Stay 365 days
No Site Manager	On Site Manager
Proximity to Sea	Proximity to Sea

The Parks are very different with what facilities are available to the occupants. We proposed that the current Lease Fee should increase by CPI only.

Please note that our Park is self funded. The City has been collecting the Demolition fee for more than 10 years and we believe that the fee should only be charged until the Demolition cost is achieved. The Demolition fee should then be dropped.

Insurance

Shack 308 and 515 already have Building and Contents and Public Liability insurance so that doesn't worry us. But we appreciate that other shack owners should have the option whether they have Building and Contents insurance or not.

Portable Toilets / Illegal Bathrooms

Our question is:

1. Portable toilets not allowed – How will this be policed?

the new lease will facilitate mechanisms to address breaches of the lease.

The Management Plan outlines the Shack Sale process. Should a more comprehensive assignment process be implemented, it would result in an increase in the administration fee that the City charges due to the additional resourcing. The City seeks to keep the costs associated with transferring ownership of the Shacks as low as possible and does not view the current assignment process as requiring review.

The proposed Gazebo project did not proceed as it was not supported by Shack Owners during public consultation.

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	2. Internal showers are allowed then? We are aware of multiple non approved showers and toilets that have been installed in shacks. The Park is close to the limestone cliffs and sea and there should not be multiple unauthorised septic tanks for showers and toilets. We suggest that each shack should provide the City a Building inspection certificate every 2 years. A private Building Inspector could be arranged by the City and each shack owner pays a set fee. This would hopefully make life easier for the City of Cockburn staff and make Shack Owners accountable for any unauthorised internal and external works. It is difficult for your Staff to notice the differences of unapproved works. They are not there often enough to see the changes. **Use of Sprinklers** We agree with the addition of Use of Sprinklers and water days. Is the City going to contact Water Corporation to have inspectors attend the Park regularly? This is the only way the City will gain the respect of the Shack Owners. **Water Connection** We are happy with the City's proposal to charge the Shack Owners if repairs are not made. **Persistent Breach** We are happy that the 3 strikes your out is included in the City's proposal. However, we are disappointed that the City has not acted with multiple breaches by some Shack Owners in recent years. Our hope is that the City will take disciplinary action in the future so that Shack Owners respect the Lease document that they have signed, the City of Cockburn staff and contractors and their fellow Shack neighbours. **Naval Base Shacks Management Plan** The Management Plan has been in place for more than 10 years and yet hardly any items have been actions. We would like to see the following:-	

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	1. Children's playground installed in the Park 2. A Pontoon that will be used by Shack Owners and Cockburn residents. We use to have 2 diving platforms installed each year and they were removed a few years ago without reason. 3. Gazebo in the Laundry position – We agree with the demolition of the laundry block as it has become a dumping ground for Shack Owners and Strangers. We would like to see the Gazebo proposal be advertised again. The neighbouring shack owners have not been there like the Srhoy's who have been at the Park since 1969. The laundry was built in the early 80's and has had many uses including a place where teenagers use to sit in a safe environment. We knew where they were. If antisocial behaviour happens then CoSafe and the Police should be contacted. It would be wonderful to have an area where we can gather under shade or a place for our Association meetings to be held. 4. Entry sign Statement – We would love to see a proper sign at the entrance so we actually look like a Park. 5. Kiosk – We would like to see the Kiosk reinstated as it was used by Shack Owners as well as general public driving by or whilst at the beach. Even if its an onsite van like the one at Bibra Lake. **Vacant Sites** There is no need to engage a Consultant to recommend future uses of the vacant sites. The sites should be advertised for City of Cockburn ratepayers with a no sale clause for at least 4 years to avoid profiteering. The Park in the past was used and enjoyed by many Councillors and Ratepayers of the City of Cockburn. The Ratepayers sold their shacks after the double increase in fees years ago and the increase in antisocial behaviour that was not dealt with by the City. **Shack Sale Process** We believe that the City should look at having a stronger sale process to protect both the Buyer and Seller of a Shack. A Management Committee between Shack owners and City representatives could meet to discuss this matter. **City Staff Member – Part Time** We have a lease and we would like to see a more active role from the City of Cockburn to deal with issues so having a City staff member to work solely for the Park is welcomed.	

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	It is, however, concerning that Shacks are still be rented out for years. Some tenants moving from shack to shack and Shack Owners staying at their shacks permanently have been increasing. Is the City going to take a more active role in ensuring that the Shacks are used for 120 days? In the past we were given the Occupancy log which both of us still mark each night we stay at our shacks. Yet the City, to our knowledge has never asked for the Occupancy log to be supplied to them. **The Future** We would like to see the City of Cockburn take a stronger management of the Park so that Shack Owners respect their lease. Yes times have changed, but the Naval Base Holiday Park is a unique holiday destination that has a social heritage that should be preserved for future generations to enjoy. We look forward to receiving your response and our new lease in the near future. Yours sincerely	
Number	**Submission**	**City Comments**
16	To the CEO, I hereby submit my public comment in regards to the Naval Base Shacks lease. I am pleased to see the lease term option of 5 year + 5 years, and appreciate the support from the Council with this recommendation. I am writing to express my strong opposition to the proposed increase in annual lease fees of 48.87%. Our local community has a unique culture and identity that has been shaped over many decades. Families have been holidaying in this area since the 1930s and have worked hard to establish a thriving community that is inclusive and welcoming to all. The proposed increase in annual fees threatens to undermine the fabric of our community and could lead to the displacement of long-time holidayers who cannot afford the increased costs.	Please refer to City Comments in submissions 1 and 2.

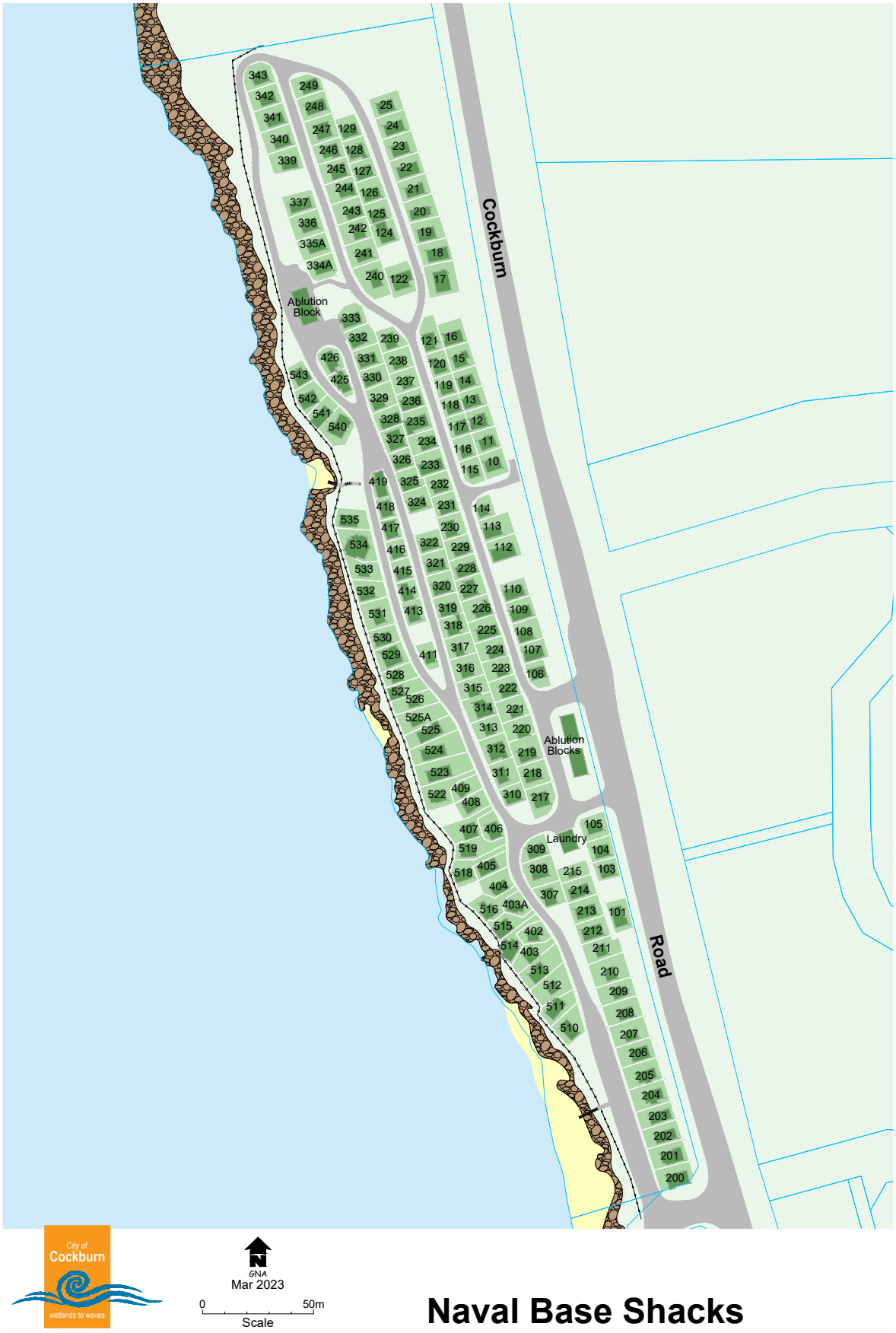
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	While I understand that the council needs to generate revenue to fund important projects and services, I do not believe that this increase is justified. The council's rationale for the increase is unfounded and lacks transparency. As there are no comparable shack communities remaining in the Perth Metro, I can only assume that the market evaluation was conducted on a Caravan Park that operates for economic gain, in which the shacks do not, and on a Caravan Park that has a large variance in operations, including ownership structure, length of stay, and onsite facilities. Since 2016, the last rate increase, to year end 2022, the AU inflation rate has been a total of 17%. This increase represents over double that. No major capital works have been completed since 2016 at the Shacks, in fact, a community asset of the local Shop has been removed and not replaced as communicated by the Council. The new lease references potential upcoming works, but with no budget disclosed, tenders, or commitment, raising the lease fee for these potential upcoming projects is hopeful at best and manipulative at worst. With $1.219 million in the fund for the Shacks, it seems unnecessary to raise funds for works not yet committed to and, on past experience, unlikely to happen. For annual running costs, the current lease fee, plus a lease fee increase in line with CPI, and the reserve fund, should be more than adequate. It is imperative that the council provides a clear and comprehensive explanation as to why such an increase is necessary. In addition to the increased lease fee, the new addition of requiring shack lease holders to have Building and Contents insurance is unnecessary, adding additional financial burden on the lease holders, and ultimately is out of the Council's remit to mandate. Insurance is a personal choice that individuals make based on their assessment of risk and the potential financial consequences of unexpected events. The requirement for Public Liability is accepted, anything beyond that is extending the councils reach beyond their responsibilities. While I have many more thoughts, my final point is that I would like to see a no-demolish clause in the lease agreement, as the recent demolishment of shacks is a cultural crime. The Shacks have a rich history that reflects the heritage of a place and the people who have holidayed here. They provide a tangible connection to the past and help to shape our understanding of Australian, Perth, and Cockburn history. They serve as a reminder of the past and contribute to the collective memory and identity of Cockburn and surrounds. It is essential that Council steps up to recognize the importance of preserving the Shacks of cultural value and take measures to protect them. Preservation methods may include	

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	renovation, restoration, or adaptive reuse of the buildings. If a building is deemed unsafe or beyond repair, the council should explore alternative solutions to demolition. There is a willing, able and ready community of Shack lease holders and wider community members ready to help in a variety of ways to ensure the preservation of the Shacks. Allow us to. I urge you to reconsider the proposed 48.87% increase, unnecessary insurance mandates, and to prioritize the interests of the wider local community by preserving the Shacks from demolition. Thank you for taking the time to read my response. I hope that you will give careful consideration to my concerns and take action to protect the interests of the local community. I look forward to further communications around the transparency and requirements for the fee increase and a detailed response to my submission.	

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City of Cockburn
wetlands to waves

MANAGEMENT PLAN
Naval Base Shacks
RESERVE 24308





www.cockburn.wa.gov.au

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1.0 Purpose

This is the second Management Plan that has been prepared specifically for Reserve 24308, incorporating the use by the lessees of the Naval Base Shacks. The City facilitates two key elements of the Reserve, 1.Administration of the site and 2. Future management approaches.

The Management Plan has been prepared by the City of Cockburn, as the Management Authority, to guide and assist in the future management of the Reserve. It also outlines strategies for how future improvements to the Reserve will take place.

In preparing this Management Plan the City has given due consideration to the recommendations/findings made by the Standing Committee on Environment and Public Affairs.

2.0 Site Description and History

2.1 History of Reserve 24308

Anecdotal records from the City indicate that parts of the area, now represented by Reserves 24308 & 24309 were used as an informal camping ground as early as 1933. Historically, Reserves 24308 & 24309 were created and set aside for the purpose of public utility in 1955, following the transfer of the land from the Commonwealth.

The original vesting of Reserves 24308 & 24309 to the Cockburn Roads Board was approved by the Executive Council and granted on 10 July 1957 for the purposes of recreation and camping. The Vesting Order for Reserve 24309 contained the power to lease. The Executive Council also designated Reserves 24308 & 24309 as ‘A Class’ Reserves at the same time.

Original structures placed on the land consisted of caravans with annexes. Over time the structures have become more permanent in nature and no longer represent a caravan with a soft or rigid annex.

The site was originally managed as a Caravan Park, with a register of City of Cockburn residents being allocated a site each time a lessee surrendered their lease. It has now evolved into exclusive holiday accommodation with the sites and structures being sold on the open market. In April 2024 the City recorded under 20% of shack owners to be City of Cockburn rate payers out of the 170 lessees.

2.2 Current Tenure of the Land

Part 4 of the Land Administration Act 1997 provides the legislative basis for the creation, management, amendment, and cancellation of Reserves of Crown Land. A Reserve represents Crown Land which has been set aside or dedicated for a particular purpose in the public interest. There are hundreds of Reserve purposes utilised across the State, recognising the diverse role and function which Reserves must perform in the public interest. The purpose of Reserve 24308 is ‘Recreation and Camping’.

In terms of management, once a Reserve is created it is placed under the care, control and management of a State Government department, Local Government, or incorporated community group. This is processed by way of a Management Order registered against the relevant parcel of Crown Land and is endorsed on the Certificate of Land Tenure. In terms of Reserve 24308, a Management Order exists with the City of Cockburn which includes the power to lease for up to 21 years. The Management Order does limit use to being consistent with the Reserve purpose (‘Recreation and Camping’), with all leases subject to the Minister for Lands approval.

In addition to the Reserve purpose and Management Order requirements, Reserve 24308 is classified as an ‘A Class’ Reserve which affords the greatest degree of protection under the Land Administration Act 1997. In terms of historical appreciation, the Land Act 1933 provided for Reserves of Crown Land to be classified as Class A, B or C Reserves. This approach was extinguished under the Land Administration Act 1997, with a new approach in the form of classifying all Reserves as one and the same but keeping the notion of ‘A Class’ Reserves. ‘A Class Reserves continue to be classified separately, representing the greatest level of importance and need for high level protection. Any proposal to undertake a major amendment to an ‘A Class’

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Reserve, including modifying the Reserve purpose, can only take place by tabling the proposal in both Houses of Parliament in accordance with section 43 of the Land Administration Act 1997.

In December 2022, Reserve 24308 was entered into the State Register of Heritage Places pursuant to section 42 of the Heritage Act 2018, noted as P17868 Peel Town Archaeological Site, Henderson. While this Registry entry does note that "the Naval Base…does not contribute to the cultural heritage significance of the *Peel Town Archaeological Sites*" the Reserve makes up some of the 43.5 hectares of coastal vegetation containing archaeological sites dating to the 1829-30 occupation by Thomas Peel's settlement group.

On 29 April 1999 the then Minister for Lands (Hon Doug Shave MLA) advised the City that the "leases are only an interim measure, which the State has accepted, to recognise the existence of the shacks until such a time as the situation is rectified." In further correspondence dated 26 April 2001, it was stated that the then Department of Land Administration "would prefer a policy that allowed for the replacement of existing structures, rather than one that encouraged expansion or major development. This would ensure that Lessees were under no misapprehension that their tenure is both short term and finite."

During extensive negotiations with the State Government, consideration of wide-ranging options by the Council of the City of Cockburn and wide-ranging dialogue with Lessees, the City secured support from the State Government for the use of the Reserve for the Shacks to continue. This is consistent with the Reserve purpose, and the power to lease which formalises the leasing arrangements of the site.

The City of Cockburn subsequently entered into a lease arrangement with the Lessees for a 5-year period with a further option to renew for 5 years, spanning the years 2012-2022. The City is now seeking to enter a second lease arrangement for the same period of time, subject to the consent of the Minister for Lands.

2.3 The Site

Reserve 24308 is a 'Class A' Reserve and is Crown Land by virtue of Crown Land Title LR3107-425. The City of Cockburn has a Management Order for the Reserve for the purposes of 'Recreation and Camping'. The land is located at 1136 (Lot 373) Cockburn Road, Henderson and consists of an area of 4.5468ha. The land currently has 170 'shacks' located on it, with a variety of forms and design. Attachment 2 contains photographs of examples of the Shacks and Attachment 3 examples of potential designs for future shacks.

The site has a sound internal road system that permits the safe traffic of vehicles at a restricted speed, with adequately installed speed reduction devices (speed humps). The speed limit is not enforceable at any legislative level and the internal road system is not classified as a public road, exempting the application of the Road Traffic Act and associated regulations.

The Reserve contains two ablution facilities, which were constructed by the City for use by shack owners and Reserve patrons. The ablutions have mains electricity and a potable water supply. Figure 1 details the layout of the Shacks on the Reserve at this time.

A potable water supply for shack owners is provided through the strategic location of water taps within the Reserve, with connection via hose. The shacks do not have access to other core utilities, such as mains electricity, reticulated gas or sewer.

Most shacks have been fitted with bottled gas and generate their own electricity supply through solar panels, small wind turbines and power inverters. There is little uniformity around arrangements.

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Figure 1 – Reserve 24308



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2.4 Reserve 24308 – Management Order

The original Vesting Order for Reserve 24308 was issued to the Cockburn Road Board in 1957. When the Reserve was created by the Executive Council, it was designated as an 'A Class' Reserve. The Vesting Order was then transferred into the name of the City of Cockburn in 1960 when the Local Government Act 1960 was enacted. In 1997 when the Land Administration Act 1997 was proclaimed, Vesting Orders were renamed Management Orders.

The Management Order in Attachment 1 has the power to lease for 21 years.

2.5 Administering Legislation

The City has investigated the legislation that is applicable to the land and the type of improvements thereon, in order to underpin the structure of leasing arrangements as well as to inform the preparation and subsequent review of this Management Plan. A brief explanation of the results of this investigation is provided below:

Caravan and Camping Grounds Act 1995

The structures on the land do not represent the type of accommodation envisaged by the Caravan and Camping Grounds Act 1995, as the relevant accommodation must be capable of being attached to a vehicle (vehicle being a caravan). Naval Base shacks do not fit these criteria.

Residential Parks (Long Stay Tenants) Act 2006

This Act defines the meaning of a 'long stay tenancy agreement' which relates back to residential parks, the definition of which refers to Caravan Parks. The land cannot be considered to constitute a caravan park, ruling out the application of this Act.

Residential Tenancies Act 1987

The Residential Tenancies Act 1997 (RTA) only applies to 'residential tenancy agreements'. The Management Order requires that tenants are only allowed to 'camp' in the structures, and are not permitted to live in them on a permanent basis, therefore the RTA does not apply.

Property Law Act 1969 & Common Law

The Property Law Act 1969 applies to all 'leases' but the application is subject to whether any other relevant legislation applies, which there is none. The term 'lease' is defined in broad terms to include any 'tenancy'. Therefore, the land is subject to the provisions of the Property Law Act 1969.

The Property Law Act 1969 has provided the framework in which to structure the new lease agreements for the land, which began formal operation in 2012.

Planning & Development Act 2005; Health Act 1911 & Building Act 2011

Use and development of the Land, and specifically the control of use and development of the land, is representative of the relationship between the Planning and Development Act 2005, Health Act 1911 and the Building Act 2011. These commonly come into use through the consideration of applications for planning approval, building permit applications and inspections undertaken from an environmental health perspective.

3.0 Literature and Related Reports and Studies

3.1 Environment and Public Affairs Committee Inquiry into Shack Sites in Western Australia

The City considered the recommendations made by the Environmental and Public Affairs Committee's Inquiry into Shack Sites in Western Australia. The Committee finalised their report in April 2011.Below is an extract relevant to the Naval Base Shacks featuring three specific findings of the Committee (findings 49 to 51) with no specific recommendations given.

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The City was largely acknowledged for trying to further formalise the use of the site, particularly by way of improved leasing arrangements and controls around land use and development. In reflection of this, the preparation of a Management Plan for the site was a key finding made by the Committee.

The Committee noted the collaborative process which the City was working through in determining an appropriate shack standard and a new management approach. The Committee suggested the logical next step into a new management plan for the site would provide the further formalisation of activities undertaken on the site. This underpins the collective efforts the City has gone to in managing the site to an improved and sustainable standard.

The following extracts from the Committee Report of note are below:

10.44 A distinguishing difference between this site and other shack sites is that Naval Base is the only shack site located within metropolitan Perth. Also, unlike a number of other sites, the shacks are arranged in a reasonably ordered manner (compared to the ad hoc nature of other sites) on a heavily bituminised area."

10.45 The Committee note that the leasehold tenure at this site differs from sites such as Peaceful Bay and Dampier Archipelago. Although the City has renewed the shack leases annually, there is no obligation to do so and, under the terms of the lease, the lease may be cancelled within 14 days' notice. The Naval Base lease does not set the building and health standards or provide for an increase in standards. Unlike other shack sites, the City has not established any management plan or strategy for the site. The Council provides basic facilities at the site.

10.47 The Committee accepts that there is social heritage at Naval Base, formed by people and families sharing the experience of staying at this site and enjoying the experiences this site offers.

10.49 If shacks are to remain, the City of Cockburn should develop a management plan which may incorporate short term holiday accommodation as an option for the public.

Finding 49: The Committee finds that the City of Cockburn manages 178 shacks at Naval Base. This Reserve was vested in the City of Cockburn decades prior to the Squatter Policy. The shacks are leased for a period of one year. To date, the City of Cockburn has offered a lease each year.

Finding 50: The Committee finds that the City of Cockburn is currently undertaking a public consultation process to consider the future of Naval Base, including whether to remove the shacks and bring the vested Reserve under the Caravan Parks and Camping Grounds Act 1995. The Council will consider the results of the public consultation and deliberate on this issue in due course.

Finding 51: The Committee finds that the City of Cockburn should continue to manage the process, including community consultation, they are presently undertaking to determine the future of Naval Base.

3.2 Bush Forever Status

Reserve 24308 is identified as Bush Forever site (Site No. 346) failing within the greater Lake Mt Brown, Brownman Swamp and Henderson Regional Open Space areas.

It is noted that the subject area has been cleared and essentially very little native vegetation currently exists. Accordingly, management of the site recognises that the Bush Forever status of its surrounding context, as opposed to specific bush attributes on the site itself.

3.3 State Squatter Policy

In 2005 the Department of Regional Development and Lands developed a policy on the Illegal Occupation of Coastal Crown Land (Squatters). The objective of which was to control the establishment of any new unlawful dwellings (squatter shacks) on Coastal Crown Land and facilitate the removal of existing dwellings (Shacks) over a six-year period. The policy was developed based on an earlier State Government Policy on squatters adopted by Cabinet in July 1989 and January 1990.

The Policy does not apply to the site, based on the formalisation of controls and legislative framework to which the site has progressively been brought under. Most notably, the existence of a Management Order with power to lease, differentiates this site from the examples that the State Squatter Policy has been targeting in terms of Unallocated Crown Land.

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3.4 Kwinana Cumulative Risk Study – May 2008

The purpose of this study was to examine the cumulative risks associated with new and proposed developments in the Kwinana Industrial Area (KIA) that change the risk profile of the area.

A Steering Committee was established in 2005 by the Department of Industry and Resources (DOIR) with representation from the Kwinana Industries Council (KIC) and relevant government agencies, to update the Kwinana Cumulative Risk Study (KCRS).

The Steering Committee's objectives were to:

1. cConduct a review of current best practice in Land Use Safety Planning (LUSP), methodologies and how they may be applied to the KIA, to ensure that the approach taken was in line with current national and international practices;
2. Develop an up-to-date cumulative risk model for the KIA, taking into account the changes in industry and surrounding land uses, improvements in Quantitative Risk Assessment (QRA) modelling and data sources;
3. Develop an up-to-date cumulative individual risk contours (and societal risk data) for existence and predicted developments in the KIA to provide a framework for ongoing industrial developments and LUSP decisions making in the area;
4. Assess the development risk data against current WA risk criteria;
5. Provide relevant training to industry and government agencies in the ongoing use and maintenance of the Kwinana Cumulative Risk Assessment model.

The key findings of the report were –

(i) the current (2017) individual and societal risks to the surrounding community are consistent with the established criteria and do not pose such a significant risk as to require immediate changes to land uses in the area; and

(ii) the future case (2030) indicates that the risks associated with the proposed expansion to the KIA are not inappropriate provided key land use conflicts (i.e. residential populations in the Hope Valley areas) are addressed before any expansion of the KIA into these areas.'

There is concern that the KCRS Steering Committee may not have been fully aware of the shacks, their frequency of use, and possibly may have underestimated the potential risk to users of Reserve 24308. To evaluate the potential risk, and analysis of the risk contour maps developed as part of the study need to be examined more thoroughly. These maps express the "Total Cumulative Individual Risk Results in a visual form for both 2007 and future risk in 2030.

The 2007 risk contour map, Figure 2, shows that there was some, but limited, potential for individual and societal risk due to the close proximity of the transport corridor (Cockburn Road) to the Reserve and the types of materials transported. From the small risk contour near Reserve 24308, it is evident that there is a small amount of dangerous goods transported on Cockburn Road.

The future case (2030) risk contour map, Figure 3, in the context of Reserve 24308, shows a significant expansion of the risk profile, predominantly from the proposed outer harbour development, due to a projected increase in the transportation of dangerous goods/product in the area.

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Figure 2 -2007 Risk Contour Map

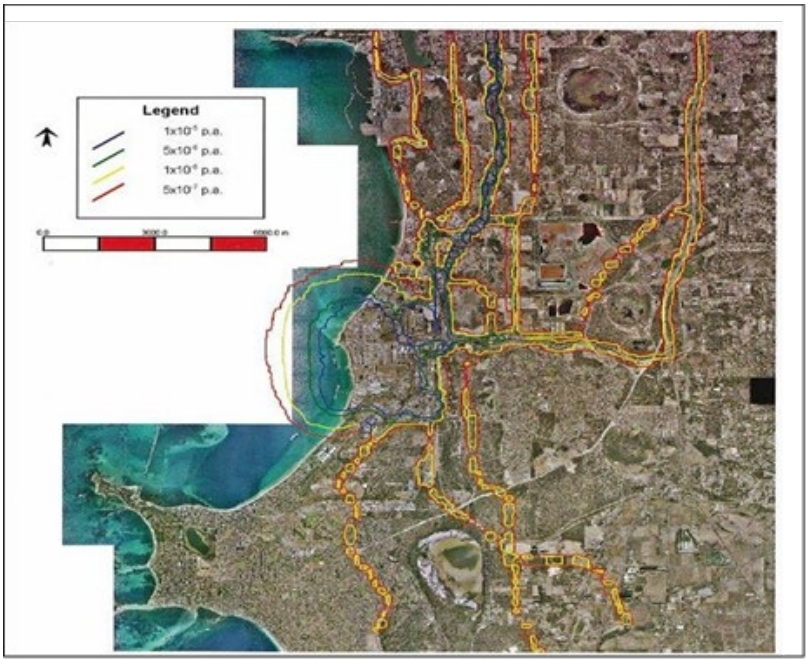
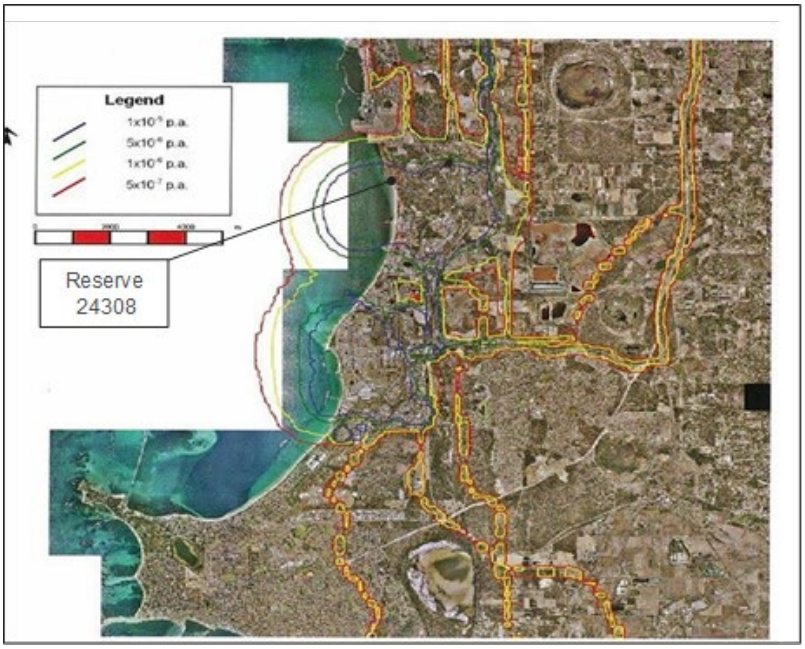


Figure 3 – Future Case Risk Contour Map



Key

1x10-5 p.a. – Active Open Space Criteria (Recreational facilities) 5x10-6 p.a. – Commercial Development Criteria

1x10-6 p.a – Residential Population Criteria

5x10-7 p.a – Sensitive Population Criteria (Aged Care or schools etc).

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While there is no immediate impact from a risk management perspective on Reserve 24308 under the 2007 modelling, the future risk modelling does raise questions as to the level of potential risk for users of Reserve 24308 for the next 10 years if industrial development continues according to the projections.

To address this, the City wrote to the responsible State Government Departments requesting clarification as to the protection mechanisms that would be afforded to the site while it remained utilised by shacks. In response, confirmation was received from the Department of Mines and Petroleum regarding safety issues on the Reserve. This importantly provides an accurate analysis of the obligation on industry to protect the shack owners, and that the Reserve can feasibly remain into the future given its location and the nature of the nearby Alcoa alumina refinery. Various legislation applies to secure this. A copy of the letter is provided as Attachment 4. The letter quotes as follows:

"In relation to the public risk from industrial facilities, the existing land use of Reserve 24308 is primarily protected under the Dangerous Goods Safety Act 2004 either via the Dangerous Goods Safety (Storage and Handing of Non-Explosives) Regulations 2007, or where a major hazard facility is concerned, via the Dangerous Goods Safety (Major Hazard Facilities) Regulations 2007. Specifically, any industrial facility near the Reserve that is regulated under either of these regulations is obliged to minimise the risk to people, property and the environment to a level as low as is reasonably practicable."

"The Kwinana Alumina Refinery is a dangerous goods site regulated under the Dangerous Goods (Storage and Handling of Non-Explosives) Regulations 2007. The refinery is not a major safety hazard facility and its operations do not pose a credible risk to occupants, other users or property at Reserve 24308. As such the refinery does not, and will not adversely influence the continuation of either the current or any other compatible land use at the Reserve.

3.5 Kwinana Quay Project – Fremantle Ports Outer Harbour Project Recommendation Report on Preferred Option – October 2006

State planning and related reports have progressively been examining options, and refining plans since the 1940s for an expanded overflow port facility. Early planning work sought to strategically identify a broad port expansion site. At the strategic level, the State Government has provided ongoing support for the planning and development of an expanded port facility in the metropolitan area.

The ongoing support is underpinned by data that shows Western Australia has developed an increased reliance on sea trade; with projections outlining the Inner Harbour at Fremantle Port will reach capacity by the end of the current decade. This projection is supported by the fact that the Inner Harbour at Fremantle is WA's only dedicated container port. Almost all the States container trade is shipped through the Inner Harbour.

The Outer Harbour, known as the Kwinana Quay Project, has been through a myriad of background planning documents to aid in the refinement of the most appropriate infrastructure development option. Four development options underwent a Strategic Assessment process and were evaluated in a report dated December 2004 titled *Recommendation Report on Preferred Option.*

Feedback from Westport in March 2022 advised that current investigations were focused on the area of Cockburn between the Alcoa Jetty and Kwinana Bulk Terminal. This supports that as it is unlikely the proposed Kwinana Quay project would pose an immediate risk to the continued use of Reserve 24308.

3.6 City of Cockburn Local Government Inventory and Heritage Listing – Naval Base Caravan Park – Reserve 24308

The City of Cockburn can identify areas within its boundary as needing 'special planning controls' to conserve and enhance the cultural heritage and character of an area. This was undertaken in respect of Naval Base Holiday Park, following a concreted push from lessees and the public to ensure the heritage value of the place would be protected. The Heritage Act is accompanied by a Policy which provides guidance for those looking to develop their shack or any other structure on the Heritage Area. This policy seeks to ensure development protects and enhances the collective value which represents the Naval Base Heritage Area.

The Naval Base Heritage Area has a continuous history as a holiday destination since 1933 and has been used by generations of families from Cockburn and the wider area. It is significant as a good example of the holiday camps that used to exist along the Western Australian coastline but have disappeared in the face of

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development. Although individual shacks have changed since 1933, as a holiday destination the overall site has a high level of integrity and authenticity.

The Heritage Area Policy has the following requirements for Shacks undergoing development:

1. Any extensions or modifications to existing shacks need to meet the requirements of the Building Code of Australia;
2. Shacks should be of a small, modest scale with regard to their height and the size of the building footprint;
3. Shacks should be constructed of lightweight materials that are indicative of the informal 'holiday shack' character; and
4. Development of new shacks needs to be consistent with the overall site plan and be contained within the boundaries of their designated site area.

3.7 City of Cockburn Town Planning Scheme and Metropolitan Regional Scheme

Clause 3.2 of the City's Town Planning Scheme refers –

3.2 Regional Reserves

3.21 The land shown as "Regional Reserves" on the Scheme Map are lands reserved under the Metropolitan Regional Scheme and are shown on the Scheme Map in order to comply with the Metropolitan Region Town Planning Scheme Act.

3.2.2 Regional Reserves are not reserved by this Scheme

3.2.3 The approval of the local government under the Scheme is not required for the commencement or carrying out of any use or development on a Regional Reserve.

Reserve 24308 is classified as a 'Regional Reserve' under the Metropolitan Regional Scheme (MRS). Any development or use requires the completion of an MRS Form 1A and its submission to the Western Australian Planning Commission (WAPC) for consideration and approval. The Form 1A is required to be signed by the relevant Regional Manager of the Department of Lands, on behalf of the State of WA as the owner of the land.

3.8 Perth Coastal Planning Strategy

The continued use and management of the Reserve is consistent with the Perth Coastal Planning Strategy, by way of the application of the A Class Reservation of the land and its associated Management Order which provides for recreation and camping.

3.9 Geotechnical Investigation – Background and History

The City commissioned Golder Associates Pty Ltd in September 1990 to undertake a geotechnical investigation of the erosion occurring to the limestone cliff face along the Naval Base Holiday Park foreshore. The Report, dated 8 October 1990, highlighted that there was a serious unknown level of risk to the public as a result of "*…the collapse of a section of undercut cavity or the closing of such a cavity due to block rotation. Such collapse or rotation may occur without warning or prior dislodgement…"*

On 6 November 1990 the City resolved to engage a blasting contractor to remove the overhanging rock formation at the front of Units 520 &521. The owners of these units were advised that they would have to relocate them. The City commissioned Golder Associates again in December 1990 to design the remedial blasting measures to stabilise the cliff face. The report on the design of the blasting and remedial measures was presented on 2 January 1991. The City encountered a series of issues concerning the future use of the Reserve, which delayed blasting works for several years. On 15 October 1997 the City authorised emergency expenditure of up to $140,000, under section 6.8(1)(c) of the Local Government Act 1995, to complete remedial works to the Reserve.

In June 2009, consultant ATC Williams investigated subsurface conditions and stability as well as potential cliff hazards. They found that two shacks (514 & 515) required relocation or cliff stabilisation works. ATC Williams' findings were:

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"Beach Cliff Survey – in the areas with beach level access, undercutting of the limestone was observed. In the areas with intact limestone slopes, the undercutting was generally about 1m high, with depths of 0.5m to 2m. The rock masses in these areas was competent however, a large scale rock failure is not considered likely. As noted in the Golder report, there are numerous limestone blocks lining the shore that have detached from the cliffs in the past. None appear to be from reent events, and no sign of incipient slope failure were observed. Since issuance of the Golder report in 1997, fences have been placed along the crest of the beach slope, and ground cover vegetation has established along the beachfront slope crest. In several locations, gullying and/or open cracks along the cliff face were noted, in once case partially masked by vegetation. Several cabins were within 1m to 2m of the beachfront cliff in the south-central portion of beachfront. As noted in the Golder report, beachfront cliff stabilization measures such as rock fill buttressing may be required in the future at these points.

Several shacks were noted to have roof downspouts discharging toward the crest of the beachfront cliff, with the potential for causing erosion and instability.

Site Survey – Generally the site was level, rising from beachfront to Cockburn Road to the east. Some hummocky ground was noted in the central part of the site, conforming to the underlying rock surface. No visible signs of ground subsidence, tension cracks or fissures were observed in the caravan park. Hand augured boreholes were advanced in 10 locations across the site. The boreholes revealed a thin layer of natural and/or fill sand overlying limestone. Generally the depth to limestone was in the range of 0.2m to 0.5m, increasing to over 1m in the vicinity of Cockburn Road, although several surface outcrops of rock were observed along the eastern boundary of the site.

Ground Penetrating Radar Survey – GPR surveys were conducted along 3 north-south profiles (parallel to shore) and 4 east-west profiles. GPR confirmed that the site was largely comprised of a thin layer of soil over rock. GPR showed the hummocky, fissured nature of the underlying limestone surface. Hand augers at several locations where GPR indicated fissures revealed sand infill into the fissures, and no voids or related ground subsidence were observed."

In December 2009 a major void developed between Shacks 540 & 541. These shacks are situated adjacent the cliff face and investigations revealed that likely the cause of the void was stormwater leakage from a poorly constructed drainage pipe leaching sand through the cliff face. The void was filled and the pipe repaired, however the incident demonstrated that the area is susceptible to the formation of voids that are not necessarily visible from the surface, nor necessarily identified from a typical grid pattern GPR or borehole survey.

A further inspection occurred in December 2017, and found that the area showed no signs of ground subsidence, fissures, tension cracks or building distress, however there were several home made beach access points.

In 2021 a void was located, and this was rectified by contractors.

Updated Coastal erosion studies will occur along the Cockburn coastline over then next two years (2023/24 and 2024/25). These studies will determine any area of concern or future investigation required along the coastline of Reserve 24308 and indicate any requirements, monitoring, actions or retreat planning.

Actions Pertaining to Geotechnical Investigations

Regular geotechnical investigations of the site are required, most particularly to investigate the cliff face stability and for the possible presence of voids within the strip up to 50 meters wide from the cliff face. The results of the investigations will determine specific treatments found to be required and these will be planned, budgeted for, and undertaken as needed.

Separately, consideration needs to be given to a planned retreat from the cliff face of susceptible shacks, via the cessation of the leases near the cliff face. It is a key recommendation of this Management Plan that a separate staging plan be developed in consultation with the affected shack lessees to identify a timeline whereby shacks will need to have been removed to a new location on the site.

4.0 Administration

4.1 Inspections

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Annual inspections of each shack will be carried out by City Officers. The purpose of the inspection is to ensure that shacks are being kept in acceptable condition and that unauthorised extensions or modifications have not been carried out.

4.2 Soak wells

Small circular concrete soakwells 600mm diameter with concrete lids may be installed to capture wastewater from sinks. Soakwells must be installed within the lease holder's lease area and must be protected from cars or trucks by the use of bollards.

4.3 Making an Application for Planning Approval for Naval Base Shacks

Introduction

In accordance with MRS requirements, Reserve 24308 is a regional reservation for 'Parks and Recreation'. Upon submission to the City of Cockburn, all applications for the development of land on Reserve 24308 are required to be referred to the WAPC for determination per clause 29(1)(a)(i) of the MRS and the Notice of Delegation under the Planning and Development Act 2005.

In almost every circumstance, all proposed development will require planning approval. This is a separate process to the building permit.

Submitting the Application

Lessees need to submit the completed application to the City's Statutory Planning Division. Upon receiving the application, the Statutory Planning Division will forward it to the WAPC within 7 days. The City will then assess the application and provide a follow up recommendation to the WAPC within 42 days of the original referral taking place, as per clause 29(3) of the MRS.

How will the Application be Assessed

The City's assessment and recommendation will be based upon the associated Local Planning Policy APD65 (Naval Base Holiday Park Heritage Area), the requirements of the lease and the requirements of the MRS.

What must be Submitted

Application for planning approval must include:

i. Completed MRS Form 1
ii. Planning fee applicable (see Schedule of Fees)
iii. Three scaled (1:100 or 1:200) and accurate metric site plans which show the following:
    a. The entire lease site and all buildings (existing and proposed), dimensions, areas and including a north point
    b. Relationship to all surrounding lease sites and all other infrastructure or services nearby (particularly fire infrastructure)
    c. The location of different use areas within the existing and proposed building
    d. Landscape areas (grass only) shown within the lease site
    e. Parking areas shown within the lease site
    f. Elevations and cross-sections (where applicable)
    g. The location of the water tap and soak well

4.4 Making an Application for Building Permit – Reserve 24308 (Naval Base Shacks)

Reserve Design Guidelines

Prior to submitting a certified building permit application (BA1 Form) to the City's Building Services, planning approval must have been received or the structure and associated works.

The below guideline provides information for size and design of any proposed structure.

A holiday accommodation (shack) may be constructed on each lease site area. The accommodation may be an enclosed building and shall have an overall floor dimension of no greater than 5.2m x 5.2m; and a maximum height of no greater than 2.7m (wall) and 3m (ridge).

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Patio/pergola – a patio or pergola may be constructed on the east or west side of the shack. The patio or pergola shall be attached to the shack and be no greater than 1.8m wide. The patio or pergola must be open on three sides and not be longer than the shack that it is attached to.

No building structure will be permitted to be located closer than 1.8m to another building/structure on an adjacent site area, regardless of the maximum dimensions prescribed for a shack or patio or pergola.

Planning approval and a building permit must be obtained before any development commences.

Process to obtain a Building Permit

The process below applies in respect of a Building Permit:

1. The completed Certified Building Permit Application Form is required to be executed by the Minister for Lands and Regional Development as the owner of the land. The City's Property Services Team will arrange for this when the application is submitted to the City
2. An applicant must have a valid Planning/Development Approval for the proposed works.
3. An application must obtain a Certificate of Design Compliance from a registered independent building surveyor. The Certificate of Design Compliance confirms that if the building or works are carried out in accordance with the certified plans, the building works will be compliant with each building standard that applies to the building.

An applicant will need to have a registered consultant building surveyor carry out this process. This service is at commercial rates as negotiated with an independent building surveyor. The City of Cockburn cannot offer this service. A list of registered consultant building surveyors is available from the Building Commission website – www.buildingcommission.wa.gov.au

General Building Information

Site Overview: The City of Cockburn is of the opinion that the shacks are best compared to a Class 3 building for the purposes of the Building Code of Australia Volume 1 (BCA – Part A3). The applicable building standards are as defined in Specification A1.3 of BCA Volume 1. It is noted that the City's Health, Engineering and Planning requirements must all be met prior to the issuance of a building permit.

Litter Control

It is the Authorised Persons (i.e. the builder or licensed contractor undertaking the building or demolition works) responsibility to take all appropriate measures to prevent litter escaping from the site for the duration of any building or demolition works. Burning of waste material and litter on site is not permitted.

Dust Control

It is the Authorised Persons responsibility to minimise windblown dust nuisance by suitable means during any building or demolition works.

Noise Control

All construction activities/works must be carried out between the hours of 7am and 7pm Monday to Saturday. No construction works are to be carried our on Sundays or public holidays.

Asbestos

If asbestos is being removed it is to be disposed of in accordance with the Health Asbestos Regulations 1992 and the Environmental Protection (Controlled Waste) Regulations 2001

Maintenance

All works subject to an approval by the City are to be maintained in a satisfactory state of repair. Dilapidated building/structures may at the discretion of the City be required to be removed.

Nuisance

If any works approved by the City are found to be a nuisance to other Lessees for reasons that are determined to be valid by the City, the works may at the discretion of the City be required to be removed.

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4.5 Making an Application for a Demolition Permit – Reserve 24308 (Naval Base Shacks)

Development Approval

Prior to submitting a demolition permit application, an applicant must have submitted a development application to the City's Statutory Planning Services for the demolition and obtained approval.

Process to obtain a Demolition Permit

The Demolition Permit Application Form (BA6) is required to be executed by the Minister for Lands and Regional Development as the Owner of the land. The City's Property Services Team will arrange for this when the application is submitted to the City.

An applicant must have a valid Planning/Development Approval for the proposed demolition works. Please refer to the other guidelines explaining the process for obtaining planning/development approval.

Definitions

"Building" *means building works that are not exempt works under the Building Act 2012 and associated Regulations.*

"Development" *means the development or use of any land, including demolition, erection, construction, alternation of or addition to any building or structure on the land and carrying out on the land any excavation or other work and also includes any act or thing that –*

a. Is likely to change the character of that place or the external appearance of any building; or
b. Would constitute an irreversible alteration to the fabric of any building.

Other works

Other works may be defined as works that do not fall within the definition of building./development work. Such work generally will not require development approval or a building permit. However, the City's consent is required for other works, and a Form NBHA1 must be submitted to the Property Services Team together with a detailed scope of works/specifications for the proposed other works. Subject to the level of works the City's Property Services Team will advise if the lessee will be required to submit any further applications. Some examples of these other works include:

a. recladding of exiting walls
b. recladding of exiting roof
c. replacing/repairing gutters and downpipes
d. antenna (less than 1.8m above roofline if fixed to a roof)
e. repainting

4.6 Lease

A report was taken to Council in June 2024 to

1. endorse a lease term of five years with an option for a further five-year term at the absolute discretion of the City of Cockburn at the agreed lease fee of $3250 per annum with CPI increases annually. The lease fee includes general maintenance to facility and grounds, capital improvements, cleaning, utilities, CCTV, rubbish collection charges, the emergency services levy and security services charges;
2. endorse a demolition levy of $330 per annum increased annually by CPI.
3. Lessees will be responsible for Public Liability Insurance for a sum not less than $20 million
4. Compliance with Local Laws
5. No approval of portable toilets
6. Water useage in line with the *Water Services Act 2012 (WA)*
7. A Persistent Breach clause
8. Endorse the preparation of a Management Plan for Reserve 24308, noting the demolition process per the lease agreement, with reference to terminated sites at the Naval Base Shacks.

The new lease will be finalised August 2024 and commence on 1 September 2024. Key details include:

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Lease Fee

The lease fee is an all-inclusive figure for leasing sites at the Naval Base site, which covers general maintenance to facility and grounds, capital improvements, cleaning, utilities, CCTV, waste removal and emergency services levy. The lease fee will be increased by CPI each year.

The funds raised by the lease fee are placed in the Naval Base Shacks Reserve fund. Any funds expended from this reserve are transferred in accordance with the Budget. All surplus funds are quarantined to be spent on upgrading the site.

Demolition Levy

The introduction of the demolition levy in 2010/11 was to cover the City in the circumstances where a shack had to be removed and the leaseholder either did not want to pay or could not pay for its removal. The City has agreed to quarantine these funds so that in the eventuality the Shack is removed by the relevant leaseholder and at their cost, the leaseholder would receive the funds back. This was implemented so that the City would not have to resort to expensive civil litigation to recover any outstanding debt. The collection of the demolition levy under the new lease commencing 2024 ensures the levy's held in reserve covers demolition costs in line with inflation.

Insurance

The City currently has Public Liability Insurance for areas surrounding the Shacks however this will not cover any incident which occurs within or as a result of a Shack. It is not the City's responsibility to take out insurance for privately leased sites. Each Lessee is to take out and maintain cover for Public Liability insurance.

Local Laws

The lessee must comply with all local laws on the lease area or common areas.

Portable Toilets

No portable toilets will be approved on the leased area and all portable toilets located on the lease area must be removed.

Sprinklers

Sprinklers can only be used within the hours and days specified by the Water Corporation.

Hose Connections

The Lessee must repair any leaking hose fitting connections. The City has a right to repair and recover the cost if the lessee does not repair within 7 days of notice of repairs being required.

Hose connections must be a caravan connection. This means a removal hose that is above ground, and used to connect the shack to one of the communal external water connections.

Persistent Breach

Occurs when the lessee has received three or more default notices during the term of the lease. A persistent breach will result in the lease agreement being terminated.

Maintenance

The lessee agrees during the Term and for so long as the lessee remains in possession or occupation of the site to maintain, repair, replace, clean and keep the site (which for the avoidance of doubt includes any building constructed on the site) clean and in good repair.

The Lessee must comply with all reasonable conditions that may be imposed by the City from time to time in relation to the Lessee's maintenance of the site.

Cleaning

The Lessee must at all times keep the site clean, tidy, unobstructed and free from rubbish.

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Repair

The Lessee must promptly repair at its own expense to the satisfaction of the City any damage to the site, including damage of a structural nature, regardless of how it is caused.

Pest Control

The lessee must keep the site free of any vermin or any other recognised pests and the cost of extermination will be borne by the lessee.

Building Requirements

The Lessee must not, without written consent from the City or from any other person from whom consent is required under the lease, and required under statute in force from time to time (including but not limited to the planning and building approval) erect or remove any buildings, structures, alterations, additions or improvements on the site or remove any flora or fauna, alter or cut down any flora or sell, remove or otherwise dispose of any flora, sand, gravel, timber or other materials from the site or the land.

Smoke Detectors and Gas Certificates

The lessee must install a lithium-ion battery smoke detector, or any other approved detector as specified in the relevant legislation in each shack. The lessee must also provide to the City a gas safety certificate for any gas installation on the site.

Short Term Accommodation Only

The City is not supportive of lessees using their shack for longer than 120 days in any year because of the close proximity of the shacks to Kwinana which is the State's major heavy industrial area. Many of these industries are located in Kwinana because they are potentially dangerous, and they could not be located anywhere else in/near Perth. The recommendation (by the EPA) buffer from residences to a typical heavy industry is 1-5km. This is to provide protection to the residents by ensuring that any emissions are able to be diluted in the atmosphere before they reach the residential areas. It is also to provide some protection to these major industries of state and sometimes national significance so that they are not required to invest significant funds in excessive emission control and operational safety systems. The City's requirement is that the Shack is to be used for 120 days in a year no matter who is staying in the shack. The City introduced an Occupancy Log which is to be maintained by each Lessee. The log is to be made available for inspection by the City's representative at any time.

No Toilets or Showers – Kitchen Sinks Only

The Lessee is not allowed to install a toilet or shower, or plumbing which will permit the installation of a toilet or shower.

The Lessee may install a kitchen sink. A semi-permanent hose connected to the external water tap (similar to caravans) is acceptable with the outlet tap located over a kitchen sink. The sink will discharge via a trapped waste pipe to a soak well. The expectation is that when the site is not occupied the hose will be disconnected from the water supply.

The Lessee may install, with the City's prior written consent, a single 600mm soak well with a concrete lid upon the site. The soak well will be for kitchen grey water only. Any application must include an appropriate quality sketch depicting the proposed location of the soak well. It must be protected from vehicular traffic due to it's location, or the installation of bollards.

No Generators

No generators are to be used on site at any time unless the City has provided prior written consent.

Solar and Wind Power Sources

Solar and Wind Power sources maybe installed on the shacks with the consent of the City.

No subletting

The Lessee must not sublet, licence or part with possession of the Site whether for profit or not.

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No assignment or sub-letting without consent

The Lessee must not assign or sell the leasehold estate in the site or dispose of the site or any part of the site without the prior written consent of the City and the Minister for Land's consent which may be withheld in their absolute discretion.

Option to Renew

Whilst a five year option period has been included in the lease, it is at the Council's absolute discretion. Minister for Lands may terminate upon notice. The Minister for Lands may terminate their Lease for any reason upon six months written notice to the Lessee and City.

No compensation or other consideration shall be payable to or claimable by the Lessee rom the City for or arising out of the termination of this Lease by the Minister for Lands.

4.7 Administration of the Site

General Complaints

Facilities not being maintained – Property Services Team via email shacks@cockburn.wa.gov.au or 9411 3444

Items being stored at the Reserve when a Lessee is not in attendance – Property Services Team

The City's CoSafe will patrol the park on a regular basis. They can be contacted during work hours on 9411 3444 or after hours on 1300 267 233.

Noise Complaints

Noisy or anti-social behaviour can be reported to CoSafe, however CoSafe is not able to take any action, they are only able to attend. Therefore, it is preferred if the Police are contacted in the first instance on 131 444 or in an emergency 000.

Due to the close proximity of the shacks, noise level restrictions will be applied as per the Environmental Protection (Noise) Regulations 2997.

The NBHA will provide lessees with a copy of some neighbourly rules which apply to the park.

Rubbish Collection

The number of bins and waste collection days will be increased on some long weekends, Easter and Christmas due to the increase in the number of Lessees at the site.

Dumping Whitegoods and other rubbish

If a witness is available the parties in question are to contact the Ranger Services on 9411 3444. The witness must be prepared to provide a statement and go to court if required.

The Rangers can instruct the offending parties to remove the items in question, and if they fail to do so, they can be prosecuted under the Litter Act provisions basing this on the statement provided by the witness at the time.

Cleaning of Facilities

The cleaning of both ablution blocks has been increased over the Easter and Christmas periods.

Maintenance

Maintenance requests and reports can be made by emailing shacks@navalbaseshacks.com or calling 9411 3444.

Signs with QR codes have been installed at the ablution blocks at Naval Base Shacks to allow requests for maintenance to be streamlined and made by mobile. Phone Calls

The Property Services team can be contacted if a Lessee wishes to contact another Lessee. Phone numbers and addresses will not be provided by the City can act as a conduit to facilitate the contact if it is deemed a

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reasonable request. Contact with Property Services can be made by via email (shacks@navalbaseshacks.com)

Lessees can contact a member of the Naval Base Holiday Association in person or via email (committee@navalbaseshacks.com)

Dispute Resolution

Disputes are generally better to be resolved by the Lessees themselves. If required, the police can be contacted on 131 444 or in an emergency 000.

Dogs

The Lessee must comply with the Dog Act 1976. All dogs must be always kept on a leash. There is a maximum of two dogs per shack. The owner of any dog is required to remove dog faeces and dispose of them in a suitable, sanitary manner. Any complaints are to be reported to the City of Cockburn Rangers who are contactable on 9411 3444 or in an emergency after hours on 1300 658 877.

Campers/Caravans/Boats/Trucks

Campers/tents or caravans will not be permitted on Reserve 24308. Boats and tents can be stored within a Lease area only while the Lessee is staying at the Shack. Under no circumstances are they to be stored on the Reserve. Please contact the Property Service Team at shacks@cockburn.wa.gov.au if there are any queries regarding this.

Reports of squatters/campers/caravans can be made direct to the City's Rangers on 9411 3444 or in an emergency after hours 1300 658 877.

Collecting Keys

Swipe cards to the ablution blocks can be purchased from the City of Cockburn main office between the hours of 8.30am and 4.30pm. A log of lessees purchasing swipe cards will be maintained by the City of Cockburn.

Holding Events

Any event is to be a closed event to Lessees only.

Events are required to deal with a variety of risk management issues, and accordingly sufficient time must be left to ensure all approvals are obtained prior to an event taking place.

The following matters are required to be finalised before the event and the NBHA advised of the outcome:

- Parking and traffic management arrangements;
- Permission is to be granted via all neighbouring Lessees and the NBHA;
- Letterbox drop to be completed by the Lessee's intending to hold the event informing all other Lessees of the commencement time, number of people and finishing time;
- Extra bins are to be provided and rubbish removed from the site;

Any event shall have a maximum attendance of 20 people (including the lessees). For events exceeding the limit of 20 people both NBHA and the City must approve.

Due to the close proximity of the shacks, noise level restrictions will be applied as per the Environmental Protection (Noise) Regulations 1997.

The organiser of the event will be required to clean up after the event.

Community Infrastructure

Community infrastructure on the site includes two ablution buildings, roads, drainage, water and electrical infrastructure, lighting, beach access steps, signage, rubbish bins, common grassed areas and CCTV cameras. The City manages the Community Infrastructure including provision, operating, maintenance and disposal.

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The City's facilities team consists of coordinators and trade related staff along with relevant contractors that manage and maintain the City's buildings and facilities and other infrastructure. Works are undertaken based on a planned capital works and maintenance program and regular servicing (e.g. cleaning). In addition, inspection and treatments are undertaken in response to Customer Requests from and through the City's Property Services Team. Staff and contractors are on call to respond should urgent works be required.

Requests for new infrastructure or requests or complaints concerning existing infrastructure should be directed to the City's Property Services Team at shacks@cockburn.wa.gov.au

Dune Management

The City does not undertaken any dune maintenance activities in this area as the shoreline is quite rocks and dunes are not prevalent. The Perth Regional NRM Coastcare Facilitator undertakes some revegetation in conjunction with community members.

Fence Maintenance

The City carries out regular inspections of the site boundary fences and maintains and where necessary will replace fence sections as required.

Lease Assignment Process

a. The Lessee is permitted to advertise the sale/assignment of their lease privately
b. Potential purchasers can contact the Property Services Team to obtain information in relation to the Reserve.
c. The current Lessee is to request the assignment paperwork – it will not be sent to a potential purchaser. This will include a Lease Application Form for the potential purchase to fill out and submit to the City for approval.
d. A Lease transfer **WILL NOT** proceed if the potential purchaser is not approved by the City.
e. The City is not a party to the negotiations or sale process;
f. The parties are to complete the request for assignment paperwork and forward the originals to the City.
g. The request for assignment will not progress until all outstanding monies to the City have been paid in full.
h. Following confirmation of no outstanding monies, the City will forward the document to the Minister for Lands for consent and execution (this process can take up to 2 months to complete).
i. An assignment of lease document will then be forwarded to both parties for their execution, this will include a copy of the original lease document. The City will request a copy of the insurance certificate to be provided by the new lessee at the same time. The City will not consent to the assignment of the lease until a copy of the insurance has been provided.
j. The City will execute the assignment of lease document once the insurance has been provided and then forward the lease to the Minister for Lands for execution.
k. Once fully executed, a copy of the document is to be forwarded to the new lessee for their records.
l. All parties will then be advised that the transfer has been completed.

NOTE: City Officers are not able to provide legal or any other advice to either the Lessee or potential purchaser regarding the sales part of this process. City Officers will not act as a mediator if there is any dispute relating to the sales process. The negotiations and transfer of any funds is solely the responsibility of the Lessee and potential purchaser.

Emergency Management Procedures

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In an emergency telephone:

Fire Brigade, Police and Ambulance: 000 When the emergency number is dialled:
Advise your location; provide your name and telephone number and any other information requested by operator.

In a Non-Emergency telephone:

- Fire Brigade 1300 657 209
- Police 131 444
- Ambulance 131 233

City of Cockburn Contact Numbers:

- Business hours 9411 3444
- Rangers 9411 3444
- Co-Safe 1300 267 233

Emergency After Hours Assistance 1300 658 877

Site Maps

Individual Site Maps have been completed for all sites and included in each Lease document. If any amendments to lease site areas are required, the Property Services Team will facilitate this by contacting the relevant lease holders. All the abutting lease holders must agree to the amendments. Each lease holder has the right of refusal to any requests, and this will be the binding determination.

For the purposes of constructing new shacks the boundaries of the lease areas may be required to be pegged by a Licenced Surveyor, this will be at the cost of the Lessee. The City is able to provide the necessary information to the Surveyor for the purposes of pegging the boundaries.

5.0 Detailed Planning for Infrastructure Upgrades

General

The City develops and maintains Long Term Financial Plans, 10-year Capital Works Programs and annual (financial year) capital and operational works programs and budgets, drawing on Asset Management Plans and the Community Strategic Planning process. Major Capital works are incorporated into the 10 year forward plans whilst minor works are identified and provided for in the annual budgeting process. In the case of the Naval Base Shacks, any determined Asset Management Plans or Capital Works are financed by the Naval Base Shack Reserve within the City's financial plan. Any capital works proposed for Naval Base Shacks will be communicated and consulted with the Naval Base Shack lessees prior to any Reserve budget being adopted for this purpose.

Annual Operational Budget

The following budget is for the operational costs for the Naval Base Shacks in line with site service and current market contractor costs. This budget does not include proposed capital works. The budget will be adjusted by CPI annually, and market rate where variable increases occur, for the term of the lease.

The budget is indicative to the level of service provided to Reserve 24308. All endeavours are made to minimise the budget spend each year with any surplus to be returned to the Naval Base Shacks.

Service	**Budget**
Naval Base Shacks Officer (contract)	$127,000
Coastline/Cliff face management	$25,000
Scheduled and Reactive Maintenance	$136,000
Security and CCTV	$15,000
Waste Management	$25,000
Compliance audits and actions	$15,000
Parks and Street Furniture	$10,000
Utilities	$57,000

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Administration	$5,000
TOTAL	**$415,000**

Operational costs including for rubbish removal, cleaning of the facilities and utility costs are covered in the annual (FY) operating cost budget provisions as detailed above. Specific investment areas are detailed below. Roads

The City will continue to review and maintain the condition of all roads within the site to meet with suitable road standards and will look to resurface the roadways within the site when the surfacing condition requires it.

Drainage

The City identified that there were several drainage issues associated with the site. Suitable treatments were investigated and implemented, with the highest priority being where the runoff from common property is impinging on lessee buildings or pedestrian access paths. This will continue to be monitored for any repeat events.

Sewerage

The site has common use ablution buildings which are currently served by septic systems and leach drains. These require periodic emptying. Due to the Archaeological Heritage constraints to the site, connecting the site to the Water Corporation's sewerage system at Henderson is not possible. The septic system will continue to be monitored and serviced as necessary.

Beach Access

The beach access points including stairway access, handrail suitability and disability access will be reviewed periodically with a view of progressively improving and maintaining the general accessibility for all beach users.

Coastal Engineering

The Reserve will continue to be monitored for any shifting or increased risk associated with coastal inundation and erosion.

Pontoon

The City will investigate the provision of a Pontoon to be installed.

Laundry

The City will demolish the Laundry building as it is no longer fit for use. The City will investigate the options of a communal space with shade and furniture.

Tap Replacement

The City will inspect and test all taps within the site and any taps found to be substandard will be replaced.

Ablution Buildings

The City will investigate, plan and develop new toilet/shower facilities.

Playground

The City will investigate, plan and develop of a playground.

Vacant sites

Subject to the outcome of geographical studies to the cliff face on the Reserve to determine if a retreat plan is required for the Naval Base Shacks, the City will, in conjunction with the Shack Lessees and independent planner, determine the best use of vacant sites. This may include options of communal spaces, remaining vacant or re-lease options.

Strategic Site Plan

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In order to ensure that the best use of the site holistically, the City will investigate engaging a planning consultant with the view of seeking well thought out and informed options for the best use of any additional spaces that are vacated following the 2023 lease compliance audit.

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Attachment 1 – Management Order and Certificate of Title

FORM LAA-1023

DUPLICATE

SECTION 46

WESTERN AUSTRALIA
LAND ADMINISTRATION ACT 1997 as amended
TRANSFER OF LAND ACT 1893 as amended

MANAGEMENT ORDER (XE)

RESERVE DESCRIPTION (NOTE 1)	EXTENT	VOLUME	FOLIO
24308	Whole	3107	425

MANAGEMENT BODY (NOTE 2)

City of Cockburn of PO Box 1215, Bibra Lake DC WA 6965

CONDITIONS (NOTE 3)

(i) To be utilised for the designated purpose of "Recreation and Camping" only,

(ii) Power to lease (or sub-lease or licence) for the designated purpose is granted for the whole or any portion thereof for a term of twenty one (21) years subject to the approval in writing of the Minister for Lands being first obtained to each and every lease or assignment of lease, pursuant also to the provisions of section 18 of the Land Administration Act 1997.

THE MINISTER FOR LANDS (IN THE NAME OF AND ON BEHALF OF THE STATE OF WESTERN AUSTRALIA) ORDERS THAT THE CARE, CONTROL AND MANAGEMENT OF THE ABOVE RESERVE BE PLACED WITH THE MANAGEMENT BODY DESCRIBED ABOVE FOR THE PURPOSE FOR WHICH THE LAND COMPRISING THE RESERVE IS RESERVED UNDER SECTION 41 OF THE LAND ADMINISTRATION ACT 1997, AND FOR PURPOSES ANCILLARY OR BENEFICIAL TO THAT PURPOSE TO THE CONDITIONS ABOVE

Dated this 1st day of May in the year 2009

ATTESTATION (NOTE 4)

A/SENIOR STATE LAND OFFICER
STATE LANDS - METROPOLITAN
STATE LAND SERVICES

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WESTERN AUSTRALIA

REGISTER NUMBER	
373/DP219595	
DUPLICATE EDITION	DATE DUPLICATE ISSUED
N/A	N/A

VOLUME LR3107 FOLIO 425

RECORD OF QUALIFIED CERTIFICATE OF CROWN LAND TITLE

UNDER THE TRANSFER OF LAND ACT 1893
AND THE LAND ADMINISTRATION ACT 1997

NO DUPLICATE CREATED

The undermentioned land is Crown land in the name of the STATE of WESTERN AUSTRALIA, subject to the interests and Status Orders shown in the first schedule which are in turn subject to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

LAND DESCRIPTION:

LOT 373 ON DEPOSITED PLAN 219595

STATUS ORDER AND PRIMARY INTEREST HOLDER:
(FIRST SCHEDULE)

STATUS ORDER/INTEREST: RESERVE UNDER MANAGEMENT ORDER

PRIMARY INTEREST HOLDER: CITY OF COCKBURN OF PO BOX 1215, BIBRA LAKE DC
(XE K927155) REGISTERED 1 MAY 2009

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. H657388 CLASS A RESERVE 24308 FOR THE PURPOSE OF RECREATION AND CAMPING REGISTERED 31.1.2001.
K927155 MANAGEMENT ORDER. CONTAINS CONDITIONS TO BE OBSERVED. WITH POWER TO LEASE FOR ANY TERM NOT EXCEEDING 21 YEARS, SUBJECT TO THE CONSENT OF THE MINISTER FOR LANDS. REGISTERED 1.5.2009.

Warning: (1) A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.
(2) The land and interests etc. shown hereon may be affected by interests etc. that can be, but are not, shown on the register.
(3) The interests etc. shown hereon may have a different priority than shown.

----------END OF CERTIFICATE OF CROWN LAND TITLE----------

STATEMENTS:
The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: DP219595 [SHEET 1].
PREVIOUS TITLE: This Title.
PROPERTY STREET ADDRESS: 1136 COCKBURN RD, HENDERSON.
LOCAL GOVERNMENT AREA: CITY OF COCKBURN.

END OF PAGE 1 - CONTINUED OVER

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ORIGINAL CERTIFICATE OF CROWN LAND TITLE
QUALIFIED

REGISTER NUMBER: 373/DP219595 VOLUME/FOLIO: LR3107-425 PAGE 2

NOTE 1: A000001A LAND PARCEL IDENTIFIER OF KWINANA TOWN LOT/LOT 373 ON SUPERSEDED PAPER CERTIFICATE OF CROWN LAND TITLE CHANGED TO LOT 373 ON DEPOSITED PLAN 219595 ON 03-SEP-02 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE.

NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE.

NOTE 3: K927154 CORRESPONDENCE FILE 03495-1990-03RO

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Attachment 2 – Photographs of Shacks



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Attachment 3 – Examples of Potential New Shack Designs





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Attachment 4 – Letter from Department of Mines

City of Cockburn
10/11958

Government of **Western Australia**
Department of **Mines and Petroleum**
Resources Safety

CITY OF COCKBURN
RECEIVED
30 APR 2010
FILE No. 341066 COPY
ORIGINAL A.TRO
COPY FILE PLEASE

Your ref: 1914
Our ref: RSD0494/2007/3
Enquiries: Philip Hine - Ph 93588161 Fax 93588188
Email: philip.hine@dmp.wa.gov.au

Mr Andrew Trosic
Manager Strategic Planning
City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

Dear Andrew

ADVICE REGARDING RESERVE 24308 AND POTENTIAL INDUSTRIAL RISK ISSUES

Thank you for your letter of 28 April 2020 regarding the above.

As requested I provide the following responses to your questions:

1. In relation to public risk from industrial facilities, the existing land use of Reserve 24308 is primarily protected under the *Dangerous Goods Safety Act 2004* either via the Dangerous Goods Safety (Storage and Handling of Non-Explosives) Regulations 2007, or where a major hazard facility is concerned, via the Dangerous Goods Safety (Major Hazard Facilities) Regulations 2007. Specifically, any industrial facility near the Reserve that is regulated under either of these regulations is obliged to minimise the risk to people, property and the environment to a level as low as is reasonable practicable.

   Additional protection may be provided via Ministerial conditions imposed by the Minister for the Environment, or via environmental licence conditions imposed by the Department of Environment and Conservation, both under the *Environmental Protection Act 1996*.

2. The Kwinana Alumina Refinery is a dangerous goods site regulated under the Dangerous Goods Safety (Storage and Handling of Non-Explosives) Regulations 2007. The refinery is not a major hazard facility and its operations do not pose a credible risk to occupants, other users or property at Reserve 24308. As such, the refinery does not, and will not adversely influence the continuation of either the current or any other compatible land use at the Reserve.

Level 1, 303 Sevenoaks Street (cnr Grose Ave) Cannington WA 6107
Postal address: Mineral House, 100 Plain Street, East Perth WA 6004
Telephone: (08) 9358 8002 Facsimile: (08) 9358 8000 ResourcesSafety@dmp.wa.gov.au
www.dmp.wa.gov.au
wa.gov.au

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Should you have any further questions in relation to this matter please do not hesitate to call.

Yours sincerely

Philip Hine
Director
DANGEROUS GOODS SAFETY BRANCH

28 April 2010

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Number	Submission	City Comments
A	**Infrastructure Costs, Site Management and the Lease Fee**	
1	Southern Toilet Block – public facility *The Association has raised concerns at the last Council Meeting in regards to Shack Owners being responsible for 100% of the southern toilet costs when this is a public facility. The Association representatives have discussed with officers, who advised shack owners should be responsible for all costs on the site as we are the users. The City should and could acknowledge the public access, which as increased over time, by contributing 50% of the cost of the Southern Toilets. This could also be said for proposed items such as the pontoon at the public beach*	The City has noted this and are working through the two options, being to close the southern ablutions to the public or to consider a contribution for the maintenance of this.
2	New Toilets – not supported *New toilets are not supported in the community consultation that the City undertook – overwhelmingly a refurb only was supported. However the officer presentation seems to be weighed heavily at pushing for a proposed $3250 lease fee continues to include these costs showcasing impact of building new toilets would have on the reserve.*	In order to provide a full picture of the options, the City included two costings for replacing the ablutions. The information received can assist when shack owners weigh the benefit of an initial increased spend to receive an asset with a longer lifespan. Failing to provide all costs would not have equip each individual with the ability to measure the options, their potential cost and the benefit enjoyed from each project.

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		No refurbishment or replacement of the ablutions will occur without further consultation.
3	*No middle ground between the current fee and the original (2023) officer fee was proposed*	The $3250 is a middle ground. The Officer recommendation would be higher, to ensure financial risk management. However, the City recognises the desire of some Lessees to keep the lease fee as low as possible.
4	*These scenarios do not take into account projected savings from proactive rather than reactive maintenance nor the proposed CPI increases as it appears.*	It is not possible to quantify potential future savings in a meaningful way. The figures were a guide only, a way of providing an indication of whether the existing and proposed fees would sustain the delivery of the projects and improved operational management. It is noted that CPI was not included in the figures, alongside GST; inflation and the potential that some Lessees may not pay their arrears.

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5	*We suggest that potentially the Officer costs are capped at a 0.5 FTE rather than 1 FTE to commence and determine if a full time of 0.8 roles is really required which would also limit operational costs and produce even more savings.*	The calculation for a dedicated Officer was 0.8 FTE, based on the hours required to manage the site. This was considered with a view of keeping operational costs to a minimum while ensuring an improvement to site management.
B	**Demolition Reserve**	
6	*We request the lease fee be set at $2500 per year with CPI increases, No Demolition Fee*	The demolition fee is required to ensure there are adequate funds if a shack owner elects not to remove their property upon termination. The demolition levy will be refunded to a shack owner who undertakes their own demolition.
7	*The demolition reserve was established to due to concerns over a decade ago that the City of Cockburn may need to clear the entire site due to Westport. This is no longer the case*	The demolition reserve is required to future proof costs for clearing the site in the event that the State elects to no longer allow the Shacks. The City has no control over this decision.
8	*No costs if the entire site was required to be demolished (rather than an individual shack) are provided. There is no doubt there would be a significant efficiency of scale if required. Realistically all shacks will never*	Agreed that it would be cost effective to remove all shacks. However, each

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	be required and so based on the 5 shacks demolished over the past 10 years and the 3 shacks the city is currently planning to demolish the actual cost over the past decade has been less than $80,000. Therefore over the next decade the current amount in the reserve of more than $900,000 is clearly adequate and the City should cease charging further funds for if demolition is required.	owner has the opportunity to do so themselves and receive a refund of their portion of the levy. Please see above regarding the need for demolition levy.
9	*The City should also get a quote to determine what a full-scale demolition of the site would cost*	Noted. However, the City does not intend to remove all of the shacks. We will seek a quote if this is required in the future.
C	**Demolition of Shacks in terms of Heritage Considerations**	
10	*The Association suggests that shacks could be retained on the site and resold via auction, as per the National Trust report, the distinctive vernacular style of the settlement contributes to the character and landscape quality of the area. We do not wish to see this eroded. The provisions of s3.58 of the Local Government Act apply not only to leasing, but also to the disposal of Local Government property. The process could look like a report to Council in regard to sites proposed to be Auctioned, with shacks on them, which will require a council decision, disposal by public tender auction or by private treaty subject to relevant public advertising and submission requirements within Councils process. There are also mechanisms under the Disposal of Uncollected Goods Act 1970 (WA).*	3.58 Local Government Act relates to disposing of property that is “the whole or any part of the interest of a local government”. That is, property that is owned by the local government. Shack Owners own the Shacks, they are not the property of the City . Please refer to the FAQs regarding the City’s inability to take ownership of shacks and resell them.
11	*We do not support a planning consultant decide what to do with the empty sites – no sites should be empty. For any empty site the*	A planning consultant will not decide what to do with empty sites. They will provide expert

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	Association suggests an advisory committee is established to provide assistance to the City is needed.	advice, that can be considered by the City and Lessees with a view of optimising the space for the user group and/or future proofing the site.
12	*The association also does not agree spare sites will be needed in case of future relocations, this was first touted about 10 years ago as the reason not to relet sites the City had demolished.*	The location of shacks on the limestone cliff edge necessitates a contingency plan for if a shack requires relocation.
13	*As we are now down to 173 shacks, and 3 are proposed for demolition, we will be at 170. This continued practice is a loss of 8 shacks over the past decade due to demolition represents 4.5% of the site. This has the potential financial impacts for other shack owners who have an increased cost burden and does erode the cultural significance of the site.*	Shacks are only terminated and demolished in the event that the owner breaches their lease and cannot rectify; or in circumstances where the owner (or beneficiary in the event of an Estate) elects to do so. The City does not actively seek demolitions, but we are required to appropriately enforce the conditions of the lease.
Number	**Submission**	**City Comments**
14	*Can we be given the chance to feedback on the capital works (of even vote on the capital works) now that we have the projected costs and reserves that will be created. So that any improvement is worth the financial risk*	Yes. The City will liaise with all shack owners to obtain feedback for future capital works projects.
Number	**Submission**	**City Comments**

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15	*When is the demolition levy going to stop?*	The new lease agreement will include a demolition levy for the newly appointed lease term. The demolition levy is in place to ensure that there are sufficient funds in the Demolition Reserve for a shack removal e.g., due to the termination of a lease. If a shack owner terminates their lease and elects not remediate the site themselves the Demolition Reserve funds are utilities. If a shack owner terminates their lease and elects to remediate the site themselves the calculated demolition levy fees paid by the lessee refunded.
Number	**Submission**	**City Comments**
16	*If you sell your shack, do you get your demolition levy back?*	No. The demolition levy is required to be retained but will be refunded in the event that a shack owner terminates their lease with the City and remediates the site. The demolition levy is linked to the shack, not the shack owner.

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Number	Submission	City Comments
17	*Why send the money on refurbishing the laundry block to toilets and showers when there is one 20m away*	Shack owners will be asked to provide feedback on the best use of the space once the laundry block is demolished.
Number	**Submission**	**City Comments**
18	*Why are Capital Works projects so much?*	Costing are price estimates. Provided to give shack owners a guide on expenses. All projects need to consider: 1. The ground surface and heritage surface restrictions set by the State. 2. The location and quality of projects for the area.
Number	**Submission**	**City Comments**
19	*Please find a way to allow "Now-Complaint" Shack sites to be sold to others. the attraction resulting from a small number of owners who neglect their fees or die without successors is very concerning. It is not fair to all other shack owners to allow the community to run down due to the inevitable small number of owners who do not keep up with requirements.*	The City liaise directly with the shack owners regarding compliance and outstanding fees relating to their shack/s. The City provides additional support shack owners by: • Sending lease fee statements annually • providing payment plans

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		• sending liability insurance reminders • sending outstanding payment reminders • sending removal or breach notices with suitable timeframes to act.
Number	**Submission**	**City Comments**
20	*Can the City send "Now Compliant " notices.*	"Now Compliant" notices are not an additional service that the City provides. Each Shack Owners is responsible for ensuring they have provided their insurance and are up to date with their fee payments. You can enquire directly to shacks@cockburn.wa.gov.au for an update relating to your shack if you are the owner.
Number	**Submission**	**City Comments**
21	*Please explain what legislation would be needed to allow "Noncompliant" Shack sites to be re-sold to others.*	The lease agreement outlines the process for when leases are terminated. While the City has approval from the State to lease land within the Reserve, the City

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		does not own the shacks. All shacks are privately owned. Making it not possible for the City to re-sell a shack, even if a lease is terminated. Additionally, there are liability considerations with on-selling structures that may contain asbestos, or not meet current Building Code of Australia requirements.
Number	**Submission**	**City Comments**
22	*Can we get other quotes for demolition?*	No. The City's procurement process allows for value-for-money to be balanced with quality of service and additional criteria relating to supporting local businesses and environmentally responsible businesses. The site requires an additional understanding/qualification for asbestos removal and appropriate management of the archaeological potential.
Number	**Submission**	**City Comments**
23	*What are the Naval Base Property Management Quote Cost Responsibilities?*	Managing the site, including facility maintenance and lease management.
Number	**Submission**	**City Comments**

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24	*Have actual quotes been obtained for all works mentioned can we get copies of those?*	A combination of methods were used to obtain quotes. A quantitative surveyor was used for the complex items; others were based on recent purchases/quotes for the City for parks; BBQs; outdoor furniture; pergolas and advice from contractors that install infrastructure such as pontoons.
Number	**Submission**	**City Comments**
25	*It can't be expected that further work would not be required over the next 10 years so calculations are inaccurate. Why provide calculations for no further works on site?*	The City sought to show a full picture of where we sit currently; and the various outcomes including a scenario where no capital works items were undertaken.
Number	**Submission**	**City Comments**
26	*New tapware, paint and resealing titles and grout would be more than enough maintenance for ablution blocks. Regular repairs would prevent larger works being required.*	We are looking at improved preventative maintenance as part of improving site management.
Number	**Submission**	**City Comments**
27	*Why is the shack committee responsible for public facilities? shire should be paying for at least half of the cost of providing public toilets.*	Yes, this is an item that the City has identified requires consideration so that we can determine whether public access should be removed from the ablutions at the Naval Base Shacks.

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Number	Submission	City Comments
28	*What is the new Management Plan? More information needed.*	The Management Plan is a document that include administrative changes and inclusions to the sites history as well as the new lease details. The Plan also details potential items for upgrades or development including: - Roads - Drainage - Street lighting - Beach Access - Pontoon - Laundry building demolition; and - Redeveloped ablution buildings The previous Management Plan was for the initial 10 year leasing period. A draft of the updated Management Plan will be including in the item to council in June 2024.
Number	**Submission**	**City Comments**
29	*DEFIB Machine request for public space and safety.*	Providing a defibrillator on City leased sites are not a facility that the City currently provides. The only

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		defibrillator units facilitated by the City are in City buildings that are staffed buildings. Note: St John's run a Lotterywest Heart Grant. This may be something that could be investigated by lessees - St John Heart Grant | Thanks to Lotterywest | Information Kit (stjohnwa.com.au)
Number	**Submission**	**City Comments**
30	*Why is the shack committee responsible for public facilities? shire should be paying for at least half of the cost of providing public toilets.*	The City is considering two options regarding the southern ablutions. These are to close the southern ablutions to the public or to have the City consider a contribution for the maintenance of the southern ablutions. The Officer recommendation will be to have the southern ablutions be private, not public.
Number	**Submission**	**City Comments**
31	*If City of Cockburn manages the site, and the lease fees go toward maintaining the site, does the city of Cockburn put any money in as well or is it just our lease fees that goes towards Capital Improvements?*	No. The Naval Base Shacks are self-funding. No municipal funds are allocated for the maintenance of this Reserve, it is funded by the lease fee paid by the user group itself. It would not be appropriate for

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		rate payers to pay for maintenance or management of private holiday accommodation.
Number	**Submission**	**City Comments**
32	*I was looking at the costings for the capital improvements, they are quite high, I understand that is just a rough figure, but are only COC contractors allowed to do the work? Or are we able to get outside quotes as long as they have appropriate insurances etc?*	No. The quotes were indicative of the costs, they will not be 100% accurate. Public works are costly, and the site itself being coastal requires more robust items (such as public furniture that will survive a coastal setting). If/when capital works projects are undertaken, shack owners will be consulted and the best value for money sought.
Number	**Submission**	**City Comments**
33	*Was any contribution from the City of Cockburn factored into the capital upgrade expenditure budget?* *If not, why not, given these facilities (playground and pontoon) will be open to the general public.*	The Naval Base Shacks are self-funding. No municipal funds are allocated for the maintenance of this Reserve, it is funded by the lease fee paid by the user group itself. It would not be appropriate for rate payers to pay for maintenance or management of private holiday accommodation.
Number	**Submission**	**City Comments**

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34	*Locks on south ablution block, if shack owners pay maintenance and cleaning, repairs etc. These services should not be available to the public?*	This is an item that the City has identified requires consideration so that we can determine whether public access should be removed from the ablutions at the Naval Base Shacks.
Number	**Submission**	**City Comments**
35	*Given the shack community are in effect paying for the capital expenditure via the lease fee, how much say will we have in the capital expenditure choices?*	If/when capital works projects are undertaken, shack owners will be consulted and the best value for money sought.
Number	**Submission**	**City Comments**
36	*Will there be a committee of shack owners to provide input on all capital expenditure items?*	No. All Shack Owners will be given the ability and opportunity to provide feedback on capital works projects. A committee would not allow each owner that wishes to voice their view to be heard.
Number	**Submission**	**City Comments**
37	*Individual Shack Owners be accountable for demolition of their shack when necessary, just as stated on the lease agreement. In the event that all avenues are exhausted the Naval Base Holliday Association be responsible for demolition of that shack if thought necessary in collaboration with the City with the outcome being re-issuing of lease of that site to another potential shack owner as proposed by the submission of the Naval Base Holliday Association.*	Demolitions are only a last case option. Lease agreements are between individual shack owner/s, the City, and State Government. While Naval Base Holiday Association is an organisation available to

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		all shack owners it is not a government body that can act on approving the removal/demolition of a shack or implementing a re-issuing of a lease.

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14.4 Community and Place

14.4.1 Santich Park Parking Management

Executive	A/Director Community and Place
Author	Parking Operations Manager and Head of Community Safety and Ranger Services
Attachments	1. Future Carpark Plan ⇩

RECOMMENDATION
That Council:

(1) APPROVES proposed parking restrictions listed within this report.

Background

At the April 2024 OCM, Council approved a redevelopment project of Santich Park. As part of this redevelopment planning process, the overall parking requirements of the location post-redevelopment were explored.

An external consultant, Stantec, was engaged to complete the assessment and assist with the parking study.

Stantec's findings highlight a shortfall of parking and provide recommendations for increasing parking at Santich Park.

Pursuant to the City's Parking and Parking Facilities Local Law, any new parking regulatory signs require approval by Council.

Accordingly, the report herewith outlines the extent of the proposed parking restrictions recommended by the City's officers.

Submission

N/A

Report

Following the redevelopment of Santich Park the reserve will host a number of community sporting events. The peak use of the Reserve will be on weekends, during which time competing uses of the Reserve and an influx of patrons will lead to increased demand on the available parking facilities.

In its current configuration, Santich Park provides approximately 40 designated parking bays within the existing car park located on the western side of the facility.

As part of the site's redevelopment, an approximate additional 40 car bays will be constructed (see Appendix 1) on the south-eastern side of the Reserve.

These two car parks will result in approximately 80 bays within the two designated car park areas.

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Currently, overflow parking uses the surrounding verges as informal parking.

This informal use of the verge mostly accommodates the peak demand at Santich Park and reduces the impact on surrounding streets.

Based on the projected use of Santich Park, it is estimated that 243 car spaces are required.

Providing this amount of parking in a formalised manner would be extremely costly and would impact the aesthetics of the local area.

Recommended Actions

To cater to these peak periods and continue the use of the verge as informal parking, it is proposed that two types of signs be installed within the area:

1. **Wayfinding Signs:** These signs will advertise the location of the formalised parking areas, ensuring they are used first, with the verges used during peak times. A location map of these signs is provided below.

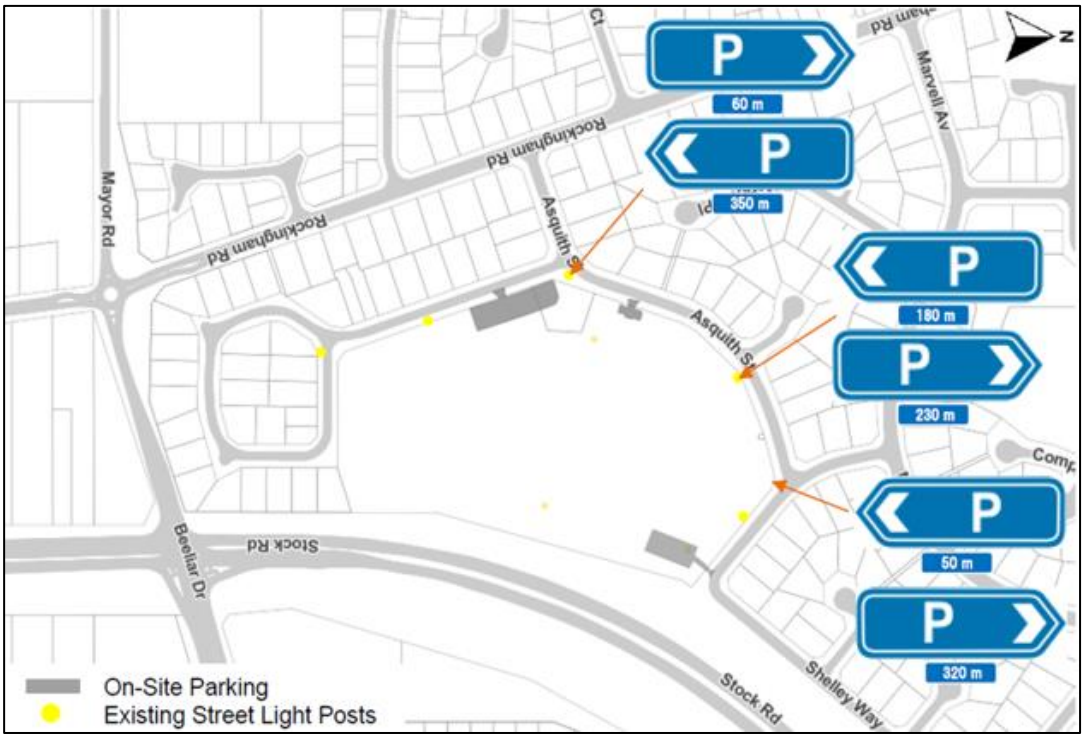


Image 1 - Proposed Way finding signs

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2. **Regulatory Signs:** These signs will allow the use of the verge at 90-degree angles to ensure maximum parking efficiency. Additionally, a small number of *'no parking road or verge'* signs will be installed at intersections to the existing formalised car park and immediately adjacent to the community facility. A location map of these signs is provided below.



Image 2 - Proposed Regulatory Signs

By implementing the above-recommended changes, the verge parking will cater to an estimated 162 bays, in addition to the approximately 80 formalised bays within the existing and future car parks.

Overall, the number of bays will be estimated at 242 on the subject site. Further on-street parking provisions will provide an additional surge capacity of approximately 129 bays.

As a result, the formalised parking, verge parking, and adjacent street parking will provide approximately 371 car bays. This will provide adequate supply above the projected 243 bays required at the subject site's facilities.

Current Community Impacts

Based on the current shortfall illegal parking has been an ongoing concern and since 2020, twenty-nine (29) illegal parking complainants have been received regarding parking on footpaths or verges.

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Since 1 July 2022 eleven (11) infringements have been issued for vehicles illegally parked during sporting events at Santich Park.

As a result of implementing the recommendations outlined within this report, it is expected that community compliance will increase, and we would see a reduction in customer complaints about illegal parking.

Strategic Plans/Policy Implications

Community, Lifestyle & Security
A vibrant healthy, safe, inclusive and connected community.
• Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

City Growth & Moving Around
A growing City that is easy to move around and provides great places to live.
• An integrated, accessible and improved transport network.

Budget/Financial Implications

The estimated cost for the proposed signs is approximately $25,000. The proposed expenditure is budgeted for as part of the Santich Park redevelopment Project.

Legal Implications

Per clause 8 of the *Parking and Parking Facilities Local Law 2007*, Council are required (by resolution) to approve any new parking enforcement signage.

Community Consultation

Previous stakeholder consultation has outlined parking as a community concern, and accordingly this report was created as a result of these findings.

Given the limited scope to change design and ensure any proposal is fit for use and complies with relevant industry standards, community consultation on the overall design was not undertaken.

Risk Management Implications

There is low risk associated with the proposed parking restrictions if implemented. Street side and verge parking is used for most recreation sites in Cockburn.

As such, this item attracts a low brand/reputational risk.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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FROST CL
ASQUITH ST
SHELLEY WAY
ASQUITH ST
ASQUITH ST
BECKETT CL
BECKETT CL
STOCK RD
STOCK RD
19
On-Site Parking
Proposed Verge Parking

14.4.2 Age-Friendly Plan - Close Out Report

Executive	A/Director Community and Place
Author	Child Care and Seniors Manager
Attachments	1. Age-Friendly Plan Close Out Report ⇩

RECOMMENDATION
That Council:

(1) RECEIVES the close out report for the Age-friendly Strategy 2016-2021; and

(2) DEFERS development of an Age-Friendly Plan until Council has undertaken a review of existing strategies and plans.

Background

N/A

Submission

N/A

Report

The City of Cockburn's vision for older people is that they are valued, have optimal opportunities for good health, active participation and a sense of security while enjoying facilities and services that are accessible to and inclusive of their needs.

The City of Cockburn's first Age-Friendly Strategic Plan was developed in March 2008 prompted by an increasing awareness of an ageing population.

The plan was updated in June 2009 and then adopted in September 2009 with a further community consultation process undertaken in 2011.

The Age Friendly Strategy 2016-2021 was the City's second strategy and built upon the actions completed in the first strategy.

The World Health Organisation's Age Friendly Cities Framework was used to guide the development of the vision with eight outcomes and twenty-six strategies.

This framework also referenced the Strategic Community Plan 2016, previous Age-Friendly plans, demographic trends, comprehension of existing services and facilities as well as a consultation process undertaken using a variety of approaches including surveys, submissions, focus groups and forums.

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The 2016-2021 Age-friendly Strategy aimed to achieve the following eight outcomes:

- Outdoor spaces and buildings
- Transport
- Housing
- Inclusion and respect
- Social contact
- Engagement (employment, civic and volunteering roles)
- Information
- Health and community services.

The close out review found 95.7% of the outcomes were assessed as being 'Completed'.

The close out review outlines the achievements from the 2016 – 2021 Age-friendly Strategy and also highlights key learnings from implementing the plan and provides recommendations on future actions and actions that are already or will become business as usual.

With the majority of actions now deemed part of the business service levels, it is proposed to not develop a new Age-Friendly Strategy until a demonstrated need has been identified.

Strategic Plans/Policy Implications

Community, Lifestyle and Security
A vibrant healthy, safe, inclusive, and connected community.
• Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.
• A safe and healthy community that is socially connected.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

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Risk Management Implications

There is a low level of risk to the City's reputation if the report is not endorsed along with a medium level of operational risk to plan, provide and support socially connected, health and safe neighbourhoods for older people.

Advice to Proponent(s)/Submitters

N/A

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

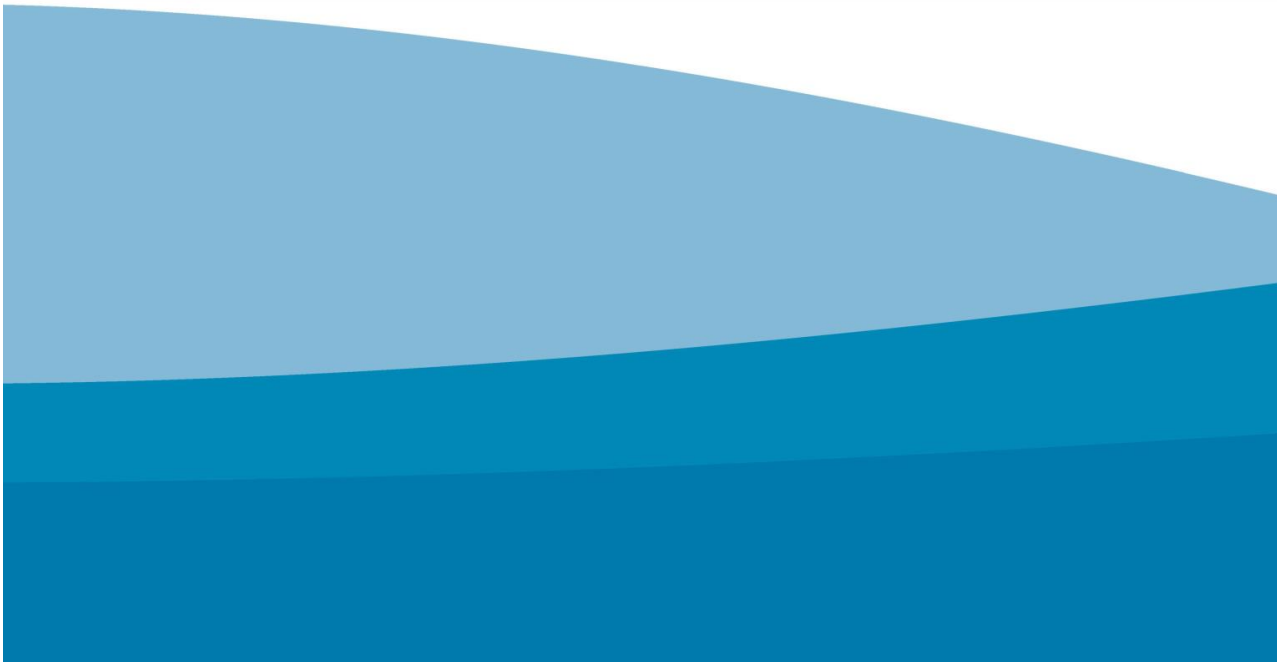
Nil

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Age-Friendly Strategy

2016 – 2021

Closeout Report



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Acknowledgement of Country

Cockburn Nyungar moort Beeliar boodja k kaadadjiny. Koora, yeyi, benang baalap nidja boodja k kaaradjiny.

The City of Cockburn acknowledges the Nyungar people of Beeliar boodja. Long ago, now and in the future they care for country.

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Executive Summary

The City of Cockburn's vision for older people is that they are valued, have optimal opportunities for good health, active participation and a sense of security while enjoying facilities and services that are accessible to and inclusive of their needs. The City's first Age-Friendly Strategic Plan (the Plan) was developed in 2008 prompted by an increasing awareness of an ageing population. The Plan was updated in June 2009, with a further community consultation process undertaken in 2011 and Age-Friendly Plan finalised in 2016.

The World Health Organisation's Age Friendly Cities Framework was used to guide the development of the vision, eight outcomes and twenty-six strategies. This framework was also informed by the demographic trends, City of Cockburn Strategic Community Plan 2016, previous Age-Friendly plans, an understanding of existing services and facilities as well as a comprehensive consultation process undertaken using a variety of approaches including surveys, submissions, focus groups and forums.

The 2016-2021 Age-Friendly Strategy aimed to achieve the following outcomes:

- Outdoor spaces and buildings
- Transport
- Housing
- Inclusion and respect
- Social contact
- Engagement (employment, civic and volunteering roles)
- Information
- Health and community services

The City achieved a 'completed' overall rating for 95.7% of the strategy actions. It is recommended that the eight age-friendly outcomes (as above) are embedded into Service Level Plans forming part of business as usual. The City continue to support an Age-friendly Reference Group and maintain World Health Organisation membership.

Introduction

This report outlines the achievements from the 2016 – 2021 Age-friendly Strategy. The report will also highlight key learnings from implementing the plan and provide recommendations on future actions and will identify actions that are or will become business as usual.

Age-friendly Strategy Reporting Completed or Not Completed

The actions were identified as completed, partially completed/not required or not completed.

Progress	Key
Completed	
Partially completed/not required	
Not completed	

Outcome 1 – **Outdoor spaces and the built environment are clean, accessible, and safe**	

Strategy 1.1 Ensure open spaces and public buildings reflect best practice universal access design principles		**Progress**	**Future Actions**
1.	Develop a policy to ensure all new City of Cockburn building developments and upgrades embrace best practice universal access design principles		Include in annual service plan
2.	An Audit report is prepared on universal design principles for City of Cockburn building developments and upgrades to improve adherence to best practice and make staged building improvements		Include in annual service plan
3.	Undertake an access audit for regional/ district parks and environmental areas ensuring that upgrades are implemented to improve where feasible access for people with mobility aids to key infrastructure and parking areas		Include in annual service plan

Strategy 1.2 Develop outdoor spaces that meet the active and passive recreation needs of older people		**Progress**	**Future Actions**
1.	Plant trees in parks to provide additional shade cover over key infrastructure and seating.		Include in annual service plan

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Strategy 1.3 **Provide public toilets, appropriate seating, shade and age-friendly signage across the city**		**Progress**	**Future Actions**
1.	Undertake an audit of existing outdoor seating in parks and public places (*PRIORITY ACTION).		Merge with strategy 1.1.3
2.	Undertake an audit and provide recommendations regarding the equitable access and distribution of public toilets across the City.		Include in annual service plan l
3.	Undertake a review of City signage in line with the style guide with a view to considering the needs of older people e.g., larger lettering, colour contrast, plain fonts and non-reflective surfaces.		Include in annual service plan

Strategy 1.4 **Partner with State Government, business and the community to improve safety for older people**		**Progress**	**Future Actions**
1.	Provide and/or facilitate the delivery of workshops, seminars and other face-to-face events as well as the provision of hard-copy information on personal safety awareness.		Include in annual service plan
2.	Explore mechanisms to encourage and support older people to safely walk their dogs in parks (*PRIORITY ACTION).		Include in annual service plan

Outcome 2 – **Transport infrastructure and public services meet older people's needs**	

Strategy 2.1 **Continually advocate for safe, accessible and affordable public transport**		**Progress**	**Future Actions**
1.	Undertake an audit of buses of all sizes to assess their availability for older people's groups and explore funding options if further buses are required.		Include in annual service plan
2.	Explore the feasibility of a volunteer shuttle service for older people modelled on international examples.		Include in annual service plan

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3.	Explore strategies to improve parking at railway stations and the Cockburn Seniors Centre.		Include in annual service plan
4.	Facilitate a review of bus timetabling in collaboration with Public Transport Authority informed initially by responses to the City of Cockburn Age-Friendly Strategic consultation about the need to improve access to the Gateway Shopping Centre and Garden City (for medical services) as a priority.		Include in annual service plan

Strategy 2.2 **Plan for adequate and accessible paths, bus stops, and pedestrian crossings**			**Future Actions**
1.	Undertake a baseline audit of paths, bus stops (providing seats and shelter) and pedestrian crossings focused on the needs of an ageing population.		Include in annual service plan
2.	Identify short- and longer-term priorities for improvement as a result of the audit process		Include in annual service plan

Strategy 2.3 **Engage with the business community to improve car parking accessibility for older people**		**Progress**	**Future Actions**
1.	Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues (*PRIORITY ACTION).		Include in annual service plan

Strategy 2.4 **Facilitate the dissemination of comprehensive information to older people on available transport services**		**Progress**	**Future Actions**
1.	Improve the electronic community information database to facilitate a printable version of Cockburn Seniors Directory that can be distributed (also at 7.1) (*PRIORITY ACTION).		Include in annual service plan

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Outcome 3 – **Housing. A range of housing options are available to facilitate ageing in place and meet need across the age/wellbeing continuum**	

Strategy 3.1 **Support the delivery of services that allow people to remain in their homes for as long as possible**		**Progress**	**Future Actions**
1.	Monitor the need for HACC and Community Aged Care packages and apply for an increased allocation as required and when available.		Include in annual service plan

Strategy 3.2 **Facilitate diverse and affordable housing options including retirement complexes and residential age-care facilities**		**Progress**	**Future Actions**
1.	Facilitate the provision of information on housing options for seniors and work with state and federal government agencies to determine short and long term needs and identify gaps. (*PRIORITY ACTION).		Include in annual service plan
2.	Facilitate a service providers forum to provide information from Federal and State government and explore strategies to proactively respond to identified issues including innovative house sharing, communal housing, urban in-fill and intergenerational models.		Include in annual service plan
3.	Provide and/or facilitate the delivery of workshops, seminars and other face-to-face events on housing options (including retirement planning and Advance Care Planning – See Outcome 7).		Include in annual service plan

Outcome 4 – **Inclusion and respect. Older people are included in all aspects of community life and are treated with respect**	

Strategy 4.1 **Facilitate awareness by retail and other businesses of the needs of older people in the delivery of services**		**Progress**	**Future Actions**
1.	Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues, (*PRIORITY ACTION).		Include in annual service plan
2.	Facilitate planning for shopping facilities and other public places to include dedicated spaces, with seating and other amenities, to facilitate gathering places and the further development of a village atmosphere for older members of the community.		Include in annual service plan

Strategy 4.2 **Consider the needs of older people in the planning of public activities and events to facilitate their participation**		**Progress**	**Future Actions**
1.	The City considers the needs of older people in the planning of public activities and events and includes those arrangements in the promotional material for these activities and events.		Include in annual service plan

Strategy 4.3 **Utilise positive images of older people in all public documents and advertising or promotional material generated by the City**		**Progress**	**Future Actions**
1.	The City proactively utilises positive images of older people in relevant publications.		Include in annual service plan

Strategy 4.4 **Organise and facilitate intergenerational programs and events**		**Progress**	**Future Actions**
1.	Invite schools, sporting clubs and other organisations to consider intergenerational programs and activities that invite older people's. participation and provide an opportunity for them to share their wisdom and experience. (*PRIORITY ACTION).		Include in annual service plan

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2.	Explore the establishment of a Local Exchange and Trading System (LETS) as a community engagement strategy to facilitate recognition and sharing of skills and services across the generations.		Not feasible

Outcome 5 – **Social Participation. Local, accessible and affordable opportunities for social participation are readily available**	

Strategy 5.1 **Develop and/or facilitate the establishment of additional facilities, services and programs at various localities across the city to provide social participation for increasing numbers of older people**		**Progress**	**Future Actions**
1.	Undertake a feasibility study to establish satellite active-aging centres and or programs at a yet-to-be identified site to support the growing numbers of older people in the southern and eastern suburbs. (*PRIORITY ACTION).		
2.	Establish an annual meeting for the co-ordinators of both formal and informal senior's groups operating in the City to provide. mutual support, share resources, promote joined-up activities and plan to meet future needs.		Include in annual service plan
3.	Facilitate and support the ongoing development of a carer's self-support group.		Include in annual service plan

Strategy 5.2 **Explore strategies to engage with and support older people who may be isolated**		**Progress**	**Future Actions**
1.	Seek community assistance to identify isolated older people and link them with the senior's activities.		Include in annual service plan

Strategy 5.3 **Recognise the diversity of the Cockburn community and provide and/or facilitate services**	**Progress**	**Future Actions**

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and supports to meet the needs of Culturally and Linguistically diverse and LGBTI communities			
1.	Establish a culturally and linguistically diverse engagement position within the City to build relationships, assist with need identification, facilitation of resources and/or responses as required. (*PRIORITY ACTION).		Include in annual service plan

Outcome 6 – **Civic Engagement. Opportunities for employment, continual learning, civic contribution and volunteering are actively facilitated**	

Strategy 6.1 **Continue to provide and/or facilitate the delivery of continual learning opportunities**		**Progress**	**Future Actions**
1.	Further investigate the proposal to permanently establish a Life Long Learning Centre at the Spearwood Avenue site as a multi-purpose facility. (*PRIORITY ACTION).		Partially completed further investigation required
2.	Explore the establishment of a University of the Third Age (or similar) to meet the needs of retired professionals and those with a need for higher learning.		Include in annual service plan

Strategy 6.2 **Regularly engage with older people to hear their views particularly on issues that affect them**		**Progress**	**Future Actions**
1.	Establish a Seniors Reference Group with diverse representation and clearly defined terms of reference that advises Council on a range of matters. (*PRIORITY ACTION).		Include in annual service plan

Strategy 6.3 **Engage with the business community to encourage employment opportunities for older people**		**Progress**	**Future Actions**
1.	Facilitate discussion with the business community on a range of issues including parking, customer service, access and employment issues. (See 4.1.1). (*PRIORITY ACTION).		Merge with 4.1.1

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Strategy 6.4 Continue to encourage and provide volunteering opportunities		Progress	Future Actions
1.	Facilitate face-to-face events to actively promote the Cockburn Volunteer Resource Centre with the Senior's Centre and other senior networks		Include in annual service plan
2.	Explore strategies to actively promote volunteering opportunities to and for older people by engaging with a range of groups and organisations within the broad community		Include in annual service plan

Outcome 7 – **Communication and information. Information on services and supports is communicated in a variety of formats**	

Strategy 7.1 Recognise that information needs to be disseminated in both hard-copy and electronic formats with an age-friendly style i.e., larger fonts, less dense text and straightforward language		Progress	Future Actions
1.	Improve the current electronic community information database to facilitate a printable version of Cockburn Seniors Services that can be distributed (See 2.4.1). (*PRIORITY ACTION).		Merge with 2.4.1
2.	Produce the Senior's Directory in range of languages reflective of the cultural diversity of the region.		Include in annual service plan
3.	Continue to provide and promote programs, activities and events of interest to older people as well as promoting the concept of active-ageing in the Cockburn Soundings newsletter.		Include in annual service plan

Strategy 7.2 Pro-actively engage with the community to deliver or facilitate the delivery of information on planning for retirement	Progress	Future Actions

1.	Provide and/or facilitate the delivery of workshops, seminars and other face-to-face events on retirement planning, Advance Care Planning (and Housing options – Outcome 3).		Include in annual service plan

Outcome 8 – **Health and Community Support. Health and community support services are accessible, age-friendly, affordable, focused on promoting healthy active lifestyles**	

Strategy 8.1 **Provide and/or facilitate a broad range of proactive physical, dietary, mental health programs and services**		**Progress**	**Future Actions**
1.	Investigate the provision of mental health services and supports for older people.		
2.	Undertake awareness and education forums and workshops for both the general community and service providers on mental health issues and older people.		Include in annual service plan

Strategy 8.2 **Provide and/or facilitate the delivery of a broad range of engaging and supportive community services**		**Progress**	**Future Actions**
1.	Apply for funding for additional financial counselling services to address long wait lists.		Include in annual service plan

Strategy 8.3 **Further develop the delivery of home-based support and care services**		**Progress**	**Future Actions**
1.	Monitor the need for HACC and Community Aged Care packages and apply for an increased allocation as required and when available (Outcome 3).		Merge with 3.1.1

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Key Achievements, Learnings and Recommendations

- **Key Achievements**
  - Audit of existing outdoor seating in parks and public places undertaken led to many parks have being improved.
  - The Seniors Safety team and Seniors Centre partnered with many organisation and delivered workshops, seminars and other face-to-face events including Elder Abuse prevention, Police Dementia locator.
  - Improved parking at railway stations and the Cockburn Seniors Centre, the State Government funded a new parking allotment and station in Aubin Grove.
  - Continued promotion and support of existing groups conducting intergenerational activities included the Cockburn Seniors Centre, Cockburn Community Men's Shed, Libraries, Family Services. Activities formed strong partnerships and collaborative opportunities.
  - Seniors Reference Group with diverse representation and clearly defined terms of reference was established. Many successful activities have been achieved by this group, and opportunities for proactive responses to issues raised by Seniors.
  - The Seniors Centre has produced the Senior's directory and has distributed over 4000 copies to date.
  - City of Melville and Fremantle in conjunction with the City formed a strong partnership to promote age-friendly activities in the form of Expos, giving local providers an opportunity to showcase their business to seniors.
  - International opportunities arose including City Staff invited to speak at WHO events online and publish article in WHO partners media.
- **Key Learnings**
  - Duplication of actions were identified within other strategies mitigating the requirement to complete.
  - Continued feedback loop with the community to advise of the delivered actions can be improved.
  - Various Age-friendly activities will be considered to be delivered as pilots in the future to avoid disappointment if attendance numbers are not sufficient for activity to be sustainable and to attain the highest attending numbers possible.
- **Recommendations**
  - That the eight age-friendly outcomes are embedded into annual Service Level Plans, as most activities form part of business as usual.
  - The City continue to support an Age-Friendly Reference Group.
  - The City continue World Health Organisation membership.
  - Continued International/State/Local partnerships.

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Contact Us

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14.4.3 Draft Community Infrastructure Plan 2024 - 2041

Executive	A/Director Community and Place
Author	Manager Recreation Services
Attachments	N/A

RECOMMENDATION
That Council:

(1) ENDORSES the Draft Community Infrastructure Plan 2024–2041 and supporting Appendices to be advertised for public comment.

Background

The City is responsible for the provision of community infrastructure which includes buildings and spaces (indoor and outdoor) that accommodate services and activities to support the community and produce health, social, learning and/or wellbeing outcomes.

At the Ordinary Council Meeting held on 13 December 2018, Council adopted the *Community, Sport and Recreation Facilities Plan 2018 – 2033* (CSRFP). The CSRFP included 53 project proposals over the 15-year period at an estimated value of $209.8M (2018 estimates).

The intent was to review the CSRFP every four years to allow for changing needs and priorities, while also aligning to the City's Long Term Financial Plan reviews.

Since the adoption of the CSRFP, the City has completed eight projects, while a further two are currently under construction. Another nine project proposals have progressed into the project lifecycle which spans from the initial needs assessment through to detailed design.

Submission

N/A

Report

The City commenced the review of the CSRFP in late 2022. Otium Planning Group Pty Ltd was appointed to support the review and development of the revised plan.

The CSRFP was strong on analysis of the information relating to decisions on providing future community infrastructure. Furthermore, the CSRFP provided a framework in promoting fair and equitable provision across the City through developing local Standards of Provision following a review of various industry documents of the day.
The CSRFP has provided sound guidance to staff and the community, however there has been some lessons learnt from the CSRFP. These have been summarised below with the proposed response in the revised plan.

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Challenge	Proposed Response
The title 'Community, Sport and Recreation Facilities Plan' has caused confusion as the perception is that it is a sport and recreation facilities plan rather than a plan for all types of community facilities (e.g. arts, culture, community centres)	Rename the plan to 'Community Infrastructure Plan' (CIP).
While it was noted that all project proposals in the previous plan were subject to annual budget and resourcing decisions, the view is the City over committed and under delivered in relation to the plan.	The Covid-19 pandemic was a significant disruptor to business and specifically impacted the construction market which strained the City's financial and human resources. The Draft CIP does not have specific dates for delivery and costs, these aspects may change significantly from year to year due to a range of external factors. In response, the Draft Plan acknowledges that project proposals are defined into two categories: 1. Active (proposals) that have already progressed into the project lifecycle from initial needs assessment through to detailed design. 2. Future (proposals) which have not progressed in the project lifecycle and need planning and investigation to ensure any future investment is viable and benefits the community. The Draft CIP provides information on how decisions are made on both active and future proposals as part of the City's broader Integrated, Planning and Reporting Framework.
Perception that if project proposal is in the CSRFP, it was going to be delivered.	The Draft CIP outlines the framework on how decisions are made in relation to both active and future proposals. It is important to note that not all proposals proceed to construction and at any time may be cancelled or deferred due to a range of factors.
There was limited detail or rationale behind each project proposal.	The Draft CIP has prepared a summarised 'Project Proposal'. This outlines the need and nexus of each proposal based on the range of

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	factors that are reviewed and analysed as part of the development of the Draft CIP.
Transparency in the order of project proposals.	Each project proposal within the Draft CIP has a summarised need and nexus. This information is then used to assess each proposal through a range of criteria which is scored annually, along with each proposal receiving a ranking.

The Draft CIP has been developed intentionally into four key sections as follows:

Draft Community Infrastructure Plan

Section 1: Introduction
This section includes the relevant historical context and background including how community infrastructure is planned for, delivered and prioritised.

Section 2: What influences the planning of community infrastructure
This section provides a summary of the various inputs used to inform the need analysis for future proposals, their prioritisation and planning for new and upgraded infrastructure.

Section 3: Identified improvement actions
During the plan's development, several operational (continuous improvement) actions were identified to improve how community infrastructure is planned and managed. Five key actions have been identified to undertaken within the next formal review period (likely 2028).

Section 4: Future community infrastructure proposals
This section includes 26 future major community infrastructure proposals following the analysis of all information in section 2. Further, it includes five specific planning studies that will influence future major and minor infrastructure and/or set the strategic framework for the specific community infrastructure type.

A summary of the need and nexus (rationale) for the 26 major community infrastructure proposals and five specific planning studies is also included in this section.

The CIP also includes ten appendices. The appendices provide further detail and context, provide justification for recommendations made in the plan and ensure transparency.

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There are two appendices that should be highlighted that impact decisions regarding the provision for future community infrastructure. This includes:

Draft Community Infrastructure Plan Appendices

Appendix Two: Prioritisation Criteria and Ranking

This appendix provides the detail and transparency on how the City has scored each proposal. This criterion will be used to score proposals annually as the information in section two may change from year to year.

This may change the ranking of proposals and when they are resourced which is undertaken as part of the City's broader Integrated Planning and Reporting Framework (e.g. Corporate Business Plan, Annual Service Plans, Annual Project Plans and Annual Budget).

It should be noted that while a future proposal may be ranked higher than another, some proposals may not proceed due to factors not considered in the criteria (e.g. Land availability).

Appendix Ten: City of Cockburn Facility Guidelines

To ensure the guiding principles within the CIP are met (consistency, equity and responsible provision) a set of revised (and more detailed) guidelines have been developed for community infrastructure that is similar across the City's 23 suburbs.

It is recommended that the Draft Community Infrastructure Plan is advertised for a public comment in the second half of 2024 subject to endorsement. Following the public comment period, feedback will be considered prior to submitting the final CIP for adoption.

Strategic Plans/Policy Implications

Community, Lifestyle and Security
A vibrant healthy, safe, inclusive, and connected community.
• Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.
• A safe and healthy community that is socially connected.

Budget/Financial Implications

Funding requests for planning and developing project proposals within the Draft CIP will be made as part of the Annual Budget process.

Further, should a proposal be determined to be viable and provide great community benefit following the planning and development phase (Business Case) requests for capital delivery will be made as part of the Annual Budget process.

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Legal Implications

N/A

Community Consultation

As part of the development of the Draft CIP, the City undertook an extensive community engagement process in the first half of 2023. This included:

- Online survey (287 responses), online map (165 comments) and online discussion forum (45 comments) which was undertaken on Comment on Cockburn from Wednesday 8 March to Monday 3 April 2023
- Meetings with all active City of Cockburn Reference Groups (in early to mid 2023)
- Meetings and workshops with special interest groups (e.g. residents associations, arts and culture, sporting codes)
- Individual meetings with groups (31 groups).

Some groups provided written submissions, including previous studies they have undertaken.

Results of the community engagement have been provided in Appendix Nine.

Risk Management Implications

If Council decides not to endorse the Draft CIP for a second round of community engagement, there is a medium reputational risk that the community may not be satisfied with outcomes of the draft plan.

If Council decides to defer or not support the Draft CIP, the City's future priorities will be at a medium risk of not meet community needs along with being challenged to manage expectation within its available resources.

Advice to Proponent(s)/Submitters

Those who lodged a submission as part of the first round of community engagement on the Draft CIP will be advised should the plan be endorsed as part of the second round of community engagement scheduled for the second half of 2024.

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

Nil

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14.4.4 Multiple Dog Application - 5A Oswald Street, Coolbellup

Executive	A/Director Community and Place
Author	Ranger Services Manager and Head of Community Safety and Ranger Services
Attachments	1. Attachment 1 - Community Feedback **(Confidential)**

RECOMMENDATION
That Council:

(1) REJECTS the Multiple Dog Application dated 17 February 2024, from Amity Boggis (the applicant), 5A Oswald Street, Coolbellup to keep four dogs at the property; and

(2) PROVIDES the owner with three (3) months to rehome two of the four dogs of their choosing.

Background

The City has received an application for retrospective approval to keep four dogs at 5A Oswald Street, Coolbellup.

Pursuant to the City's Consolidated Local Law 2000, Division 3, part 2.9, owners or occupants within the City of Cockburn require approval to keep more than two dogs over the age of three months.

Applicants must be able to demonstrate there are no bona fide objections prior to an approval being granted.

According to the Council's Delegated Authority, Application to Keep More Than Two Dogs at a Residential Property, if any bona fide objections are received, an applicant may not keep more than two dogs without the approval of Council.

As a result of the application's mandatory public consultation, four submissions were received, four of which were objecting to the application.

The application to keep more than two dogs at 5A Oswald Street, Coolbellup is presented to Council for consideration.

Submission

N/A

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Report

The applicant sought retrospective approval after Rangers were alerted to four dogs residing at the address due to the impounding of a 10-week-old puppy that escaped from the property.

During the investigation by the City's Rangers, four dogs were confirmed to be residing at the applicant's address.

The four dogs include:

No.	Breed	Age	Gender	De-sexed Status
1	Chihuahua	2 years	Male	Desexed
2	Chihuahua	3 years	Male	Desexed
3	Chihuahua	8 months	Female	Not Desexed
4	Chihuahua	5 years	Female	Not Desexed

Historically, the applicant's address has been linked to the breeding of dogs. The male dog involved has since been desexed. There has been a history of the dogs listed on the application failing to remain registered, which was rectified after Ranger intervention.

As part of the process outlined within the City's Consolidated Local Laws 2000, neighbouring properties within a 50-metre radius of the applicant's property were notified of the application.

During the public consultation phase, the City received four submissions (Refer to Attachment 1 – Community Feedback), four of which were objecting to the multiple dog application.

Based on these historical non-compliances and submissions objecting to the application surrounding barking and nuisance noise from the dogs, there is clearly an ongoing community impact by the dogs at this address.

Based upon the following grounds, it is recommended that this application be refused:

1. Objections received and concerns raised by nearby residents; and
2. Owner's history of animal non-compliance and breeding of dogs.

If the application is refused, the applicant may refer the matter to the State Administrative Tribunal.

If Council affirms the Officer's recommendation, it is proposed that the applicant be given three (3) months to rehome the excess dogs, as there are two (2) dogs that will need rehoming.

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Strategic Plans/Policy Implications

Community, Lifestyle and Security
A vibrant healthy, safe, inclusive, and connected community.
• A safe and healthy community that is socially connected.

Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

N/A

Legal Implications

City of Cockburn Consolidated Local Law 2000, Division 3, part 2.9.

Community Consultation

As part of the application process, the City wrote to neighbouring homes within 50 metres of the applicant's address.

The City received four submissions, objecting to the application to keep four dogs at the subject property. (Refer to Attachment 1 – Community Feedback)

Risk Management Implications

If approval is given, there may be isolated adverse community reaction for all future instances of nuisance dog behaviour from the property.

Accordingly, this item has a "low" level of localised possible "Brand/Reputation" risk.

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 11 June 2024 Ordinary Council Meeting.

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

Nil

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15. Reports - Standing Committee

15.1 Audit Risk and Compliance Committee Meeting – 21/05/2024

15.1.1 Quarterly Risk Register Update

Executive Chief Executive Officer
Author Risk Advisor
Attachments
1. City of Cockburn Enterprise Risk Management - Risk Assessment and Acceptance Criteria ⇩
2. Status of Strategic Risks ⇩
3. Status of Operational Risks Rated Substantial and Higher ⇩

Officer Recommendation/Committee Recommendation
That Council:

(1) RECEIVES the Quarterly Strategic and Operational Risk Report.

Background

This report provides an update to the Audit, Risk and Compliance Committee (ARC) on the City of Cockburn (the City) Risk Register, for the period December 2023 to May 2024.

A previous report was considered by the ARC on 07 December 2023.

The City's risk register is recorded in RMSS, the City's cloud-based online Enterprise Risk Management (ERM) solution, the licence for which was extended on 23 February 2024 for the period 01 July 2024 to 30 June 2025.

This report links to the Corporate Business Plan 2023-24:

Outcome 5	Community, Lifestyle and Security
Objective 5.1	Best practice governance, partnerships and value for money
Strategy 5.1.1	Ensure good governance through transparent and countable planning, processes, reporting, policy and decision-making
Item 5.1.1F	Deliver risk maturity improvement program delivery

Submission

N/A

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Report

Risk register

The risk level cited in this report to the ARC is the Residual Risk, which is the risk remaining after management has taken action to alter its severity by implementing risk treatment measures.

Table 1 below summarises the changes to the City's risk register during the Period, which increased 3.8%, from 230 to 239.

Table 1: Changes to the City's risk register: December 2023 – May 2024

Residual Risk Level	December 2023	May 2024	Change
Low	101	109	+8
Moderate	120	120	0
Substantial	6	9	+3
High	1	1	0
Extreme	2	0	-2
Total	**230**	**239**	**+9**

The City's ERM policy and framework are aligned with the requirements of the Australian Standard AS ISO *31000: 2018 Risk management-Guidelines* (AS ISO 3100). One of the pillars of AS ISO 31000 is improvement. The City's risk register is a dynamic environment and is subject to continual review to ensure that the risk information gathered reflects the credibility of the risk. Continual review has resulted in a change in rating of these risks:

- RMSS Risk ID 8 *Community infrastructure damage from climate change impacts* – previously rated Extreme, now rated Substantial
- RMSS Risk ID 9 *Public health decline from climate change* - previously rated Extreme, now rated Substantial
- RMSS Risk ID 15 *Landfill capping* – previously rated Moderate, now rated Substantial.

Organisational risks assessments have identified 9 additional risks which have been registered in RMSS.

The City's risk register currently contains 10 risks rated Substantial and higher, including one (1) risk rated High - all are operational risks.

The City's highest rank risk is ranked High and is climate change related. The elevated ranking of climate related risks is replicated across Australian local governments, with Disaster, Catastrophic Events and Climate Change and

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Adaptation ranked in the top 10 risks [JLT Public Sector Risk Report, JLT Risk Solutions Pty Ltd].

Attachment 1 to this report is the current City of Cockburn Enterprise Risk Management - risk assessment and acceptance criteria.

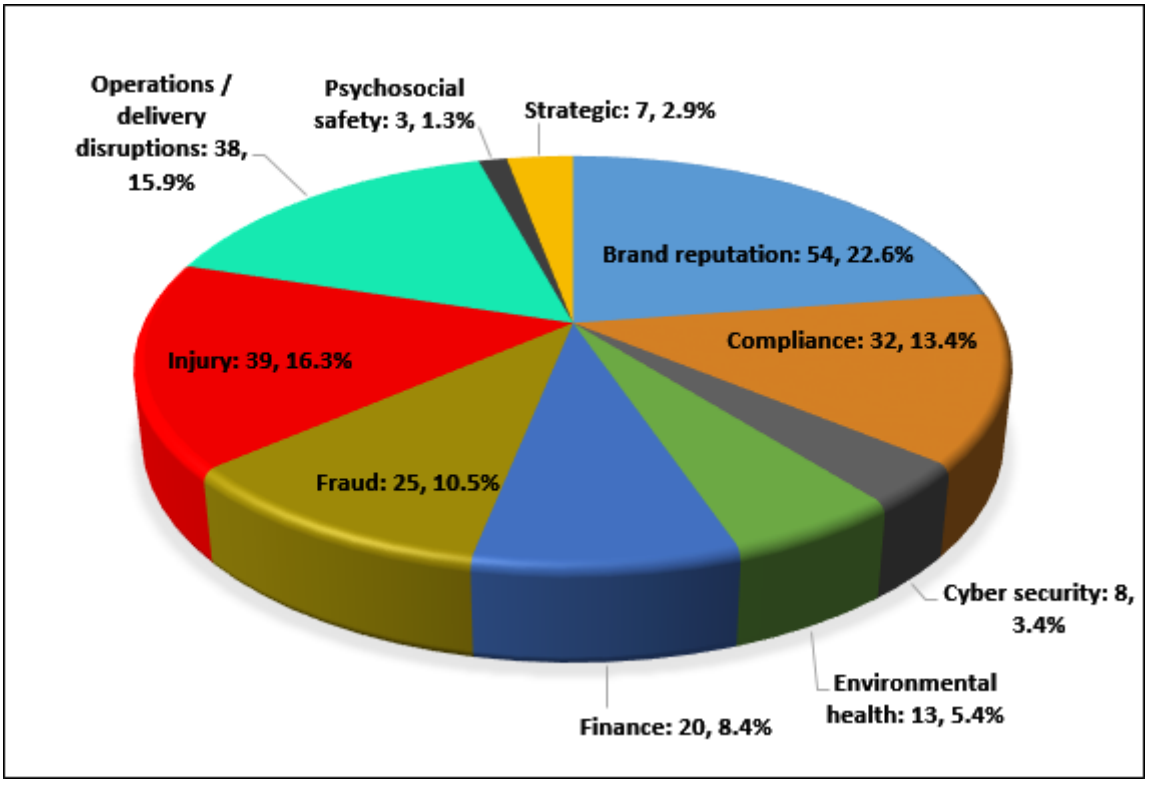
The Risk Assessment Matrix is used for risk analysis and evaluation, comprehending the nature of the risk, and determining the level of risk exposure (likelihood and consequence). It was used for re-evaluating the above risks.

There has been no adjustment to the risk assessment and acceptance criteria since the last report to the ARC.

Risk Register Categories

Figure 1 below illustrates the composition of the open risks in the City's risk register during the Period.

Figure 1: Total open risks, by category: May 2024



The City's risk register comprises:

- Seven (7) Strategic Risks, whose owners are members of Executive Leadership Team
- 222 Operational Risks, whose owners are Heads of Business / Service Units.

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Risk Register Heat Map

Figure 2 below illustrates the City's risk register superimposed on a heat map.

		Likelihood				
		Rare 1	**Unlikely 2**	**Possible 3**	**Likely 4**	**Almost Certain 5**
Consequence	**Insignificant 1**	**Low 1 6 Risks**	**Low 2**	**Low 3 1 Risk**	**Low 4**	**Moderate 5**
	Minor 2	**Low 2 9 Risks**	**Low 4 68 Risks**	**Moderate 6 9 Risks**	**Moderate 8 2 Risks**	**Substantial 10 2 Risks**
	Major 3	**Low 3 18 Risks**	**Moderate 6 65 Risks**	**Moderate 9 29 Risks**	**Substantial 12 1 Risk**	**High 15**
	Critical 4	**Low 4 7 Risks**	**Moderate 8 15 Risks**	**Substantial 12 3 Risks**	**High 16**	**Extreme 20**
	Catastrophic 5	**Moderate 5**	**Substantial 10 3 Risks**	**High 15 1 Risk**	**Extreme 20**	**Extreme 25**

The following attachments summarise updates to the above risks.

Attachment 2 to this report detail the City's Strategic Risks as of 01 May 2024.

Strategic risks reflect the internal and external forces capable of threatening the City's ability to achieve its strategic objectives or affect its long-term positioning and performance.

This attachment outlines each strategic risk and provides progress and notes on the management of each risk.

There are currently 7 identified strategic risks, all ranked Moderate Risks, and there has been no change in this number the last report to the ARC.

Attachment 3 to this report details the City's Substantial and Higher Risks as of 01 May 2024.

This attachment outlines each risk rated Substantial and higher and provides progress and notes on the management of each risk.

The City's risk register currently contains 10 risks rated Substantial and higher, including one (1) risk rated High - all are operational risks

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Strategic Plans/Policy Implications

Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• Best practice Governance, partnerships and value for money.
• Employer of choice focusing on equity, innovation and technology.

Budget/Financial Implications

N/A

Legal Implications

Local Government (Audit) Regulations 1996 r17 CEO to review certain systems and procedures.

Community Consultation

N/A

Risk Management Implications

Risk management oversight and review is a function of the ARC.

The ARC is required to review the City's Strategic and Operational Risk as part of the City's risk management practices.

The ARCs oversight of the risk register review report supports continuous improvement of risk management processes.

Failure to adopt this report will result in a Substantial risk to the City in its inability to support an integrated and effective approach to risk management and continually improve its risk management processes.

Advice to Proponent(s)/Submitters

N/A.

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

Nil

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City of Cockburn Enterprise Risk Management - risk assessment and acceptance criteria

Risk Assessment Matrix

Consequence / Severity	Risk Category									Likelihood / Probability				
									Project					
	Brand Reputation	Compliance	Cyber Security	Environmental Health	Finance	Fraud	Injury	Operations / Delivery Disruptions	Quality	Cost	Time	Psychosocial safety	Rare 1 Theoretically such an event is possible but not expected to occur during an operation / asset life / project.	Unlikely 2 Possible that such an event may occur once during operation / asset life / project.	Possible 3 Such an event may occur more than twice during an operation / asset life / project.	Likely 4 Such events may occur frequently during an operation / asset life / project.	Almost certain 5 Such events are expected to occur routinely during an operation / asset life / project.
Insignificant 1	Low impact. Low profile. No complaint.	Minor breach of policy / process requiring some response with little impact on other criteria.	Scanning or reconnaissance. Negligible effect on organisation.	An insignificant environmental event that can be immediately corrected under the control of the City.	< $50,000 or < 5% of OP. Little or no impact on asset.	Single opportunistic dishonest activity or asset misappropriation. Internal or external.	Minor first aid.	Little impact. Business as usual. < 5% variation against KPI.	Majority of milestones and objectives being achieved with minor variation to scope and/or quality reported. Minor impact absorbed through project.	< 5% of Project Budget or < $50,000 whichever is lower.	< 5% of Project Timeline or < 30 days, whichever is lower.	Activation of HR, WHS or Mental Health First Aider process.	Low 1	Low 2	Low 3	Low 4	Moderate 5
Minor 2	Low impact. Low profile. Low media attention. Possible complaint.	Compliance breach of policy / process requiring additional work or minimal damage control.	Low-level malicious attack; targeted reconnaissance, phishing, non-sensitive data loss. Causes spurious real time systems slowing for organisation.	A minor environmental event that can be corrected through system improvements within the City.	$50k ≤ to < $250k or 5% ≤ to <10% of OP. Minor loss or damage.	Theft of confidential or personal information, or intellectual property. Repetitive dishonest activity or asset misappropriation. Internal or external.	Medical treatment.. No Lost Time Injury (LTI).	Minor impact. Easily dealt with. Still business as usual. 5 ≤ to < 10% variation against KPI.	Minor impact on milestones and objectives being achieved with minor variation to scope and/or quality reported. Disruptive impact on project deliverables expected.	5% ≤ to < 10% of Project Budget or $50k ≤ to < $250k, whichever is lower.	5% ≤ to <10% of Project Timeline or 30 ≤ to < 60 days, whichever is lower.	Unplanned absence of < 2 weeks.	Low 2	Low 4	Moderate 6	Moderate 8	Substantial 10
Major 3	Moderate impact. Moderate media attention. Public complaint.	Compliance breach requiring investigation, mediation or restitution and breach of legislation or regulations.	Malware, beaconing or other active network intrusion; temporary system / service disruption. Loss of confidentiality, integrity, or availability causes limited effect on organisation.	A moderate environmental event that can be remediated but requires multiple stakeholder input.	$250k ≤ and < $1m or 10% ≤ to < 25% of OP. Major damage to asset.	Falsifying financial or procurement records to obtain an improper or financial benefit. Internal or external.	Medical treatment with LTI and / or work restriction > 2 weeks.	Some objectives affected. Can continue business as usual, with minor controls executed. 10 ≤ to < 25% variation against KPI.	Major impact on milestones and objectives being achieved with minor variation to scope and/or quality reported. Serious impact on project deliverables expected.	10% ≤ to < 25% of Project Budget or $250k ≤ to < $1m, whichever is lower.	10% ≤ to < 25% of Project Timeline or 60 ≤ to < 90 days, whichever is lower.	Unplanned absence of > 2 weeks, or Workers' Compensation case.	Low 3	Moderate 6	Moderate 9	Substantial 12	High 15
Critical 4	Damage to reputation. Public embarrassment, High media attention. Several public complaints. Third party legal action.	Compliance breach involving external investigation or third party actions resulting in tangible loss or reputation damage to the City and breach of legislation or regulations.	Exfiltration or deletion / damage of key sensitive data or intellectual property. Loss of confidentiality, integrity, or availability causes some adverse effect on organisation.	A significant environmental event where rehabilitation involves multiple stakeholders and various levels of the community and government.	$1m ≤ and < $5m or 25% ≤ to < 50% of OP. Significant loss of asset.	Persistent planned or systematic dishonest activity or asset misappropriation. Internal or external.	Partial disablement or severe injury, or reportable to WorkSafe.	Some major objectives cannot be achieved. Business can still deliver, but not to expected level. 25 ≤ to < 50% variation against KPI.	Major impact on milestones and objectives being achieved with significant variation to scope and/or quality reported. Critical impact on project deliverables expected.	25% ≤ to < 50% of Project Budget or $1m ≤ to < $5m, whichever is lower.	25% ≤ to < 50% of Project Timeline or 90 ≤ to < 120 days, whichever is lower.	Extended leave from chronic unmanaged work related issues.	Low 4	Moderate 8	Substantial 12	High 16	Extreme 20
Catastrophic 5	Irreversible damage to reputation. Very high level of public embarrassment. Very high media attention. Many public complaints.	Compliance breach involving regulatory investigation and / or third party actions resulting in tangible loss or significant reputation damage to the organisation and breach of legislation or regulations.	Sustained disruption of essential systems and associated services. Loss of confidentiality, integrity or availability causes serious adverse effect on organisation.	A severe environmental event requiring multiple stakeholders, all levels of the community and government to remediate.	≥ $5 million or ≥ 50% of OP. Complete loss of asset.	Irretrievable losses of significant assets or resources through dishonesty, deception or corrupt use of powers causing significant damage to the financial position of the organisation.	Death or permanent disablement.	Most objectives cannot be achieved. Business cannot operate. ≥ 50% variation against KPI.	Catastrophic impact on milestones resulting in the failure to achieve one or more objectives of the project.	≥ 50% of Project Budget or ≥ $5 million, whichever is lower.	≥ 50% of Project Timeline or ≥ 120 days, whichever is lower.	Self-harm. Death. Employee resignation leading to loss of experience and expertise to the organisation.	Moderate 5	Substantial 10	High 15	Extreme 20	Extreme 25

Risk Acceptance Criteria

Risk Level	Criteria	Treatment	Responsibility
Low	Risk acceptable with adequate controls, managed by routine procedures. Subject to annual monitoring or continuous review throughout project lifecycle.	Management through routine operations/project, Risk Registers to be updated.	Head Business Unit / Service Unit / Project Manager
Moderate	Risk acceptable with adequate controls, managed by specific procedures. Subject to semi-annual monitoring or continuous review throughout project lifecycle.	Communication and awareness of increasing risk provided to Head Business Unit / Service Unit, Risk Registers to be updated.	Head Business Unit / Service Unit / Project Manager
Substantial	Accepted with detailed review and assessment. Action Plan prepared and continuous review.	Assess impact of competing Business Unit / Service Unit Projects. Potential redirect of Business Unit / Service Unit resources. Risk registers to be updated.	Division Chief / Executive / Steering Committee
High	Risk acceptable with effective controls, managed by Senior Leadership Team Member. Subject to quarterly monitoring or continuous review throughout project lifecycle.	Escalate to CEO, report prepared for Audit & Strategic Finance Committee. Quarterly monitoring and review required. Risk Registers to be updated.	Division Chief / Executive / Steering Committee / Project Sponsor
Extreme	Risk only acceptable with effective controls and all treatment plans to be explored and implemented where possible, managed by highest level of authority and subject to continuous monitoring.	Escalate to CEO, report prepared for Audit & Strategic Finance Committee. Monthly monitoring and review required. Risk Registers to be updated.	CEO / Council / Project Sponsor

Existing Control Ratings

Rating	Foreseeable	Description
Effective	Doing more than what is reasonable under the circumstances.	1. Existing controls exceed current legislated, regulatory and compliance requirements, and surpass relevant and current standards, codes of practice, guidelines and industry benchmarks expected of this organisation; 2. Subject to continuous monitoring and regular testing; and 3. Any control improvements that can be implemented have minimal impact on operations.
Adequate	Doing what is reasonable under the circumstances.	1. Existing controls are in accordance with current legislated, regulatory and compliance requirements, and are aligned with relevant and current standards, codes of practice, guidelines and industry benchmarks expected of this organisation; 2. Subject to continuous monitoring and regular testing; and 3. Control improvements may be implemented.
Inadequate	Not doing some or all things reasonable under the circumstances.	1. Existing controls do not provide confidence that they meet current legislated, regulatory and compliance requirements, and may not be aligned with relevant and current standards, codes of practice, guidelines and industry benchmarks expected of this organisation; 2. Controls not operating as intended and have not been reviewed and tested; and 3. Existing controls need to be improved.

WHS / Injury / Wellbeing Hierarchy of Control

Effectiveness	Control methodology	Impact on unwanted event (hazard), and examples
100% Effective	Elimination	Remove the hazard, or unwanted event, completely or discontinue the process or practice. *For example, if the electric cable from a stage microphone is a trip hazard, use a wireless microphone instead.*
Increasing Effectiveness	Substitution	Replace a hazardous or vulnerable system, material, practice or process with one that presents a lower risk. *For example, if an outdoors event is conducted during a summer day, use of market umbrellas could be substituted by providing marquees or shade sails.*
	Isolation	Use lockable barriers to restrict unauthorised access and separate people from hazard, practice or process. *For example, install guards on machines where there is a risk of a person being trapped in a machine.*
	Engineering	Change the physical characteristics of the practice or process through engineering redesign. *For example, provide ramps if patrons in wheelchairs will be attending an event.*
	Administrative	Establish appropriate policies, practices, procedures, guidelines and operating instructions to control exposures to unwanted events. *For example, if an event requires serving of alcohol, ensure that bar employees have been trained in 'Responsible Service of Alcohol'.*
≤ 20% Effective	Personal Protective Equipment	Provide appropriate safety equipment. *For example, traffic controllers need to be provided with long sleeves, long trousers, wide brimmed sunhats and high visibility safety vests.*

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Attachment 2: Status of Strategic risks

RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
1	Business continuity and crisis management	Failure to provide business continuity of the City's core services in the event of a major crisis / emergency.	**Major 3**	**Possible 3**	**Moderate 9**	Manager Legal and Compliance

Progress and Notes

1. The draft document *City of Cockburn Business Continuity Response Plan* [ECM Doc Set ID 11538591] is currently being reviewed by the Legal and Compliance Service Unit.

2. Once this document is approved by the Executive Leadership Team, a business continuity exercise is proposed to test the plan. The exercised is planned to be a cyber related issue during the second half of the 2023-2024.

2	Strategic direction	Lack of clear and aligned strategic vision, direction and implementation.	**Critical 4**	**Unlikely 2**	**Moderate 8**	A/Director Corporate and System Services

Progress and Notes

1. The State Government's Integrated Planning and Reporting Framework is in place. The Corporate Business Plan content aligns with the framework and quarterly tracking and reporting are undertaken. The Strategic Community Plan content is in place and measures are tracked annually.

2. A detailed audit of informing strategies has been completed and will inform the development of a strategic framework which will be developed as part of the upcoming SCP major review.

3. An Elected Member and Executive Leadership Team strategy day is scheduled for September 2024 as a starting point for the upcoming corporate planning process.

RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
3	Project management planning	Failure to consistently plan for capital works projects	**Critical 4**	**Unlikely 2**	**Moderate 8**	A/Director Community and Place

Progress and Notes

1. Existing controls are appropriate.

2. Introduction of the Investment Prioritisation and Optimisation Process (year 2 24/25) is strengthening the City's approach to Infrastructure Investment. Ensuring that ideas are thoroughly planned, documented, assessed and approved by relevant Business, Asset and Portfolio Managers prior to submission into the various draft Capital programs.

4	Stakeholder relationships	Failure to develop and maintain strategic partnerships and relationships with government agencies and other key stakeholders.	**Major 3**	**Possible 3**	**Moderate 9**	A/Director Community and Place

Progress and Notes

1. Regular meetings with Local MPs and relevant ministers continue to occur. Maintaining contact details and records of interactions with Stakeholders through Advoc8. New CEO has been meeting with key stakeholders, identified by the City officers, to introduce himself and understand their concerns.

2. Rapid interception of local political issues by Advocacy team to mitigate misinformation and build trust in stakeholder relationships.

5	Built and natural environment	Failure to maintain the City's built and natural environment and resources in a sustainable manner.	**Major 3**	**Possible 3**	**Moderate 9**	Director Planning and Sustainability

Progress and Notes

There are a range of asset management plans, strategies and actions that ensure adequate resources are allocated to City of Cockburn buildings and infrastructure to ensure these are managed in a sustainable manner.

1. Fringing reef has been installed, rock revetments are being assessed, yearly coastal monitoring continues, sand bypassing and backpacking occurs as required;

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RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
2. Asset management team organise the CoC Marina and Coastal Asset Management Plan 2020 - 2024. A maintenance inspection was conducted by M P Rogers & Associates, and the 'City of Cockburn Marina and Coastal Assets Report' was provided in July 2022. This helped decision-making for projects in the next financial year; 3. A number of the actions from the Recommended Implementation Plan of the 'Coogee Beach Foreshore Management Plan 2020' have been completed - including sand bypassing, benefit distribution analysis, Coogee Beach Jetty upgrade, swimming enclosure lease renewed, disabled accessway completed, Surf Lifesaving Club tower been installed; 4. Identified actions from the 'City of Cockburn Climate Change Strategy 2020-2030' and Natural Area Management Strategy continue to be implemented. Regular inspections, maintenance and repairs continue to be undertaken on City facilities.						
6	Technology use and change	Failure to identify, manage and capitalise on the effective and efficient use of changing technology.	**Critical 4**	**Unlikely 2**	**Moderate 8**	A/Director Corporate and System Services
Progress and Notes 1. The City is continuing the move the City's ERP to the cloud, and is still on track to be completed by the end of 2024; 2. The City continues to improve its cyber security posture, with a focus specifically on ASD E8; 3. The City's Executive Leadership Team has endorsed IT to proceed with the planned project to refresh staff IT requirements. An RFQ has been released which is expected to close by 15 May 2024.						
7	Financial sustainability	Erosion of Council's financial sustainability.	**Critical 4**	**Unlikely 2**	**Moderate 8**	A/Director Corporate and System Services
Progress and Notes 1. The Long Term Financial Plan is being updated to reflect current economic factors and updated strategic planning outcome. It is waiting for the FY25 budget to be adopted for it to be inputted into the LTFP.						

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Attachment 3: Status of Operational risks rated ≥ *Substantial*

RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
9	Public health decline from climate change [Environmental Health risk]	Reduced public safety, health and wellbeing caused by climate change impacts (changes to rainfall and increased bushfires, temperatures, and extreme weather events).	**Catastrophic 5**	**Possible 3**	**High 15**	Head of Development and Compliance [ELT Member Director Planning and Sustainability]
Progress and Notes 1. Mapping of vulnerable residents and areas is not feasible, however protocols to contact customers vulnerable to heat stress and other climate emergencies has been incorporated into the Bushfire Risk Management Plan and Local Emergency Risk Management Plan; 2. Review of existing warning systems, identify potential gaps and opportunities for improvement is ongoing; 3. The update of the Local Public Health Plan is underway and ongoing implementation of those action items from the 2013-2018 Local Public Health Plan is ongoing; 4. Engagement with partners and other government agencies in relation to emergency and recovery climate change responses is ongoing.						
8	Community infrastructure damage from climate change impacts [Environmental Health risk]	Reduced public safety, health and wellbeing caused by climate change impacts (changes to rainfall and increased bushfires, temperatures and extreme weather events).	**Critical 4**	**Possible 3**	**Substantial 12**	Head of Sustainability and Environment [ELT Member Director Planning and Sustainability]
Progress and Notes 1. The City has developed a Climate Change Strategy 2020-30 which identifies actions to mitigate and adapt to changes associated with climate change. The actions address a range of factors including reduced public safety, health and wellbeing caused by climate change impacts (changes to rainfall and increased bushfires, temperatures and extreme weather events); 2. The progress against the actions contained with the Climate Change Strategy are a Corporate KPI and reported on each quarter.						

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RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
10	Biodiversity loss from climate change impacts [Compliance risk]	Damage to or loss of biodiversity and natural habitat, caused by climate change impacts (decreased rainfall and increased bushfires, temperatures, and extreme weather events).	**Critical 4**	**Possible 3**	**Substantial 12**	Head of Sustainability and Environment [ELT Member Director Planning and Sustainability]
Progress and Notes 1. Natural Area Management Plan (NAMS) has been developed with a number of actions that address biodiversity loss due to the impacts of climate change. All bushland and wetland reserves within the City are managed according to the NAMS; 2. Revegetation and habitat creation is undertaken to increase and enhance flora and fauna. fauna refuges, bird, bat and possum boxes and fauna over and under passes have been installed in numerous reserves. Flora and fauna surveys are undertaken in all reserves on a 5 year rotation bases. Information contained in these surveys is used to address perceived threats and risk; 3. Bushfire risk assessments are undertaken and measures implemented to reduce fire risk. Watering stations are installed in some reserves to provide a water source for fauna; 4. Landowner biodiversity grants and training is offered to private landowners to assist promote bushland conservation.						
11	Coastal impacts from sea level rise [Environmental Health risk]	Legal liability and damage to or loss of natural environment, infrastructure, and coastal land, caused by sea level rise.	**Major 3**	**Likely 4**	**Substantial 12**	Head of Sustainability and Environment [ELT Member Director Planning and Sustainability]
Progress and Notes 1. Tender recently advertised and consultant appointed to prepare updated Coastal Hazard Risk Management Adaptation Plan. The plan will be updated using latest climate change data. It will identify areas at risk and adaptation measures to address risk to property and infrastructure; 2. Coogee Beach Foreshore Management Plan identifies actions to adapt and address risk along Coogee Beach. Sand nourishment works are undertaken as required at CY						

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RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
O'Connor Beach and Coogee. Geotech sandbags installed as well as Engineered Fringing Reef at C. Y. O'Connor. Stage 2 of reef to be installed in October 2024 3. Coastal Adaptation Grants supplement coastal erosion prevention measures.						
12	Community support [Financial risk]	Failure to obtain community support for strategic planning functions.	**Critical 4**	**Possible 3**	**Substantial 12**	Head of Planning [ELT Member Director Planning and Sustainability]
Progress and Notes 1. Most strategic planning projects have advertising processes (controlled by State Government) rather than specific community engagement. Planners can only undertake community engagement for specific and occasional projects. These are carried out in line with an approved community engagement plan (approved by the City's engagement team); 2. It is not realistic to expect complete support for all strategic planning functions, however, the City having recently reviewed its local planning strategy has the benefit of recent community input into high level strategic land use planning guidance for the City of Cockburn; 3. The subsequent steps of implementing the updated strategy will include planning at the local area or 'place' level where community aspirations will be better articulated at the scale which is often of greater community interest. Knowing those aspirations at a City and local area level helps to realise those visions in practice - but also builds understanding of what City strategic planning functions are (and their limitations).						
15	Landfill capping [Financial risk]	Failure to fund the capping of existing exposed landfill cells.	**Catastrophic 5**	**Unlikely 2**	**Substantial 10**	Head of Property and Assets [ELT Member Director Infrastructure Services]
Progress and Notes 1. Budget $15.729m ($15.813m - $84k spent in 23-24 on design and documentation) in 24-25 FY to ensure the southern landfill is capped prior to May 2025 to cover the Southern Landfill capping costs, which includes the Financial Model allocation $14.024m and an additional $1.79m to cover the additional CPI construction costs, the cost of soil supply and a 5% contingence;						

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RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
2. Cell 7 and the entire Southern Landfill is planned to be capped between October 2024 and March 2025; 3. Cells 4 and 5 are still to be capped, once the available airspace is consumed in the next 2-7 years.						
16	Reduced water availability from decreased rainfall [Compliance risk]	Decreased liveability, reduced water availability, loss of urban vegetation and biodiversity caused by climate change impacts (decreased rainfall).	**Minor 2**	**Almost certain 5**	**Substantial 10**	Head of Sustainability and Environment [ELT Member Director Planning and Sustainability]
Progress and Notes 1. Action within the Urban Forest Plan are being implemented.; 2. Waterwise Action Plan actions implemented to minimise water use; 3. Waterwise Gold accreditation retained in 2024; 4. Water Sensitive Urban Design initiatives supported through development approvals; 5. Water audits undertaken annually on selected Council facilities; 6. Watering contractors engaged and made aware of need to minimise water use while maximising plant survival; 7. Options investigated to maintain wetland water levels; 8. Hydrozoning undertaken in Parks to reduce water consumption.						
17	Urban forest decline from climate change [Compliance risk]	Urban forest decline caused by climate change impacts (increased temperatures and decreased rainfall).	**Minor 2**	**Almost certain 5**	**Substantial 10**	Head of Sustainability and Environment [ELT Member Director Planning and Sustainability]
Progress and Notes 1. Action within the Urban Forest Plan being undertaken;						

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RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
2. Waterwise Action Plan actions implemented; 3. Waterwise Gold accreditation retained in 2024; 4. Revegetation of 2.5 hectares annually; 5. Tree protection measures being considered; 6. Promotion of urban forest; 7. Bushfire risk assessments undertaken and action to mitigate fires implemented; 8. Urban Forest Officers employed.						
288	Child safe organisation [Injury risk]	Failure by the City of Cockburn to resource for, and anticipate legislative requirements, to comply with the National Principles for Child Safe Organisations	**Catastrophic 5**	**Unlikely 2**	**Substantial 10**	Head of Library and Cultural Services [ELT Member A/Director Community and Place]
Progress and Notes 1. Workshop held to capture active policy, procedures to address the national principles and sector meetings continued to be attended and draft policy in development. 2. Next meeting scheduled for early June. 3. No further update due to no dedicated resource.						
289	Workplace psychosocial hazards [Psychosocial Safety risk]	Inability to provide for workers a safe work place free from exposure to bullying and harassment	**Catastrophic 5**	**Unlikely 2**	**Substantial 10**	Head of People, Culture and Safety
Progress and Notes 1. The City of Cockburn Bullying and Harassment Administration Policy was adopted on 14 February 2023. Training has been undertaken by all members of SLT;						

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RMSS Risk ID	Risk name	Risk description	Consequence	Likelihood	Residual risk	Risk owner
2. The City of Cockburn Code of Conduct – The Cockburn Way is now available as a CiAnywhere online induction; 3. The City's Work Health and Safety Policy reiterates the expectation that psychological hazards are mitigated and managed; 4. The City has undertaken a gap analysis of mitigation against psychological workplace hazards with the current management framework being deemed fit for purpose; 5. The City has finalised the process of implementing the new WHS Induction for all Employees and People Leaders.						

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15.1.2 Family Day Care Services - Review

Executive	A/Director Corporate and System Services
Author	Strategic Business Analyst
Attachments	1. Family Day Care Service Current Operational Risks ⇩

Officer Recommendation/Committee Recommendation
That Council:

(1) ENDORSES the Family Day Care Service Review findings.

Background

On the 12 of March 2024, Council considered the legal implications of the contractor model of the Family Day Care Service and endorsed the continuation of the service.

Subsequently, on 9 April 2024 Council resolved to:

(1) ENDORSE the City's adoption of the Service Review Methodology for review of its services; and

(2) APPROVE the three-year timeline to implement the Service Review Program for the City, promoting a cycle of continuous improvement in service delivery and review.

In line with that resolution the Strategy and Integrated Planning Service Unit undertook a review of the Family Day Care Service to support a broader review of the service, following the limited legal structure review earlier this year. This was the first service review undertaken in line with the adopted methodology.

This paper provides the outcomes of the service review undertaken by the Strategy and Integrated Planning Service Unit and presents two options for Council consideration.

The service review did not identify any changes or recommendations outside of the contract changes recommended by the 12 March legal review. The service is delivered at a high quality and is well received by the community.

Submission

N/A

Report

FDCS Background and History

Childcare services are provided through the City of Cockburn FDCS and comprises support and administration in delivering early childhood education and care.

The City has provided family day care services since August 1978 and is an approved service provider in compliance with Commonwealth legislation.

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The FDC Service does not directly deliver childhood education and care but recruits, assesses, and supports service delivery via Educators, who operate as contractors/sole traders and deliver education and care in their homes.

The Service also undertakes the registration and contract management of educators. Educators enter into an agreement with the Service under the *FDC Service Educator Registration Agreement.*

There are five staff employed by the City delivering the FDCS, comprising 4.4 FTE, and there are currently 42 Educators registered with the Service.

The City is not legislatively required to provide a FDCS.

Industry Standard/Regulations

The FDCS has legal responsibilities as per specific Commonwealth legislation, which includes the National Quality Framework, the Family Assistance Law and the Taxation Laws.

The Commonwealth has legislated specific policies and procedures that the FDC Service must implement, including processes for Educator registration, induction and mentoring.

Performance/Public Perception

Both parents and Educators are regularly surveyed by the FDCS. Satisfaction levels are generally high, with a recognition that the Service provides good quality education and support to Educators and parents.

Themes from verbatim parent feedback include *"more services for day care", "more before-and-afterschool care facilities for working parents", and "longer hours for day care services".*

Alternate Providers of the Service

The Family Day Care service is a fully accredited service and undergoes quality review every three years to maintain its accreditation. This ensures optimum levels of quality service provision.

A review of alternate family day care services available to the Cockburn Community has shown there are six privately owned facilities providing early childhood education and care under the Contractor/Sole-Trader model.

These facilities operate as third-party regulators and have service Agreements with Educators residing within the City's catchment.

As demand within this sector is high, it is expected that (as in the City's FDCS) waiting lists exist for access to these day-care services.

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Identified Benefits and Disadvantages of the Service Benefits

- Community expectations and stated need are met
- Community reputation is maintained
- Formal acceptance for continuation of the Service will enable active recruitment of additional Educators
- Provides Educator employment and training opportunities
- Provides support for parents to return to work, attend education or have some respite care
- Children with additional needs are supported through community inclusion, and access to school holiday and respite care.

Disadvantages

- Risk to the City regarding potential payment of Educator Superannuation has been minimised to the extent possible, and residual risk is considered negligible
- Recruitment of additional Educators is reliant on availability of appropriately skilled contractors.

Strategic Plans/Policy Implications

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
• Increased Investment, economic growth and local employment.

Community, Lifestyle and Security
A vibrant healthy, safe, inclusive and connected community.
• A safe and healthy community that is socially connected.

Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• Best practice Governance, partnerships and value for money.

Budget/Financial Implications

The FDCS is funded through Educator fees and a per-child service fee to parents. Normally, these fees provide the total operational budget for the Service.

The FDCS maintains a critical mass of Educators to offset service administration and support costs.

While the impact of the ATO decision on the FDCS has been under review, the Service has not recruited additional Educators. This will result in a small budget shortfall in the FY24 year (~$80K).

Re-establishing the critical mass of educators will take approximately six (6) months, a budget shortfall in FY25 is likely. FY25 budget implications will be identified through the FY25 budget process.

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Legal Implications

Following the 12 March 2024 resolution of Council, the City is implementing agreement changes recommended in the report.

Community Consultation

NA

Risk Management Implications

The current operational risks and their residual risk scores are:

Risk	Residual Risk Score
Failure to identify and address foreseeable hazards within the Educator's residence or Childcare Services venue/ indoors and outdoors.	Low
Failure to provide quality outcomes for children in Childcare Services	Moderate
Wording within the City's Childcare Services Privacy Policy is not definitive and well understood and may not be enforceable	Low
Inability to maintain financial sustainability for Childcare Services	Moderate

For full detail on the current operational risks, including management actions, refer Attachment 1.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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Attachment 1: Family Day Care Service Operational Risks

Risk	Likelihood	Conseq-uence	Risk Score	Control Measures in Place	Progress	Residual Risk
Failure to identify and address foreseeable hazards within the Educator's residence or Childcare Services venue/ indoors and outdoors.	Possible	Major	Moderate (9)	The 'pre-approval FDC Educator's Residence Audit' and the 'FDC Educator's Residence Annual Audit' are legislated, these include a documented extensive assessment of all areas. Each domain must be examined and signed off as compliant by qualified Staff. Legislation requires the FDC Service to ensure all requirements are in place within all areas of the home to be approved for family day care. Therefore, this Audit is carried out before the formal offer of the FDC Service Educator Registration Agreement and annually thereafter. FDC KPI is to have monthly contact with Educators, meting this KPI includes regular visits to educator residence throughout the year. FDC Educators are also required to evidence in date evacuation procedure practices.	Service staff are aware to note any hazards on a daily basis, rectify immediately or refer to the Manager to manage. The formal Safety Checklist for the Childcare Services Co-ordination Unit (inside and children's outdoor play area) is carried out bi-monthly.	Low (4)

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Risk	Likelihood	Conseq-uence	Risk Score	Control Measures in Place	Progress	Residual Risk
Failure to identify and address foreseeable hazards within the Educator's residence or Childcare Services venue/indoors and outdoors (cont.)				The indoor and outdoor children's areas are inspected before the Educators and children arrive for Play Sessions. Bi-monthly OS&H inspections are carried out in a thorough manner by different staff members of each occasion. Child Care Services staff and FDC and IHC Educators maintain an awareness of safety of the environment to protect children in care.		
Failure to provide quality outcomes for children in Childcare Services	Unlikely	Major	Moderate (9)	Qualified experienced staff Educators selection process Service educator agreements Service Policies & Procedures Training	Adequate controls are in place and effective in the service being identified as a high performing compliant service. Regular audits and inspections ensure quality and safe services.	Moderate (6)
Inability to maintain financial sustainability for Childcare Services	Unlikely	Major	Moderate (8)	Maintain promotion/advertising. Utilise specialist software programs and ensure specialist staff managing finances.	Review of risks and service is consistently reviewed. Controls are effective. Monthly budget meetings have been ongoing. Increased recruitment has taken place reducing financial risk.	Moderate (6)

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Risk	Likelihood	Conseq-uence	Risk Score	Control Measures in Place	Progress	Residual Risk
Wording within the City's Childcare Services Privacy Policy is not definitive and well understood and may not be enforceable	Unlikely	Minor	Substantial (12)	Directive controls: Existing Childcare Services Policy is in place.	Existing Childcare Services Policy is in place.	Low (4)

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15.1.3 High-Risk Safety Audit Program - Henderson Waste Recovery Park

Executive	Chief Executive Officer
Author	Head of People, Culture and Safety
Attachments	1. Safety Audit Report - Henderson Waste Recovery Park ⇩ 2. Safety Improvement Plan - Henderson Waste Recovery Park ⇩

Officer Recommendation/Committee Recommendation
That Council:

(1) RECEIVES the High-Risk Safety Audit Report for Henderson Waste Recovery Park; and

(2) NOTES the deliverables and actions in the associated Safety Improvement Plan.

Background

The City is committed to undertaking a continuous improvement program across all facets of workplace, health, and safety.

A report was submitted to the Audit and Risk Committee (ARC) on 19 March 2024 that detailed the initiatives that the City would put in place to ensure our ongoing commitment, including:

1. Completing the implementation of the Safety Improvement Action Plan that had been developed in response to the audit, undertaken by LGIS, in August 2022 and ensuring that these outcomes were embedded as business-as-usual work practices.
2. Development and implementation of Safety and Wellbeing Key Performance Indicators (KPIs) for all members of staff to ensure that safety was an important element of their daily role.
3. Commencement of a High-Risk Auditing Program to ensure that the Safety Management System (the System) was in place and was known and understood and that behaviours and interactions aligned to the expectations set out within the System and Organisational Values.
4. Delivery of a Safety Leadership Program to ensure that there was an embedded understanding of the role of a leader in fostering and driving a positive safety culture, in addition to the development of tangible safety skills for the field.

The purpose of this report is to provide an update to the ARC regarding completion of a High-Risk Safety Audit that was completed at Henderson Waste Recovery Park in March 2024.

Submission

N/A

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Report

The City engaged an independent consultant, being Safety Australia, to undertake a High-Risk Safety Audit of Henderson Waste Recovery Park (refer Attachment 1).

The audit commenced in January 2024 and concluded in March 2024 and consisted of the following actions and analysis:

1. Undertook a high-level gap analysis of the Safety Management System to identify shortcomings on a corporate level and/or identify deployment issues for the specific service area.
2. Undertook interviews with employees within the service area to ascertain the level of understanding of the Safety Management System, their role in safety and the overall safety leadership of the service area.
3. Undertook a site inspection to ensure physical safety risks have been identified and controls implemented.
4. Observed behaviours and interactions on site to ensure psychological risks have been identified and controls implemented, including the observing of safety conversations, team meetings and/or toolbox meetings and consultation processes.

The outcome of the audit has been broken into six key themes. It must be noted that the above methodology and below themes will be applied to all future High Risk Safety Audits to ensure consistency of process.

Table one: Key themes identified as opportunities for improvement:

Theme	Description
Corporate Shortcoming	The audit outcome does not relate specifically to workplace health and safety but needs to be addressed at a corporate level.
Culture	Barriers that were identified which indicated that there was no shared sense of purpose or understanding in relation to workplace health and safety on the site.
Leadership and Accountability	The audit was unable to ascertain, to an acceptable level, that there is effective leadership being demonstrated in relation to workplace health and safety on site and that strategies needed to be implemented to build capability.
Safety Shortcoming – Site Specific	The audit identified that whilst there was a safety system element in place, that was compliant and fit for purpose, and that this had been effectively deployed, it was not being implemented to an effective level on the site.
Safety System – Deployment Issue	The audit identified that whilst there was a safety system element in place, that was compliance and fit for purpose, the deployment of this element may not have been effective which had led to a knowledge and/or skill gap on site.
Safety System – Shortcoming	The audit was unable to ascertain, to an acceptable level, that the safety system element existed and had been deployed effectively to mitigate risk.

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To ensure that shortcomings are identified and mitigated as soon as reasonably practicable, a Safety Improvement Plan has been developed (refer Attachment 2).

In summary, twenty-four (24) overarching actions have been identified with forty-nine (49) sub actions.

Status of agreed action plan items

At the date of this report, the City has made progress in relation to the actions detailed in the agreed Action Plan.

Several action items, including ongoing internal audit of the effectiveness of safety system elements, are embedded as a business-as-usual practice, and therefore will not be marked as completed.

Table 2: Status of agreed action plan

Audit Theme	Total Action Items	Not Commenced	In Progress	Business as Usual	Completed
Corporate Shortcoming	3	2	1	0	0
Culture	4	1	2	1	0
Leadership and Accountability	4	3	1	0	0
Safety Shortcoming – Site Specific	20	7	9	1	3
Safety System – Deployment Issue	9	0	3	1	5
Safety System – Shortcoming	9	0	5	1	3
Total	**49**	**13**	**21**	**4**	**11**

The City committed to ensuring that these actions are delivered as soon as practicable, noting that the delivery of some elements are dependent on budget endorsement for Financial Year 2025.

Strategic Plans/Policy Implications

Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• Employer of choice focusing on equity, innovation and technology.
• Best practice Governance, partnerships and value for money.

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Budget/Financial Implications

A budget provision exists in the Workplace Health and Safety Service Unit Budget for Financial Year 2024, for the delivery of some actions items and programs associated with the Safety Improvement Plan.

A budget provision for Financial Year 2025 has also been sought to ensure the ongoing delivery of the safety program, including delivery of the High-Risk Audit Program.

Legal Implications

Work Health and Safety Act 2020
Work Health and Safety (General Regulations 2022

Community Consultation

N/A

Risk Management Implications

There is a risk to the City if we do not execute all our due diligence obligations provided for in the relevant legislation.

The risk of this is mitigated through the delivery of agreed action items from the Audit.

It is important that the City undertakes both internal and independent audits to ensure continuing compliance and continuous improvement.

In addition to the legislation obligations at the City, there is also a moral obligation to ensure our people and community members are in an environment that is free of harm.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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Work Health & Safety Gap Analysis

Site: 920 Rockingham Rd, Henderson WA

Date: 06/03/24

Consultant: Joseph Cameron

Report Date: 23/2/24

Ref: 2023/5575

Safety Australia Group

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Acknowledgement

Safety Australia Group would like to thank City of Cockburn, management and employees for their cooperation and participation throughout this project.

This report is based on the best information available to Safety Australia Group within the time constraints, budget and terms of reference of the National Work Health and Safety Audit and Inspection process.

The material in the report reflects Safety Australia Group's best judgment in light of the information available to it at the time of preparation. Specifically, it is based on the review of documentation made available, visual observation and inspection of the property and work environment, and management and employee interviews.

Safety Australia Group prepared this report using information understood to be factual and correct and information verified and shall not be responsible for conditions arising from information or facts which were not fully disclosed to Safety Australia Group by site representatives. It is not a definitive guide to government regulations and does not relieve persons using this publication from their responsibilities under applicable legislation.

This report is prepared by Safety Australia Group for the sole and exclusive use by The City of Cockburn. Any use of, or reliance or decision based on this report by any third party is the sole and exclusive responsibility of such third party. Safety Australia Group accepts no responsibility for damages, if any suffered by any third party as a result of the use of or reliance or decision based on this report.

Safety Australia Group is pleased to submit this report to your organisation.

Together we are making Australian workplaces safer places to work.

Robert Keft
Managing Director
(On behalf of Senior Consultant, Joseph Cameron)
Safety Australia Group

Executive Summary

Safety Australia Group (SAG) was engaged to by City of Cockburn to conduct an WHS gap analysis of its operations and WHS documents. The purpose of the WHS review was to identify any gaps in regard to The City of Cockburn current management of WHS, specific to the Henderson Waste Recovery Park in order to assist with continual improvement and compliance with WA WHS Legislative requirements.

The following activities were conducted in order to review The City of Cockburn management of OHS:

- **Detailed safety management systems review of all available documentation with relation to relevant legislative standards.**
- **On site audit against management systems and industry standards to ensure appropriate practice and implementation**
- **Development of key recommended actions to meet requirements and improve safety performance**

The key findings of the document review and discussions include the following:

- **Annual Management Review:** A lack of documented evidence demonstrating that the annual management review, as outlined in the ISO 45001 requirements and the organization's HS manual, has taken place.
- **Aligning Site Operations with Head Office Leadership:** Site level operation occurs in silo to head office leadership, there is significant communication breakdown.
- **Cultural Issues:** Significant cultural breakdown was evident including culture of fear, non-reporting and avoidance of responsibility.
- **Documentation Review:** Evidence suggests that documentation within the system is not reviewed within the timeframes set.

The key recommendations as a result of the key findings from the discussions and the document review include the following:

Standardized Management Review: Ensure process covers performance metrics, compliance status, incident reports, and improvement initiatives. Implement clear reporting mechanisms for tracking outcomes and decisions.

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Enhanced Internal Audits: Improve the audit process to provide leadership insights. Develop specific criteria for identifying improvement areas aligned with strategic goals.

Integrated Communication Strategies: Implement strategies to break down organizational silos. Integrate communication efforts into change processes, ensuring effective issue escalation and resolution.

Prioritized Documentation Review: Focus on high-risk areas like confined spaces and vehicle interaction. Conduct timely reviews to mitigate risks effectively.

Leadership Empowerment for Safety: Address leadership skills, maturity, and safety perception gaps to support successful process implementation and safety initiatives.

Introduction

City of Cockburn and Henderson review

A safety system and operational review was conducted by Safety Australia Group for the City of Cockburn over a six-week period. The review was aimed at identifying gaps within the system and practices of City of Cockburn to help move towards best practice in the safety space.

Methodology

Process

This review was conducted through detailed mapping of the current safety management system and comparison against current legislative standards. This enabled us to see what was missing from an overarching system stand point so we could then follow the processes down the line to a site level.

We measured City of Cockburn against legislative standards first, and then against its own procedures and defined practices. This occurred through multiple site visits, observations of operational activities and interviews with staff members.

Limiting factors

In the initial stages, substantial challenges were encountered in accessing documents and certain site areas, which partially improved within the first two weeks but still posed hindrances to the process. While no ill intent was presumed, these difficulties highlighted problematic behaviours contributing to a breakdown in organizational culture.

Findings

Safety management system

While significant efforts are being made to enhance safety practices at the City of Cockburn, the existing safety management system has areas that need attention. A considerable portion of documentation is outdated, redundant, or inaccessible to team members. Although the current management system serves as a solid foundation, further improvement is essential to fully leverage its potential, especially in areas such as Performance Evaluation, Operation and Planning.

An Occupational Health and Safety (OHS) management system under ISO 45001 follows a systematic approach aimed at ensuring the organization effectively manages its OHS risks and continually improves its performance. This is aligned to the Plan, Do, Check and Act cycle, below is a high-level summary of its elements.

1. **Context of the Organization**: Understand the internal and external factors that may affect the organization's OHS management system, including its scope, objectives, and compliance obligations.
2. **Leadership and Worker Participation**: Demonstrate leadership commitment to OHS by establishing OHS policies, defining roles and responsibilities, and promoting worker participation in decision-making processes.
3. **Planning**: Establish OHS objectives and develop plans to achieve them, considering the organization's context, risks, opportunities, and legal and other requirements.
4. **Support**: Provide the necessary resources, competencies, awareness, communication, and documentation to support the effective implementation and maintenance of the OHS management system.

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5. **Operation**: Implement the planned actions, including hazard identification, risk assessment, and the implementation of controls to mitigate OHS risks. This also involves establishing emergency preparedness and response procedures.
6. **Performance Evaluation**: Monitor, measure, analyse, and evaluate the organization's OHS performance against its objectives and targets. This includes conducting internal audits and management reviews to assess the effectiveness of the OHS management system.
7. **Improvement**: Take corrective actions to address nonconformities and continually improve the effectiveness of the OHS management system. This involves identifying opportunities for improvement, implementing preventive actions, and updating processes as necessary.

The City of Cockburn's Management System aligns with the framework of an ISO 45001 Management System, however a lack of document and system reviews over time has resulted in a somewhat disconnected system. This is not uncommon for organizations as they progress in their safety maturity journey. Ensuring a structured annual management review and internal audit program occurs will be crucial to prioritize, plan and implement improvements, ensuring the system remains relevant and up-to-date.

Additionally, significant departmental and operational silos complicate matters further. The lack of effective communication between head office and site-level leaders has caused confusion regarding processes and responsibilities. There is a noticeable absence of clear communication closure in both bottom-up and top-down channels, with the process appearing ad hoc. This ambiguity increases the risk of actions being lost over time.

Site level observations

At a site level little was understood about the safety management system and where to find the information required for this review and operations in general. This manifested as an inability to comply with City of Cockburn's own procedures. This also extended to front line staff who were not able to articulate current process at times or where to find information should they need it.

It should be noted that staff were knowledgeable with regards to their own work and diligent with reporting when they knew there was an issue. However, there was no continuity of this reporting process, we were unable to follow through from initial reports to action. There appeared a culture of non-reporting and inaction at a manager level. This was reinforced when a significant concern around excavator work was raised from myself to the manager

directly and they made many excuses before shrugging it off- this was followed up by a phone conversations and emails to his superior.

Contracting out responsibility was a common theme appearing at site level across all staff and leaders. It appeared that if an injury occurred with a work process the control moving forward would be to subcontract the work out, with an assumption that it removed the responsibility from the City of Cockburn. Responsibility for safety can never be contracted out, there must always still be standards and oversite of practice.

Recommendations

- **Management Review Agenda and Reporting:** Ensure a standardized agenda for management review meetings, covering key topics such as performance metrics, compliance status, incident reports, and improvement initiatives. Develop clear reporting mechanisms to document the outcomes of these meetings and track actions and decisions.

- **Elevating Internal Audits - Driving Insights for Leadership and Strategic Alignment:** Improve the internal audit process to include a focus on providing insights for leadership. This can involve developing specific audit criteria aimed at identifying improvement areas and aligning audit findings with strategic goals and objectives.

- **Breaking Silos - Integrated Communication Strategies:** Implement communication strategies aimed at dismantling existing silos within the organization. These strategies should be integrated into the company's consultative change process, ensuring effective escalation of concerns and thorough follow-up actions to resolve issues.

- **Prioritized Documentation Review for High-Risk Areas:** Prioritize documentation reviews, particularly focusing on high-risk areas such as confined spaces, vehicle interaction, and manual handling. Ensure that reviews are conducted within the designated timeframes to mitigate potential risks effectively.

- **Empowering Leadership for Safety Success:** The current deficiency in leadership skills, maturity, and safety perception poses a barrier to the successful implementation

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of identified processes. Without adequate upskilling, the organization risks hindering progress in safety initiatives.

Implementation

For successful implementation, it's essential to pair this process with:

- A robust management review, planning, and post-implementation review program that aligns with the company's consultative process and communication channels to dismantle existing silos. This involves both top-down and bottom-up communication, along with tracking actions to completion.
- Cultural enhancement for leaders to foster a positive attitude towards safety processes, promoting adherence. This can be complemented by providing due diligence training for senior leaders.
- Dispel negative ideologies and reinforce the understanding that safety responsibility cannot be subcontracted out by leaders.

Conclusion

Both the safety systems and culture require attention. To achieve effective and sustainable improvement, efforts must be fully embraced by the senior leadership of the organization, both in task and purpose. Merely altering the system will not suffice, it is imperative to cultivate safety maturity within the business and foster a positive attitude towards safety among its leaders to ensure success.

While some issues can be promptly addressed, I strongly advise the City of Cockburn to scope this process, taking into account all mentioned factors. As this concerns your culture and safety management system, it is essential to comprehensively understand and control all aspects of it.

Action Plan

Element	Comments
Safety Policy	Update the Policy to include a commitment and framework for how the organisation establishes OH&S objectives at relevant functions and levels in order to maintain and continually improve the OH&S management system and OH&S performance.
Consultation and Communication	The organization has a clearly defined procedure outlining how consultation regarding HSE should occur. This includes avenues for employees to voice concerns, provide feedback, and participate in decision-making processes related to HSE management. While the consultation procedure exists on paper, there is a deficiency in documented evidence to evaluate its effectiveness. There are no records or reports detailing the outcomes of consultations, actions taken based on employee input, or any improvements made as a result of the consultation process. We recommend the business Implement systems to monitor and evaluate adherence to consultation procedures, including compliance audits, surveys, and performance metrics. Use the findings to identify areas for improvement and implement corrective actions as necessary.
Contractor Management	Conduct a thorough review of contractor management procedures to ensure they are up to date and meet the organizational needs. Establish internal assessments to verify contractor management practices align with defined processes. Include findings from assurance activities in the annual management review to ensure procedures remain effective and support continuous improvement.

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Element	Comments
First Aid	Your first aid procedures align well with the intent of the First Aid Code of Practice. It's evident that there's a commitment to ensuring adequate provisions for health and safety within the workplace. Two areas for potential improvement are Risk assessment and Workplace inspections.
Emergency Management	Your emergency response plan demonstrates a strong foundation and alignment with the requirements of the WHS Regulations. It is evident that there has been careful consideration given to preparing for and responding to potential emergencies within the workplace. One area for improvement is to ensure regular drills and exercises to test the effectiveness of the emergency response plan in various scenarios is scheduled and completed
Hazard Management	Develop a consolidated operational risk register that captures risk scenarios, consequences, controls and leader sign off. currently this information is stored across a large number of SWMS. This register should have reasonable action based on risk rankings and levels of sign off based on the same. This register should be reviewed annually to determine control effectiveness, ensure all significant risks are captured, controlled and correctly implemented in practice.
Incident Management	Update OSH 4.9 to reflect current legislation, include the requirement to report dangerous incidents. Dangerous incident means an incident in relation to a workplace that exposes a worker or any other person to a serious risk to a person's health or safety emanating from an immediate or imminent exposure to
Induction for Employees, Contractors and Visitors	Review current induction process to ensure fit for purpose and current for site.
Manual Handling	Ensure all high-risk manual handling tasks are captured, appropriate controls are implemented and reviewed periodically for effectiveness.

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Element	Comments
Noise Management	Review existing noise surveys to identify any gaps in known “designated noise sources”, establish a register of personnel exposed to these sources to ensure that regular audiometric testing is conducted. Lastly update training material and process to ensure that personnel are using PPE correctly.
Plant and Equipment Management	In line with the below traffic management plan implementation ensure good operational practices, do not leave people in the line of fire of any vehicle. It would be advisable to engage a qualified SME for this process.
Traffic Management	based on known risks develop, implement, and communicate traffic management plans and ensure the appropriate controls are in place for each operational area. Specific to the recent heavy vehicle vs light vehicle interaction on sight this plan should pay specific attention to the permanency of designated parking zones and the reduction down to one radio channel per controlled are. The presence of control in each area must be confirmed.
Lock Out/Tag Out	Conduct a thorough review of Lock out / tag out procedures to ensure they are up to date and align with the current organizational needs.
Chemical Management	Adopt the steps / requirements defined by the model Code of Practice.
Training	A detailed review of the training needs analysis against known risks is required, additionally once this is in place ensure that the 12 monthly audit is performed, and findings are shared with the leadership team. Best practice would be to ensure a verification of competency process for all machinery operated.
Workplace Inspections	During the assessment, it was observed that workplace inspections have been conducted; however, the tools utilized lacked specificity and did not offer clear guidance to the individuals responsible for inspecting the work areas. As a result, there is a deficiency in identifying what constitutes good practice during inspections, which could lead to inconsistent assessments and potentially overlooking critical safety hazards.

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Element	Comments
	Additionally, while evidence of corrective actions was identified, there was a lack of tracking for actions that could not be immediately rectified. This absence of follow-up on unresolved issues over time may result in recurring safety deficiencies and a failure to address underlying root causes. Areas for improvement include updating the inspection tools used and implementing a tracking mechanism for corrective actions.
Working at Heights	Develop, test and train personnel in emergency response and rescue procedures related to the use of fall arrest systems. This system will apply to contractors also.
Hot Works	Ensure there is adequate implementation and adherence to hot work processes by both staff and contractors.
Confined Space	Develop a confined space procedure that defines the steps required for identification, risk assessment, entry, atmosphere testing, use of permits, emergency response and training.
Safe Driving Procedure	Update the current procedure to ensure it is up to date and meets the current organisational needs. Reference relevant fatigue controls specified within OSH4.26.
WHS Procedure Description	develop an overarching document describing the purpose of the procedures and their related documents.
Implementation Plan	develop an implementation plan, including an annual management review to ensure suitable resources and management oversight of the effectiveness of the plan.
Internal Auditing	No evidence provided of an established internal auditing programme or an active annual management review of the Safety and Health Management plan. Implementing an internal audit program allows your organization to systematically assess the effectiveness of the health and safety management systems, identify areas for improvement, and ensure compliance with regulatory requirements.

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Element	Comments
	We recommend you Implement an internal audit program for your Safety and Health Management system.
Psychosocial Risk	Conduct a review of the Model Code of Practice and adopt its recommended processes . Build the identification and management of risks and controls into the organisations risk management rituals and routines.
Asbestos	Ensure a register and management plan is in place as required, review SWMS to ensure controls align to the Code of Practice and Work Health and Safety (General) Regulations 2022. Conduct general hygiene monitoring including for asbestos.

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Recommended WHS Management System

The table below describes the recommended contents of City of Cockburn WHS Management based on the type of work and activities conducted by City of Cockburn employees and contractors.

Workplace Health Safety Management System Documents and their Purpose

Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
Safety Policy	Describes the City of Cockburn's commitment to WHS		**1. Health and Safety Policy** **Notes** – Policy does not provide a framework for setting OH&S objectives. No evidence of who / when the policy was approved. **Recommendations** – Update the Policy to include a commitment and framework for how the organisation establishes OH&S objectives at relevant functions and levels in order to maintain and continually improve the OH&S management system and OH&S performance.
Consultation and Communication	Describes the processes in place to consultant and communicate with employees and contractors in regard to WHS.		**1. OSH 3.3 Resolution of OSH Issues** **2. Management of change (minor and major) consultation FAQ** **3. WHS 5.1 Consultation and Communication Procedure** Notes – The organization has a clearly defined procedure outlining how consultation regarding HSE should occur. This includes avenues for employees to voice concerns, provide feedback, and participate in decision-making

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			processes related to HSE management. While the consultation procedure exists on paper, there is a deficiency in documented evidence to evaluate its effectiveness. There are no records or reports detailing the outcomes of consultations, actions taken based on employee input, or any improvements made as a result of the consultation process. Recommendations- Implement systems to monitor and evaluate adherence to consultation procedures, including compliance audits, surveys, and performance metrics. Use the findings to identify areas for improvement and implement corrective actions as necessary.
Contractor Management	Describes the process to select, engage and monitor contractors.	Contractor Risk Classification Calculator Low Risk Contractor Process Contractor Induction High Risk Contractor Process Contractor WHSMS Prequalification	1. **OSH 5.5 Contractor Safety Management Guideline** 2. **OSH 5.4 Inductions for Contractors** 3. **Contractor induction signature register** **Notes –** OSH 5.4 out of date, references OS&H Act 1984, does not reference OSH 5.5. OSH 5.5 overdue for review, approval date 2020. Contractor induction signature reference last recorded entry in 2018. **Recommendations** – Conduct a thorough review of contractor management procedures to ensure they are up to date and meet the organizational needs. Establish internal assessments to verify contractor management practices align with defined processes. Include findings from assurance activities in the annual management review to ensure procedures remain effective and support continuous improvement.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
		Contractor Terms of Engagement	**Note**- Common language identified, that risk was being subcontracted out however this is not possible under current legislation.
First Aid	Describes the process for managing first aid at City of Cockburn office and on client sites.	First Aid Kit Contents	**1. The Safety and Health Management Plan** **2. First aid in the workplace Code of Practice** **3. WHS 7.3 Designated First Aider** **Notes** – Your first aid procedures align well with the intent of the First Aid Code of Practice. It's evident that there's a commitment to ensuring adequate provisions for health and safety within the workplace. Two areas for potential improvement are Risk assessment and Workplace inspections. **Risk Assessment:** While the procedures meet the Code of Practice, there's a notable absence of documented evidence regarding a risk assessment to inform the requirements. Conducting a thorough risk assessment is crucial to identify potential hazards and determine the necessary first aid provisions accordingly. **Improve Workplace Inspections:** The workplace inspections currently lack clear guidance for inspectors on what to look for to meet the requirements. Providing detailed guidance or checklists can help ensure that inspections are comprehensive and cover all relevant aspects of first aid provisions as per the Code of Practice. **Recommendations –**

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			1. Conduct a comprehensive risk assessment to identify workplace hazards and determine appropriate first aid requirements. 2. Develop and implement clear guidance or checklists for workplace inspections, outlining specific criteria and requirements as per the First Aid Code of Practice. 3. Ensure that findings from risk assessments and inspections are documented and used to inform updates and improvements to the first aid procedures.
Emergency Management	Describes the Emergency Management process at City of Cockburn's Henderson site	Include annual drill and a template to document detailing the outcome of the drill	**1. The Safety and Health Management Plan** **2. OSH 4.8 Personal Emergency Evacuation Plan (PEEP)** **3. Workplace Facility Emergency Response Plan** **Notes** – Your emergency response plan demonstrates a strong foundation and alignment with the requirements of the WHS Regulations. It is evident that there has been careful consideration given to preparing for and responding to potential emergencies within the workplace. One area for potential improvement is: **Testing and Continuous Improvement:** While the emergency response plan is comprehensive, there's a need to ensure that it is periodically tested to assess its effectiveness in real-world scenarios. Regular testing helps validate response procedures, identify areas for improvement, and enhance overall preparedness for emergencies. **Recommendation** – Schedule regular drills and exercises to test the effectiveness of the emergency response plan in various scenarios.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
Hazard Management	Describes the process for identifying hazards, conducting a risk assessment and determining the controls to minimise the risk.	Safe Work Method Statement template (use City of Cockburn SWMS Review Checklist Risk Assessment Factors	**1. OSH 4.3 hazard & risk management guidelines** **2. Risk assessment legend and table.** **3. Landfill gas risk management risk register.** **4. SWMS Working Around Mobile Plant.** **Notes –** there are several opportunities to improve the organisations risk management process. There is variability in the tools provided to assess risks, indications of under classified risks, a reliance on administrative controls for known high consequence scenarios and no consolidated register of identified risks or the controls implemented to manage them. Under the Work Health and Safety (general) Regulation 2022 section 3.1 – Managing risks to health and safety, clause 38 Review of control measures; (1) A duty holder must review and as necessary revise control measures implemented under these regulations so as to maintain, so far as is reasonably practicable, a work environment that is without risks to health or safety. **Recommendations** – Develop a consolidated operational risk register that captures risk scenarios, consequences, controls and leader sign off. currently this information is stored across a large number of SWMS. This register should have reasonable action based on risk rankings and levels of sign of based on the same. This register should be reviewed annually to ensure all significant risks are captured, controlled and correctly implemented in practice.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
Incident Management	Describes the process for reporting and investigating an incident.	Incident Management Register Form Incident Report Form	1. **OSH 4.9 Notifiable Incidents to be reported WorkSafe** 2. **Osh 4.5 Incident Reporting** **Notes –** OSH 4.5 is out of date, references WA Occupational Safety and Health Act 1984. OSH 4.9 does not include the requirement to report dangerous incidents. **Recommendations** – Update OSH 4.9 to reflect current legislation, include the requirement to report dangerous incidents. Dangerous incident means an incident in relation to a workplace that exposes a worker or any other person to a serious risk to a person's health or safety emanating from an immediate or imminent exposure to.
Induction for Employees, Contractors and visitors	Describes the process for inducting new employees, contractors, and visitors.	Induction for New Employees and Contractors	Note- Moderate concerns were identified with regards to training of new staff and access to documentation as well as giving appropriate time to read and understand the material. **Recommendations**- Review current induction process to ensure fit for purpose and current for site.
Manual Handling	Describes the process for identifying hazards and managing the risks associated with tasks that require manual handling.		**1. OSH 2.13 Manual Handling Safe Work Procedures and Guidelines** **2. JSA - Correct Manual Handling (Henderson Waste Recovery Park)** Part 4.2 — Hazardous manual tasks **Notes** – out of date, references 1984 act, last review 2019. Describes the identification, assessment and control of manual handling risks, no evidence of this in risk registers provided.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			Notes – multiple high-risk tasks identified, not reflected in risk register provided, no sign off / review, document out of date, no residual risk rating provided. Out of date, last review 2015. **Recommendations**- Ensure all high risk manual handling tasks are captured, appropriate controls are implemented and reviewed periodically for effectiveness.
Noise Management	Describes the process for managing the risks associated with working in a noisy environment.		**1. OSH 2.9 Noise Control and Hearing Protection Guidelines** **2. The Safety and Management Plan** **Notes –** OSH 2.9 document is out of date referencing OS&H Act 1984, last review was scheduled for December 2022. Interviews indicate that the organisation is not conducting regular noise surveys or audio metric testing. No evidence was provided to demonstrate how training is provided on the safe use of PPE. **Recommendations** – Review existing noise surveys to identify any gaps in known "designated noise sources", establish a register of personnel exposed to these sources to ensure that regular audiometric testing is conducted. Lastly update training material and process to ensure that personnel are using PPE correctly. **OSH 2.9 Noise Control and Hearing Protection Guidelines** 3.1.1 All employees likely to be exposed to noise levels in excess of the safe limits shall undertake a pre-employment base line hearing test to determine any pre-existing hearing loss.

Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			3.1.2 Regular Noise Surveys shall be undertaken of relevant plant, machinery and or equipment to identify which items are deemed to be "Designated Noise Sources" and controls implemented to eliminate or reduce these noise sources. 3.1.3 Information and Training shall be given to all relevant staff that may be expected to operate or work in the proximity of these "Noise sources". 3.1.4 The City shall supply and provide training in adequate Hearing Protection Devices e.g. Ear plugs and earmuffs. 3.1.5 The City shall ensure there is regular audiometric testing of all designated employees who may be required to use or be exposed to "Designated Plant/Equipment".
Plant and Equipment Management	Describes the process for identifying hazards and managing the risks associated with plant and equipment, including mobile plant and equipment and electrical tag and testing.	Pre start for Forklift, lifts, scaffold	**1. OSH 2.21 Safe Operation of Council Plant, Machinery and Vehicles – not provided.** **2. JSA Conduct Pre-Start Inspections (Trucks And Plant)** **Note-** significant risk was identified on site with regards to excavator operations; slewing over an occupied heavy vehicle cab. This was discussed at length with site leaders however action was not taken. **Recommendations-** In line with the below traffic management plan implementation ensure good operational practices, do not leave people in the line of fire of any vehicle. It would be advisable to engage a qualified SME for this process.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			Notes – JSA out of date, last review 2008.
Traffic Management	Describes the process for managing the segregation of people, forklifts and trucks.	Traffic Management checklist	**1. OSH 2.19 Traffic Management Guidelines** **Notes** - No evidence of TMPs provided. **Recommendations –** based on known risks develop, implement, and communicate traffic management plans and ensure the appropriate controls are in place for each operational area. Specific to the recent heavy vehicle vs light vehicle interaction on sight this plan should pay specific attention to the permanency of designated parking zones and the reduction down to one radio channel per controlled are. The presence of control in each area must be confirmed.
Lock Out/Tag Out	Describes the process for locking and tagging out equipment.		**1. OSH 2.8 Lock out / tag out** **2. JSA Using 'Danger' And 'Out Of Service' Tags** **Notes – JSA** out of date, last review 2008, OSH 2.8 due for review in 2022 (not completed) **Recommendations –** **Review and update the documents:** Conduct a thorough review of Lock out / tag out procedures to ensure they are up to date with the current organizational needs.

Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
Chemical Management	Describes the process for managing chemicals in the workplace. This includes cleaning and other types of chemicals used in the kitchen and toilets.	Chemical Register	1. **Model Code of Practice –** Managing Risks of Hazardous Chemicals in the Workplace • Maintaining a register and manifest (where relevant) of hazardous chemicals and providing notification to the regulator of manifest quantities if required. • ensuring that exposure standards are not exceeded. • provision of health monitoring to workers. • provision of information, training, instruction and supervision to workers. **Notes** - No evidence was provided to demonstrate the organisation is meeting the (4) requirements outlined above. **Recommendations** – Adopt the steps / requirements defined by the model Code of Practice.
Training	Describes the process for determining employee's WHS training requirements and maintaining training records.	WHS Training Matrix Training Register	**1. LD 2.0 Verification of Competency** **2. The Safety and Health Management Plan** **Notes –** LD 2.0 is out of date, references WA Occupational Safety and Health Act 1984. Last reviewed in 2018. Section 3.7 of the Safety and Health Management Plan states that Regular audits of competencies for currency will be undertaken on a 12 monthly basis, no evidence was provided that this is occurring. **Recommendations –** A detailed review of the training needs analysis against known risks is required, additionally once this is in place ensure that the 12 monthly audit is performed, and findings are shared with the leadership team.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			Best practice would be to ensure a verification of competency process for all machinery operated.
Workplace Inspection	Describes the process for conducting workplace inspections in the office, kitchen, warehouse, manufacturing, dispatch other relevant areas.	Workplace inspection checklists for relevant areas	**Notes** - During the assessment, it was observed that workplace inspections have been conducted; however, the tools utilized lacked specificity and did not offer clear guidance to the individuals responsible for inspecting the work areas. As a result, there is a deficiency in identifying what constitutes good practice during inspections, which could lead to inconsistent assessments and potentially overlooking critical safety hazards. Additionally, while evidence of corrective actions was identified, there was a lack of tracking for actions that could not be immediately rectified. This absence of follow-up on unresolved issues over time may result in recurring safety deficiencies and a failure to address underlying root causes. **Recommendations –** **Improve Inspection Tools:** Develop improved inspection checklists or tools that provide clear guidance to inspectors on what constitutes good practice and identifies specific safety requirements relevant to each work area. This will ensure consistent and thorough assessments across all inspections. **Implement Tracking Mechanism for Corrective Actions:**

Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			Establish a systematic process for tracking corrective actions, particularly for issues that cannot be immediately addressed. **Provide Training and Support:** Offer training sessions or workshops for personnel responsible for conducting workplace inspections, emphasizing the importance of thorough assessments and effective follow-up on corrective actions. Provide ongoing support and guidance to ensure inspectors understand their roles and responsibilities in maintaining a safe work environment. **Conduct Regular Reviews:** Schedule regular reviews of inspection processes and corrective action tracking mechanisms to assess their effectiveness and identify opportunities for improvement. Use findings from these reviews as an input to the annual Management Review process. **Note**- Significant clutter was found in the shed/storeroom areas. Consider creating a racking system and designated storage so that items aren't kept on the floor.
Working at Heights	Describes the process for working at heights in accordance with WA WHS legislative requirements.	Refer to lifts, ladders, scaffolds	**1. OSH 2.2 Height and Fall Protection Safety Guidelines** **2. Work Health and Safety (General) Regulations 2022 – Falls** **3. Working at heights permit – not provided** **Notes** – No evidence was provided that emergency rescue procedures have been developed, tested or that personnel have been provided with suitable training in relation to emergency rescue procedures. The referenced working at heights permit was not provided.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			Recommendations – Develop, test and train personnel in emergency response and rescue procedures related to the use of fall arrest systems. This system will apply to contractors also. **80. Emergency and rescue procedures** (2) Without limiting regulation 79, the person must establish emergency procedures, including rescue procedures, in relation to the use of the fall arrest system. (3) The person must ensure that the emergency procedures are tested so that they are effective. (4) The person must provide relevant workers with suitable and adequate information, training and instruction in relation to the emergency procedures.
Hot Work	Describes the process for conducting Hot Work on client sites. This should link to the Confined Space Access Procedure. This should apply to both employees and contractors.		**1. Hot Work Permit** **2. Safety and Health management plan** **Notes** – No hot work permit identified with hot works subcontracted out. Again this does not remove responsibility for this process from City of Cockburn. **Recommendations –** Ensure there is adequate implementation and adherence to hot work processes by both staff and contractors.

Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
Confined Space Access	Describes the process for accessing confined spaces on client sites, training required. This should be applicable to both employees and contractors.		**1. Confined Space Entry Procedure (2015)** **2. Confined Space CHECKLIST** **3. OSH 4.12 Confined Space Entry - not provided.** **4. AS 2865 – 1995 – Safe working in a confined space** **Notes –** The confined space checklist is detailed but does not provide guidance on what is expected when a "yes" is selected. The procedure is out of date and only covers the testing of methane without defining how the other specific controls defined in the Work Health and Safety (General) Regulations 2022 are met. **Recommendations –** Develop a confined space procedure that defines the steps required for identification, risk assessment, entry, atmosphere testing, use of permits, emergency response and training. **Hazard identification - Risk assessment** (a) the nature of the confined space; (b) the work required to be done, including whether it is necessary to enter the confined space; (c) the range of methods by which the work can be done; (d) the hazards involved and associated risks; (e) the actual method selected and plant proposed; and (f) emergency and rescue procedures. **Safety of the atmosphere**

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			12.1 The employer shall ensure that no person enters a confined space without an entry permit. 12.2 The employer shall ensure, before a person enters a confined space, that where practicable: (a) the confined space contains a safe oxygen level; (b) the atmospheric contaminants in the confined space are reduced to below the relevant exposure standards; (c) the confined space is free from extremes of temperature; and shall ensure (d) the concentration of flammable contaminant in the atmosphere of the confined space is below 5 percent of its LEL. 12.3 The employer shall ensure that atmospheric testing and monitoring is carried out consistent with the hazards identified and the risk assessment. 12.4 The employer shall ensure that where it is not practicable to provide a safe oxygen level, or atmospheric contaminants cannot be reduced to safe levels, no person enters the confined space unless they are equipped with suitable personal protective equipment including air supplied respiratory protective equipment. **Education and training**

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			14.1 The employer shall provide training for all persons required to work within or on a confined space in all relevant activities related to entering and working in or on confined spaces. 14.2 The training program shall include at least the following: (a) the hazards of confined spaces; (b) assessment procedures; (c) control measures; (d) emergency procedures; and (e) the selection, use, fit and maintenance of safety equipment. **Work Health and Safety (General) Regulations 2022** 66. Managing risks to health and safety 67. Confined space entry permit 69. Communication and safety monitoring 70. Specific control: connected plant and services 71. Specific control: atmosphere 72. Specific control: flammable gases and vapours 73. Specific control: fire and explosion 75. Personal protective equipment in emergencies 74. Emergency procedures

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			76. Information, training and instruction for workers 77. Confined space entry permit and risk assessment must be kept
Working Interstate	Describes the process for working interstate		**Notes –** not relevant
Safe Driving Procedure	Describes the process for safe driving including fatigue management, mobile phone use etc.		**1. Site & Driver Induction** **2. OSH 4.26 Fatigue** **Notes** – No date of approval, who has authorised the document or when it is due for review. **Recommendations** – Update the current procedure and reference relevant fatigue controls specified within OSH4.26.
WHS Procedure Description	An overarching document describing the purpose of the procedures and their related documents		**Notes –** No evidence provided. **Recommendations –** Develop an overarching document describing the purpose of the procedures and their related documents
Implementation Plan	To assist with the implementation of the WHS management system.	WHS Implementation schedule	**Notes –** No evidence provided. **Recommendations –** Develop an implementation plan, including an annual management review to ensure suitable resources and management oversight of the effectiveness of the plan.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
Internal Auditing	To assist with reviewing the implementation of the WHS management system.		**Notes** – No evidence provided of an established internal auditing programme or an active annual management review of the Safety and Health Management plan. Implementing an internal audit program for ISO 45001 allows your organization to systematically assess the effectiveness of their health and safety management systems, identify areas for improvement, and ensure compliance with regulatory requirements. **Recommendations** – Implement an internal audit program for your Safety and Health Management system following the elements. 1. Define audit procedures, criteria, and objectives. 2. Conduct regular audits across all aspects of the health and safety management system. 3. Document audit findings and recommendations. 4. Implement corrective actions to address identified deficiencies. 5. Integrate audit findings into the annual management review process to drive continuous improvement.
Psychosocial risks	To identify and manage Psychosocial risks and associated controls		**Notes -** No evidence provided of a process to identify psychosocial risk and the controls implemented to manage them. **Recommendations –** Conduct a review of the Model Code of Practice and adopt its recommended processes (below). Build the identification and management of risks and controls into the organisations risk management rituals and routines. Under the WHS Regulations, to manage psychosocial risks, a duty holder must:

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			• identify foreseeable hazards that could give rise to psychosocial risks - eliminate risks, so far as is reasonably practicable. • if it is not reasonably practicable to eliminate the risks • minimise the risks so far as is reasonably practicable - maintain implemented control measures so they remain effective, and • review, and if necessary, revise, control measures so as to maintain, so far as is reasonably practicable, a work environment that is without risks to health and safety.
Asbestos	Describes the process for managing the risks associated with Asbestos.		**1. SWMS Procedure For Handling or Recovering Asbestos on Site.** **2. OSH 2.14 Asbestos Management** **3. Code of Practice – How to manage and control asbestos in the workplace.** **Notes –** No evidence provided of an up to date register or asbestos management plan as stated in the OSH 2.14 Asbestos Management procedure. The SWMS Procedure for Handling or Recovering Asbestos on Site has all scenarios with a residual risk of Low, this is achieved with predominantly administrative and PPE controls. No evidence of testing exposure to asbestos. **Recommendations –** Ensure a register and management plan is in place as required, review SWMS to ensure controls align to the Code of Practice and Work Health and Safety (General) Regulations 2022. Conduct general hygiene monitoring including for asbestos. **OSH 2.14 Asbestos Management** • Facilities and Plant Manager – to create, and maintain, an Asbestos Products Register and to ensure it is available to those undertaking work in the areas identified in the register.

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Procedure Name	Purpose	Related Forms	Documents reviewed and identified gaps
			• Facilities and Plant Manager – to ensure all work is carried out in compliance with the Code of Practice for Asbestos Work, including the creation of an Asbestos Management Plan as applicable.

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Item #	Theme	Description	Action items	Responsible	Status	Comments
1	Safety System - Shortcoming	There was a lack of evidence provided to the auditor that a systematic review of documentation was occurring. It was noted that key aspects of the documentation relating to the safety system was past the date of review.	1.1 Undertake a review of the current safety system to clearly identify what documentation currently exists and review dates.	WHS	Completed	Program created for remainder of FY24 and FY25 to ensure documentation updated, in consultation with workers, prior to expiry date.
			1.2 Develop a program of works for the review of documents that have expired review dates, prioritising based on risk.	WHS	Completed	
			1.3 Develop a systematic schedule for the ongoing review of policies and procedures and ensure that documentation is reviewed prior to expiration dates.	WHS	In Progress	
2	Culture	The audit noted that there was significant cultural issues on site and that this created a sense of fear, non-reporting and avoidance of responsibility.	2.1 Provide safety leadership training to relevant leaders in relation to fostering a positive safety culture and to develop an understanding of the role of a leader in relation to safety obligations.	Organisational Development / Leader	In Progress	Dates for safety leadership training have been scheduled. Four sessions due for delivery by end of May
			2.2 Ensure that reporting of incidents, hazards and near misses is proactively encouraged through on site communications and that when incidents are discussed it is done so in a supportive manner.	Leader	In Progress	Actively encouraging employees at HWRP to report incidents in RMSS, and this is reinforced not only in the toolbox meetings but also with the informal meetings that are held on-site by JS weekly.
			2.3 Provide education to workers in relation to their obligations under WHS legislation to report incidents, hazards and near misses.	WHS	Ongoing BAU	Delivered as part of new Employee induction. Should also be discussed on going at toolbox meetings to ensure that barriers are identified.
3	Leadership and Accountability	Action is required to address leadership skills, maturity and safety perception gaps to ensure that processes and safety initiatives are successfully supported.	3.1 Design and deploy fit for purpose leadership training that ensures not only an understanding of safety obligations but also provides leaders with the softer skills to then execute their obligations	Organisational Development	In Progress	Dates for safety leadership training have been scheduled. Four sessions due for delivery by end of May
			3.2 Undertake a feedback session with leaders at the completion of the safety leadership training to identify any short comings in the training that still require attention.	Organisational Development	Not commenced	Will be undertaken once leadership training has concluded
4	Safety System - Shortcoming	The auditor was not provided with evidence that demonstrated the internal audits of the safety system was occurring on a regular basis. This resulted in the leader not have awareness and insights into shortcomings in the safety space.	4.1 Develop and deploy an internal training program and checklist for leaders in relation to internal auditing and safety conversations. This will be undertaken through the Safety Culture app.	WHS	In Progress	App in development. Training sessions have been held with ELT members. Cultural leadership training has taken place which will upskill leader capability to have these conversations.
			4.2 Monthly reporting to the Executive to occur in relation to the number of leader initiated audits and conversations that have occurred. Overview will also include key findings and themes that have been identified and additional strategies that are required.	WHS	Ongoing BAU	Monthly safety updates have commenced. Internal audit templates have been created. Pilot program with ExCo to commence in March and then rolled out to remainder of leaders.
5	Safety System - Shortcoming	The contractor management process requires a review to ensure that there is an awareness from the contract owner in regards to their obligations.	5.1 Undertake a whole of business review in relation to contractor management from the commencement of the process with procurement, to the commencement of the works and finally, through to internal audit processes undertaken by the contract owner.	WHS / Procurement / Contract Owners	In Progress	Budget provision for delivery of remainder of contractor management review in FY25
6	Leadership and Accountability	There was a lack of evidence that demonstrated that meetings are occurring that cover key topics such as compliance status, incident reports and improvement initiatives. The auditor was informed that this was occurring but there was no documented outcomes that could be provided.	6.1 Develop and deploy a standard team meeting / toolbox agenda that covers the minimum expectation of discussion items.	Comms	Not commenced	
			6.2 Identify, establish and communicate the expectation in relation to the documenting of meetings and the capturing and actioning of key outcomes (i.e.: feedback loop and continual monitoring).	Comms	Not commenced	
7	Culture	The auditor noted that there was existing silos within the organisation and that these silos were impacting on communication, integrating strategies and the dissemination of information.	7.1 Undertake an assessment of the current communication workflows across the City to determine what barriers are occurring. This may be captured as part of the Organisational Review.	Comms	Not commenced	
8	Safety System - Deployment	The auditor noted that while there was a comprehensive consultation procedure and process in place there was no records or reports that demonstrated that consultation was occurring and that feedback was being captured.	8.1 Develop and deploy a mechanism for leaders to capture consultation processes that are occurring as prescribed in the Consultation Procedure.	WHS	In Progress	WHS team have met with RMSS in relation to functionality within the system to capture safety conversations. Leaders currently tracking this in their own way and not in a central system.
			8.2 Ensure that there is an established internal WHS workflow that ensures that internal auditing is being undertaken by the team in relation to consultation	WHS	Ongoing BAU	
9	Safety Shortcoming - Site Specific	The auditor noted that the emergency response plan demonstrated a strong foundation in relation to compliance. However, it was noted that there was no evidence that drills were being undertaken on a regular basis.	9.1 The Emergency Planning Committee (EPC) is to establish a schedule for evacuation drills to occur at all City facilities.	EPC / WHS	In Progress	EPC have established a evacuation drill schedule and this will commence in March 2024.
10	Corporate Shortcoming	It was noted that operational risks are contained within a large number of SWMS and that there was no consolidated register of operational risks from this documentation. This means that there is no centralised register of risk, consequences and controls (apart from those in individual documentation)	10.1 Undertake an assessment of the current organisational risk register within RMSS to determine the level of organisational risk that is currently reported on in the system and identify if there are any operational risks, specifically relating to work tasks or actions, that are not included but that should be.	Risk Advisor / WHS	Not commenced	
			10.2 If required, undertake an assessment of documentation to ascertain operational risks that are not currently reported in the Operational Risk Register and update accordingly.	Leader / WHS	Not commenced	
			10.3 Undertake an annual review of operational risks to determine the effectiveness of controls and update accordingly.	Risk Owners	In Progress	Once operational risks are in the system there are automatic reminders that are sent for the risk owner to review and update
11	Safety System - Shortcoming	Incident management procedure has not been updated in relation to legislative changes.	11.1 Undertake a review of OSH 4.9 Notifiable incidents to worksafe to include the requirement to report dangerous incidents.	WHS	Completed	Procedure completed and deployed 28 March 2024.
12	Safety Shortcoming - Site Specific	Site specific induction may not be fit for purpose.	12.1 Undertake a review of the current site specific induction for HWRP to ensure that it is fit for purpose and if not, update accordingly.	HWRP Manager	In Progress	This was flagged by JS in March as being out of date, and currently under review.
			12.2 Update revised induction within the SINE system for contractors and visitors and require everyone to undertake new induction prior to attending site.	HWRP Manager / Organisational Development	In Progress	This was flagged by JS in March as being out of date, and currently under review.
			12.3 Deploy updated site induction for all Employees.	HWRP Manager / Organisational Development	Not commenced	Will be undertaken once site specific induction is reviewed and revised.
13	Safety Shortcoming - Site Specific	Commentary from the auditor in relation to ensuring that all high risk manual handling tasks are captured, documented and appropriate controls put in place.	13.1 Undertake a review of all SWMS for site specific works to ensure that they are current, capture all risks and have effective controls.	HWRP Manager	Not commenced	
			13.2 If SWMS require updating, undertake documented consultation process with all workers, including capturing feedback.	HWRP Manager	Not commenced	
			13.3 Include any high risk work activities captured in the organisational risk register.	HWRP Manager	Not commenced	
14	Safety System - Deployment	The auditor noted noise management as an area to be aware of as a result of upcoming amendments to the legislation in regards to notice management and base line hearing tests.	14.1 Develop a register of all roles across the City that have exposure to noise (in line with regs).	WHS	Completed	Change in legislation effective from 31 March 2024. Project already underway.
			14.2 Develop a program for base line audiometric assessments to occur for all current workers and for regular audiometric tests to occur in line with regulations.	WHS	Completed	Baseline hearing assessments have taken place from 21 March 2024 and report received by the organisation. New accreditation has been created in Professional Development platform to capture expiry dates of existing employees.
			14.3 Implement audiometric testing for all roles contained on register stated in audit action 14.1 as part of pre-employment process.	WHS	Completed	Baseline hearing assessments incorporated into pre-employment process for all new starters in roles identified as requiring assessment.
15	Safety Shortcoming - Site Specific	The auditor noted that one of the significant risks for the site was the lack of control demonstrated in relation to traffic management.	15.1 Develop, implement and communicate traffic management protocols for each operational area of the site (i.e.: cell, weighbridge, transfer station) and ensure that the appropriate controls are in place.	HWRP Manager	In Progress	Transfer station alternate location design has commenced, the completion of this will totally separate light vehicle and commercial vehicle traffic.
			15.2 Investigate feasibility of workers on site being accredited in traffic management as part of training needs analysis process.	HWRP Manager	Completed	Feasibility has determined that traffic management accreditation is not required as control of traffic on site can occur through other mitigations. Proposed protocols do not require traffic management accreditation.
16	Safety Shortcoming - Site Specific	There was no evidence provided to the auditor that there was a lock out / tag out procedure in place.	16.1 Conduct a review to identify if there is an established process in place and in the instance that there is not, develop a procedure for lock out/tag out in consultation with workers.	HWRP Manager / WHS	Not commenced	Develop for HWRP in first instance and then deploy to remainder of business.
17	Safety Shortcoming - Site Specific	While the auditor has not made adverse comments in relation to chemical management it was noted that processes should be reviewed to ensure compliance.	17.1 Undertake a review of the current chemical handling processes to ensure compliance. In the instance that shortcomings are identified, update to ensure compliance.	HWRP Manager / WHS	In Progress	WHS has performed inspection as at 19/4, recommendations to be issued and HWRP Manager to review chemical handling processes and subsequent compliance.
			17.2 In the event that shortcomings related to chemical handling at HWRP are identified, assess whole of business processes to ensure that lessons learnt are replicated across other sites to ensure compliance.	WHS / Relevant site leaders	Not commenced	Will be undertaken once processes and compliance are addressed.
18	Safety Shortcoming - Site Specific	While the auditor has not made adverse comments in relation to training guidance notes have been provided in relation to the important of training needs analysis and VoC processes.	18.1 Ensure that all workers on site have the appropriate level of qualification and verification of competency for the work tasks that they are undertaking.	WHS	Ongoing BAU	Has been confirmed that all workers on site have the appropriate level of qualification and VoC for the specific equipment that they are operating.
			18.2 Implement an internal auditing process that ensures that qualifications and competency are regularly verified.	WHS	Completed	Regular internal auditing of qualifications is occurring on site.
			18.3 Undertake and training needs analysis process to ensure that workers have the appropriate level of training to ensure skills, knowledge and experience are to a required standard.	Organisational Development	In Progress	TNA underway. Leaders due to complete TNA for relevant areas by 3 April 2024.
19	Safety Shortcoming - Site Specific	It was observed that workplace inspections have been undertaken but that the tools utilized are not fit for purpose and do not offer clear guidance to those undertaking the inspection. This results in a deficiency in the ability to understand what is best practice and leads to inconsistent assessments being undertaken.	19.1 Develop and deploy a fit for purpose inspection checklist for each operational area of the site, ensuring that there is clear guidance for the individual undertaking the inspection to ensure consistency.	WHS / Leader	Completed	Fit for purpose checklist has been created for HWRP. Inspection schedule has been developed with formal inspections being undertaken every two weeks.
			19.2 Develop and deploy training in relation to workplace inspections for whole of business to ensure that inspections are being undertaken on a regular basis and that hazards/risks are being reported and mitigated.	WHS / Leader	In Progress	
			19.3 Report to the Executive and leadership group the status of inspections, commons themes and strategies being put in place to mitigate issues.	WHS	In Progress	Awaiting finalising of app. Pilot being delivered to ExCo on 13 March 2024.
20	Safety System - Deployment	The auditor noted that corrective actions were not tracked if they issue could not be rectified immediately.	20.1 Ensure that the organisational corrective action tool is communicated to all relevant leaders and employees to ensure that there is awareness of those actions that are outstanding.	WHS	Completed	Central organisational WHS Sharepoint page has been created and is accessible to leaders.
			20.2 Investigate the option of corrective actions being reported and monitored within the current RMSS system.	WHS	In Progress	WHS have met with RMSS about corrective action mechanism being activated within system.

			20.3 Ensure that corrective actions are proactively discussed within the leadership group to ensure that there is accountability in relation to the close off of actions and mitigation of risk.	WHS / Leaders	In Progress	Corrective actions being discussed at monthly ExCo meeting and intention is that these are then cascaded down to other leaders.
21	Safety Shortcoming - Site Specific	Ensure that there is adequate implementation and adherence to hot work processes by both staff and contractors.	21.1 Undertake a review of the current hot works process (including SWMS and permit system) to ensure that this is compliant with legislation and update as required.	HWRP Manager	In Progress	Hot works process being reviewed by Head of P&A currently
22	Safety System - Shortcoming	Ensure that the Safe Driving Procedure is compliant and also makes reference to Fatigue Management procedures.	22.1 Undertake a review of the current safe driving procedure and update as required in consultation with the workers.	WHS	In Progress	
23	Safety System - Deployment	The auditor was not provided with evidence that the City has processed in place that were in line with Code of Practice around psychological risks.	23.1 Undertake gap analysis to ensure that all required documentation and processes have been developed.	WHS	Completed	Gap analysis undertake and framework in development. Several new procedures have been developed for deployment.
			23.2 Develop a deployment strategy to ensure that workers are aware of the framework, associated documentation and processes that are in place in relation to psychological risks in the workplace.	WHS	In Progress	Should be incorporated into toolbox meeting template
24	Safety Shortcoming - Site Specific	Ensure that there is an asbestos register, management plan and SWMS in place that is compliant with the Code of Practice and WHS Regulations	24.1 Undertake a gap analysis of the current documentation and processes against the Code of Practice and Regulations and where required, update documentation and processes in consultation with workers.	HWRP Manager	Not commenced	

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15.2 Expenditure Review Committee Meeting – 21/05/2024

15.2.1 Budget Amendments for the FY 24 Municipal Budget

Executive A/Director Corporate and System Services
Author A/Head of Finance
Attachments N/A

RECOMMENDATION
That Council:

(1) AMENDS the FY24 Municipal Budget as detailed and summarised below:

Nature	Budget Surplus Impact $
Operating Expenditure – Decrease	-$1,951,755
Capital Expenditure - Increase	$21,893
Operating Income – Decrease	$351,801
Transfers from Reserves – Decrease	$2,069,751
Transfer to Reserves – Decrease	-$364,875
Net Budget Surplus – Decrease	-$126,815
Current FY24 Budget Surplus	$338,877
Revised FY24 Budget Surplus	$212,062

Background

The Expenditure Review Committee (ERC) is required to review amendments proposed to the City's Municipal Budget before being adopted by Council. This requirement is included under the Terms of Reference for the ERC.

Submission

N/A

Report

Several of the City's service units have requested budget amendments to support their operational and capital program delivery in FY24.

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These include changes to the City's budgeted operating expenditure, capital expenditure, and net transfers from reserve, resulting in a net budgetary impact of a $126,815 decrease in surplus.

The adjusted budget surplus remaining still provides Council with some capacity to fund any unplanned items during the remainder of the current financial year.

The table below provides details of the budget amendments submitted for consideration by the ERC and recommendation to the next Ordinary Council Meeting on 11 June 2024:

Description *(Service Unit)*	Expend. $	Income $	Reserves $	Budget Surplus Impact
SU433 - Coastal Management and Planning [*CW6388 - Coogee Beach boardwalk access*] Project not to proceed as is subject to Coogee Beach Master Plan.	-140,000		140,000	nil
SU422 - Transport & Traffic [*CW6224 - Blackwood Ave and Ely Street Speed Humps*] Overbudgeted due to upgraded design to meet current standards	23,249			-23,249 reduction
SU511 - Environment Parks & Streetscapes [*CW1768 - Bibra lake exercise equipment*] Transfer from CW1108 - Equipment purchased for Port Coogee residents group project but no suitable location determined	45,000			
SU511 - Environment Parks & Streetscapes [*CW1108 - Port Coogee Group - outdoor exercise equipment*] Transfer exercise equipment to Bibra Lake as no suitable location in Port Coogee	-45,000			nil

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Description *(Service Unit)*	Expend. $	Income $	Reserves $	Budget Surplus Impact
SU641 - Business and Economic Development [*OP4908 - Cockburn Blue Innovation Hub*] Project not progressing this financial year	-351,801	351,801		nil
SU342 - CoSafe Security Services [*OP4906 CCTV Trailers*] Transfer budget to 3 new CW projects	-138,644		138,644	
SU513 - Fleet Management [*3 New CW's - CCTV Trailers*] Budgeted incorrectly as OP and transferring from OP4906 for the purchase of 3 CCTV trailers	138,644		-138,644	nil
SU314 - Events and Cultural Services [*OP9476 - Concert 1 - Community Events Days*] Overspend on 2 concerts for Megavision Lighting and Staging	93,566			-93,566 reduction
SU314 - Events and Cultural Services [*OP9021 - Marketing Research Images*] Budget increase needed for van hire for events	10,000			-10,000 reduction
SU413 - Public Health [*OP9050 - Contaminated Sites Investigation (Council owned sites)*] Unforseen Landfill Gas Investigation result of DWER Notice	40,000		-40,000	nil
SU514 - Waste Services [*OP7989-8246 - Entry Fees MSW*] Net Increase in MSW landfilling cost due to actual tonnages	148,000			

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Description *(Service Unit)*	Expend. $	Income $	Reserves $	Budget Surplus Impact
SU514 - Waste Services [*OP8208-8246 - CoC Trailer Passes*] Increase budget for trailer passes based on actual tonnages received to date and current charges.	578,000			
SU514 - Waste Services [*GL485 - 8746*] Increased recovery of internal charges for internal tonnages.	-726,000			
SU514 - Waste Services [*GL485 - 6811*] Increased landfill levy on internal and other tonnages.	364,875			
SU514 - Waste Services [*480-7592 - Household Refuse -Transfer to Waste Collection Reserve*] Reduce Transfer to Waste Collection Reserve due to higher costs for internal tonnages (OP7989 & OP8208)			-726,000	
SU514 - Waste Services [*485-7142 - Waste Disposal Services -Transfer to Waste & Recycling Reserve*] Increase transfer to Waste & Recycling Reserve for net increase in MSW/Trailer Pass income less Landfill Levy.			361,125	nil
SU131 - Legal and Compliance [*GL112 - 6000 - Governance Risk Services - Salaries*] Overtime for governance officers attending Council and Committee meetings not allowed for within budget. Transfer $20K from Internal Audit GL112-6212	20,000			

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Description *(Service Unit)*	Expend. $	Income $	Reserves $	Budget Surplus Impact
SU131 - Legal and Compliance [*GL112 - 6212 - Governance Risk Services - Audit Internal*] Overtime not budgeted for, Transfer $20K to Salaries GL112-6000	-20,000			nil
Depreciation Expense – Non-Cash Items *[Drainage]* Increased depreciation on drainage assets to cover impact of asset revaluations in FY23	293,056			
Accumulated Depreciation - Non-Cash Items *[Drainage]* Balancing item (Balance Sheet)	-293,056			nil
SU531 - Property Services [*OP7863 - Purchase of Jandakot-Solomon Road - Crown land*] Settlements completed - return of balance of funds with $150K retained to complete inhouse work for affected property.	-2,320,751		2,320,751	nil
SU531 - Property Services [*OP0099 - Jandakot Road Legal Expenses*] Return balance of unspent legal funding.	-339,000		339,000	nil
SU531 - Property Services [*OP7851 - Purchase Verde Drive and Prinsep Rd - Crown land*] Land compensation funded from Roads & Drainage Infrastructure reserve	690,000		-690,000	nil
TOTAL	**-1,929,862**	**351,801**	**1,704,876**	**-126,815 reduction**

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Strategic Plans/Policy Implications

Listening & Leading
A community focused, sustainable, accountable and progressive organisation.
• Best practice Governance, partnerships and value for money.

Budget/Financial Implications

The FY24 Municipal Budget currently contains a net budget surplus of $338,877, as adopted at the April OCM.

The City's net budget surplus will decrease to $212,062 with the adoption of the budget amendments recommended in this report.

An Absolute Majority of Council will be required to amend the FY24 Municipal budget.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

The budget amendments recommended assist the proper financial management of the City's Municipal Budget and support good governance practices at the City.

There is a low-level risk impact to the City's operational and budget performance (through increased budget variances) should Council not approve the budget amendments contained in this report.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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15.2.2 Grants, Donations and Sponsorship Round 2 - Allocations for 2023-2024

Executive	A/Director Community and Place
Author	Community Grants Coordinator
Attachments	1. Grants Donations Sponsorship - Recommended Round Two Budget Allocations 2023-24 ⇩

Officer Recommendation
The Committee recommends:

(1) ADOPTS the Grants, Donations and Sponsorship Round 2-Grants, Donations and Sponsorship Allocations for 2023-2024 as attached to the Agenda.

Committee Recommendation
That Council:

(1) ADOPTS the Grants, Donations & Sponsorship Round 2-Grants, Donations and Sponsorship Allocations for 2023-2024 as attached to the Agenda, subject to:
1. Assisting Your Life Achieve being allocated $5,000 subject to audited financial statements being received by the end of the financial year
2. Southern Lions Football Club being awarded the full $20,000 sponsorship.

Reason
The ERC has reviewed the applications placed before it, an after vigorous discussion, have decided to support our local charity and support our local rugby club to make sure sponsorships and grants are being allocated locally where they are going to have the best and biggest impact.

Background

At the Ordinary Council Meeting on 10 August 2023, Council approved a budget of $1,455,000 for grants, donations and sponsorship for 2023-24.

The Expenditure Review Committee is empowered to recommend to Council how these funds are to be distributed, after considering the application summary and officer's recommendations contained within this report.

The second round of grants, donations and sponsorship for 2023-24 opened on 12 February 2024 for a period of six weeks and closed on 22 March 2024.

A total of 30 applications were received, including nine applications for Community Grants, three for Cultural Grants and six for Environmental Education for Schools Grants, which have been reviewed under the delegated authority of the Head of Community Development and Services.

The remaining seven applications for donations and five applications for group sponsorship are to be considered by the Expenditure Review Committee.

Submission

N/A

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Report

Donations

The purpose of donations is to cover the operating or ongoing expenses of not-for-profit benevolent organisation that directly assists the disadvantaged and/or vulnerable in Cockburn. This does not include sports clubs, residents' associations, or other special interest groups.

Round two donation recommendations for Council approval are as follows:

Applicant	Comment	Requested Amount	Recommended Amount
Little Things for Tiny Tots	New applicant. $10,000 is recommended to establish the service in Cockburn and develop partnerships to support the delivery of the service.	$15,000	$10,000
Constable Care Foundation	The City provided a donation of $15,000 in March 2023. An additional $5,000 funding to attend City events does not meet donation funding criteria.	$20,000	$15,000
The Churches Commission on Education Incorporated T/A YouthCARE	As requested.	$10,250	$10,250
Imagined Futures (auspiced by St Pats)	As requested.	$15,000	$15,000
Cockburn Rotary	As requested.	$4,400	$4,400
Black Swan Health	As requested.	$20,000	$20,000
Assisting Your Life to Achieve (AYLA Inc.)	Application ineligible. 2023 audited financial statement not provided and overdue on ACNC website.	$20,000	$0
Total		**$104,650**	**$74,650**

At an Ordinary Council Meeting on 10 August 2023, Council approved a donation budget of $210,000 for 2023-24.

At an Ordinary Council Meeting on 14 December 2023, Council approved expenditure of $135,800 for donations in round one, leaving a balance of $74,200.

For round two, it is recommended that Council approve $74,650 expenditure.

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A summary of the donation applications and officer recommendations are below:

Applicant - Little Things for Tiny Tots
Requested: $15,000
Recommended: $10,000

Little Things for Tiny Tots vision is 'for every baby to receive the care and support they need'. They are a volunteer-powered charity that was established in 2015 in response to the compelling and increasing need of disadvantaged, vulnerable and at-risk families with babies throughout WA.

They have established successful partnership arrangements with local community welfare and social service agencies across the state who identify the most vulnerable families within their communities and determine their particular needs.

They respond by providing large quantities of material aid essentials for families to care for their babies' needs at a critical time.

Partnership arrangements with a diverse range of agencies are designed to minimise the number of families who may otherwise 'slip through the gaps' of community support programs.

Little Things for Tiny Tots take a collective approach and share responsibility alongside partner agencies for ensuring all babies have the opportunity for an equitable start to life, and for their families having improved wellbeing outcomes.

Little Things for Tiny Tots targets families who may be experiencing disadvantage or vulnerability, including issues such as entrenched and intergenerational disadvantage, health and mental illness, job-loss, young/teen mothers, women escaping domestic or interpersonal violence, new immigrant and refugee families, and Indigenous communities.

In 2023-24 over 2,700 families (28% increase from the previous year) were provided with material aid to the value of $655,000 (192% increase) and demand for the service continues to grow, with 700 families assisted in February 2024.

Material aid comes in the form of various 'baby boxes' which includes clothing, nappies, blankets, bath and baby-feeding products, and maternity items, all of which are essential to a baby and a mother's needs.

Most of the items are pre-loved donations, obtained from drop off points around Perth. The items are sorted, quality-checked, and packaged ready for distribution.

Some purchased items are required to supplement the donations received when demand exceeds supply or when only new items can be included (e.g., nappies).

Partner organisations inform Little Things for Tiny Tots the number of boxes required to service local needs, and then transport and logistics are planned to ensure their timely arrival.

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Little Things for Tiny Tots expect to assist approximately 160 families over a period of 12 months with the exact number of recipient families determined by partner agencies, who are best placed to identify families in need, and will distribute the material aid accordingly.

Cockburn Integrated Health, The Department of Education (School of Special Needs) and the Ottey Centre have provided letters of support.

Recommendation:

The application received an assessment score of 14/18 and will be a valuable new service in Cockburn to those most vulnerable and disadvantaged in the local community. However, as the service is new and there is no data to support the need for the service and minimal partners currently engaged, it is recommended that Council support Little Things for Tiny Tots with a donation of $10,000 to help establish the service in Cockburn.

Applicant: Constable Care Foundation (CCF)

Requested: $20,000
Recommended: $15,000

Constable Care Foundation (CCF) has a 35-year history of providing effective safety and crime prevention education to children and young people state-wide.

CCF believes harm prevention education can create a better WA for communities and empower children and young people to find creative solutions to youth issues.

CCF provides theatre-in-education programs within primary and secondary schools, and other community venues, designed to empower young people to find creative solutions and responses to difficult peer, social and community issues, including bullying, internet safety, racism, drug and alcohol abuse, protective behaviours, crime prevention, relationship violence, mental health, consent and issues of tolerance and empathy.

CCF is partly funded by the WA government and local government partners and, incorporates robust ongoing evaluation of knowledge, attitude and behaviour change outcomes for students who take part in program activities.

In 2023-24 over 9,000 children and young people participated in interactive performances and workshops across primary and secondary schools within the City of Cockburn and via event participation.

An additional 465 children (11 primary schools) visited the Safety School in Maylands, and 1,000 secondary school students took or will take part in Youth Choices participative workshops on drug and alcohol abuse, bullying, cyberbullying and mental health.

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Ongoing evaluation of these Youth Choices programs identifies a notable change in knowledge, attitude and intent to behave for participants.,

The City of Cockburn have identified personal safety, anti-social behaviour, e-rideables and road safety as areas of particular focus for the City's harm prevention activities with young people. CCF will deliver programs that address these key community issues with students through the best practice "Forum Theatre" process.

In 2024-2025, City of Cockburn secondary schools will also be able to access 'Rapid Response' incursions, which allow schools to identify youth issues currently affecting them, with CCF providing an immediate intervention that explores issues directly.

In addition, they will also be encouraged to access the City After Dark Safety Tours operated by CCF, in partnership with WA Police and the safety school experiential road safety centre in Maylands.

CCF anticipate that again in 2024-25 well over 3,500 young people within the City of Cockburn will participate in programs in the coming year including crime prevention and emergencies, safety and health issues, including road safety, protective behaviours, emergency numbers, getting to school, cyber safety and bullying, relationship violence, drug and alcohol abuse, coercive control and mental health.

The City has previously financially supported CCF with a donation as follows:

• 2023 March $15,000 • 2022 March $12,000 • 2020 September $12,000 • 2019 September $12,000 • 2018 September $12,000 • 2017 September $12,000 • 2016 September $12,000 • 2015 March $12,000 • 2014 March $12,000	• 2013 March $10,000 • 2012 March $10,000 • 2010 September $20,950 • 2009 September $20,495 • 2008 September $19,531 • 2007 October $18,780 • 2006 October $18,045

CCF have requested a donation of $20,000, which is $5,000 more than they received from the City in 2023.

The request for an increase in funds is due to increasing staff, travel and training costs, CCF to attend three City events (usually charged separately as a fee for service) and Cockburn Youth Services participation in a City After Dark Tour.

Recommendation:

The application received an assessment score of 15/18, due to the quality and value of programs delivered in Cockburn, particularly in local schools.

Cockburn Youth Services have advised that due to a lack of interest from local young people they no longer require a City After Dark Tour.

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Also, it is preferred that CCF's attendance at City events remains a separate cost to Council as this request does not meet donation funding criteria.

Additional funding will also not increase the level of service provided by CCF in the City of Cockburn.

It is recommended that Council support CCF with a donation of $15,000.

Applicant: The Churches Commission on Education Incorporated T/A YouthCARE-Hamilton Hill YouthCARE Council

Requested: $10,250
Recommended: $10,250

YouthCARE is one of WA's largest not-for-profit organisations.

With the combined commitment of staff, volunteers, schools and partner organisations, they provide the best possible pastoral care and values education programs to improve the lives of young people, their families and school communities across WA.

They currently have over 465 Chaplains in 636 schools across the state.

YouthCARE Chaplains support students, staff, and families individually, as well as facilitating various programs and activities which can include, social and emotional learning programs, mental health and wellbeing programs, mentoring and role modelling, breakfast clubs, community development events and activities, education support programs, grief and loss programs and memorial services.

YouthCARE Chaplains are trained and resourced to identify areas of need within a school and provide a range of pastoral care initiatives based on these needs.

A donation from the City of Cockburn in 2023 enabled the Hamilton Hill YouthCARE Council to support a Chaplaincy position at North Lake Senior Campus, Fremantle College and ten Chaplains in the local primary schools.

The Chaplains had more than 5,500 formal conversations with students, 300 staff conversations and 290 conversations with parents and guardians, with the main topics being health and wellbeing, peer relationships, family relationships and school concerns.

Chaplains also had contact with a range of different students and parents from different demographics and personal situations including Indigenous Australians, refugees, and wards of the state.

In addition, to pastoral conversations, YouthCARE Chaplains were also instrumental in increasing the resilience of students and decreasing stress on school staff, providing access to breakfast in the morning through the Breakfast Club program and

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providing ongoing care to local school families through food hampers, pastoral care, and community referrals.

A donation from the City of Cockburn in 2024 will assist the Hamilton Hill YouthCARE Council to support Chaplain positions at both the North Lake Senior Campus and Fremantle College, with approx.

1,000 students across these schools residing in the City of Cockburn.

Assistance via a donation will allow the Chaplains to extend support to the students who require pastoral care, as well as provide practical help and referrals to services.

YouthCARE (Hamilton Hill YouthCARE Council) has received funding from the City in previous years, as follows:

- 2023 March $10,250 (Donation)
- 2022 March $3,000 (Donation)
- 2021 March $3,000 (Donation)
- 2020 March $12,000 (Donation)
- 2019 March $9,000 (Donation)
- 2018 March $9,000 (Donation)
- 2017 March $9,000 (Donation)
- 2016 March $9,000 (Donation)
- 2015 March $9,000 (Donation)
- 2014 March $9,000 (Donation)
- 2013 March $9,000 (Donation)
- 2012 March $9,000 (Donation)
- 2011 March $9,000 (Donation)
- 2010 March $9,000 (Donation)
- 2009 March $9,000 (Donation)
- 2008 March $9,000 (Donation)
- 2006 October $9,000 (Donation)

Recommendation:

Based on an assessment score of 16/18 and the need for the service in Cockburn it is recommended that Council support YouthCARE (Hamilton Hill YouthCARE Council) with a donation of $10,250.

Applicant: Imagined Futures (auspiced by St Pats)

Requested: $15,000
Recommended: $15,000

The Imagined Futures (IF) partnership brings together commonwealth, state and local government departments, not-for profit agencies, businesses, philanthropists, and community members across the local government areas of Cockburn, Fremantle, and Melville.

IF recognises that tackling complex social issues is beyond the capacity of any single organisation to resolve, and that the only way to effect large-scale change is through working together, pooling, and mobilising the resources available in the community to achieve shared goals.

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The partnership's approach is informed by principles for collective impact and has a proven history of working in a way that goes beyond information exchange, to developing shared strategies and delivering collaborative projects.

IF is recognised by the State Government as the District Leadership Group for the South West Metropolitan Region.

Active projects for IF include, implementing the Where is the Door? project to connect people to the right help at the right time, advocating for more family domestic violence services in the region to mitigate the devastating impacts of family domestic violence in our community, offering Keeping Kids Engaged Program in Lakeland Senior High School to improve the number of students attending school, ongoing implementation of the Alliance Against Depression framework to better support people affected by depression and in doing so reduce suicide rates and, implementing the South Metro Regional Homelessness and Housing Plan to lead a coordinated approach to supporting people at risk of or experiencing homelessness.

IF members have identified the following strategic priorities that they are working toward, improving Aboriginal wellbeing, implementing place-based collective impact projects and advocating for greater Family Domestic Violence servicing in the region.

They are driving this work through facilitating working groups that are focused on children and young people, mental health, community, housing and homelessness and a community connector community of practice.

Across their breadth of work they actively engage with 70+ organisations/stakeholder groups and 132 individuals.

Over the course of 2023 IF convened 37 interagency meetings with an average attendance of 13 at each meeting, as well as bringing people together to produce the plans and project briefs required to attract additional funding and underpin collective project delivery.

In 2022-23 The City of Cockburn's donation significantly contributed to the ongoing work of the IF partnership at a time when the community is experiencing extraordinary challenges such as cost of living challenges, increasing levels of mental ill-health and the housing crisis.

This included 122 teachers and student support staff participating in mental health workshops designed to build their capacity to support students who may be struggling with mental ill-health, 15 students took part in the year-long Keeping Kids Engaged Program at East Hamilton Hill Primary school, 90 copies of Wellbeing Zone journals were distributed to students across Cockburn (these locally developed, award winning journals promote lifelong positive mental health habits).

Cockburn also hosted one of three Connections events for Aboriginal children in 2023, which reached 30 children ,150 students participated in the Celebrating Culture Through Sport program and 31 people from 18 different organisations attended the frontline networking event hosted at Cockburn Integrated Health's facilities.

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In 2024, the Keeping Kids Engaged Project is scheduled to be delivered to 60 students at Lakeland Senior High School, Where is the Door? resources will be made available to thousands of residents, whether it be through the support that IF provides to GPs and other community touchpoints such as schools and childcare centres, by attending one of IF's workshops, accessing the resources on IF's website, or through IF's community of practice networking events.

Plans are also in place to continue to run the Connecting Aboriginal children in care events with approx.30 Cockburn residents expected to attend. Similarly, IF are also planning to host a second interschool Aboriginal cultural games carnival - the total reach is expected to exceed 600 children with at least 150 of these from Cockburn.

IF are currently liaising with ADHD WA to offer some of their programs in our region so that families do not have to travel far and similarly, advocating for a FIFO wellbeing workshop to be held in Cockburn for up to 100 people, in recognition of the high numbers of FIFO workers that live in the region.

Imagined Futures has received funding from the City in previous years, as follows:

- 2022 September $15,000 (Donation)
- 2021 March $15,000 (Donation)
- 2020 March $15,000 (Donation)
- 2019 March $10,000 (Donation)
- 2017 September $10,000 (Donation)

Recommendation:

Based on an assessment score of 16/18 and to support the work Imagined Futures does within the City of Cockburn and the region it is recommended that Council support Imagined Futures with a donation of $15,000.

It is worth noting that alliance partners; City of Melville and Fremantle contribute $10,000 each for the same level of service as the City of Cockburn.

Applicant: Cockburn Rotary

Requested: $4,400
Recommended: $4,400

Cockburn Rotary was established in Cockburn on the 18 June 1969 and since that time has been active in supporting projects and initiatives within the City of Cockburn which support the local community.

For the past three years Cockburn Rotary have delivered a community grants program for local community groups, schools and clubs.

To date $45,000 has been distributed to the local community to hold fairs and fetes, free outdoor movie nights, Anzac Day events and school-based projects.

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Cockburn Rotary have also contributed $5,000 to a local literacy program, provides native plants to new residents, four times per year at the City's Citizenship Ceremony's and partners with the City in delivering the annual Cockburn Spring Fair that attracts over 6,000 people.

To be able to deliver these initiatives, Cockburn Rotary hosts monthly quiz nights with over 100 people attending and all funds raised are redirected back into the local community through grants and donations.

Cockburn Rotary has 18 members which are volunteers who undertake all administration tasks and participate in club meeting at members' homes or coffee shops. However, recently Cockburn Rotary have been presented with an opportunity to rent an office space at Cockburn Bowls and Recreation Centre in Yangebup, providing a permanent base within an established community facility, fostering greater connections within the local community.

A donation from the City of Cockburn will enable Cockburn Rotary to rent the office space for 12 months without using funds raised to support the local community.

Cockburn Rotary has received funding from the City in previous years, as follows:

- 2022 March $3,850 (Small Events Sponsorship)
- 2018 March $3,720 (Community Grant)

Recommendation:

Based on an assessment score of 12/18 and the valuable support and services Cockburn Rotary provides to the local community, it is recommended that Council support Cockburn Rotary with a donation of $4,400.

Applicant: Black Swan Health

Requested: $20,000
Recommended: $20,000

Black Swan Health is an independent not for profit primary healthcare provider.

Established in 2014, Black Swan Health are one of the largest (outpatient) healthcare providers in WA with a workforce of almost 300 health professionals.

An award-winning, multi-disciplinary healthcare team of GPs (General Practitioners), Psychiatrists, Clinical Psychologists, Registered Psychologists, Nurse Practitioners, Registered Nurses, Credentialled Diabetes Educators, Dietitians, Physiotherapists, Exercise Physiologists, Pharmacists, Occupational Therapists and Social Workers.

This donation will assist Black Swan Health with the cost of delivering the Freo Street Doctor service in two locations in Cockburn.

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An award-winning, accredited mobile medical health service that provides accessible, free, non-judgmental, and culturally safe medical and mental health services to those most in need in the local community.

While the GP and nurse provide medical and mental health care for people, each clinic is supported by an experienced outreach worker who links people with the most appropriate local services and supports to address their complex social needs.

The Freo Street Doctor is available in Cockburn three days per week at the Jean Willis Centre and 8 Caffrey Place, Hamilton Hill (or an alternate location such as Goodchild Park. These locations are well known to people who engage with Freo Street Doctor and are accessible.

The Freo Street Doctor patient cohort do not readily engage with mainstream services and experience barriers in accessing medical care.

This service removes those barriers, enabling people to address their health issues and improve their lives. With 98% of clients having identified Freo Street Doctor as their primary source of health care, recent experience has identified 25% of patients are engaging with Freo Street Doctor for the first time demonstrating an increased need for an accessible, no cost service.

Previous funding from the City of Cockburn supported Freo Street Doctor to provide 386 health consultations during 703 hours of clinics for vulnerable and disadvantaged people in Cockburn.

In the past 12 months, Freo Street Doctor clinic demographics for Cockburn indicate the following:

- 61% of patients are female
- 80% of patients have a mental health illness
- 56% of patients identify as Aboriginal or Torres Strait Islander people
- 65% of patients have at least two chronic health conditions
- 24% of clients are over 65 years of age.

Whilst individuals received direct health care supports, the service supported the health of the broader community by addressing chronic health conditions through health education, harm minimisation strategies and dedicated treatment plans such as for hepatitis C, diabetes and mental health.

In addition to high quality health care, the outreach worker linked people with a range of community-based services to address the social needs experienced by clients such as housing, financial advice and employment.

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Black Swan Health has received funding from the City in previous years for the Freo Street Doctor as follows:

- 2023 March $20,000 (Donation)
- 2022 March $20,000 (Donation)
- 2021 March $20,000 (Donation)
- 2020 March $20,000 (Donation)
- 2019 March $15,000 (Donation)
- 2018 March $15,000 (Donation)
- 2017 March $15,000 (Donation)

Recommendation:

Based on an assessment score of 17/18 and the valuable service the Freo Street Doctor provides to the most disadvantaged and vulnerable people within Cockburn, it is recommended that Council support Black Swan Health with a donation of $20,000.

Applicant - Assisting Your Life To Achieve (AYLA Inc)

Requested: $20,000
Recommended: $0 (Ineligible)

Assisting Your Life to Achieve (AYLA Inc.) is a not-for-profit charity and registered NDIS service that has been operating in Cockburn since 2015.

AYLA Inc.'s purpose is to give everyone a chance to overcome hardship and reach their potential. AYLA Inc. strives to aid and strengthen communities, empower individuals and help in crisis situations.

In Cockburn, AYLA Inc. provides emergency assistance seven days per week, including food, clothing and furniture, has a low-cost food centre, not-for-profit café using 50% of rescued food products to produce fresh meals, an OP shop and hair salon.

AYLA Inc. also provides volunteer and job opportunities, creating pathways to future employment and referrals to local support services.

In 2023, over 100 families benefitted as a result of funding received from the City of Cockburn and in 2023-24 AYLA Inc. have seen a 40% increase in individuals and families accessing their services and expects this trend to continue, particularly with the closure of Second Harvest.

From 2016-2023, AYLA Inc. states they have supported 22,374 individuals and families, to the value of $2,028,295.48.

Funding from the City of Cockburn in 2024-25 will enable AYLA Inc. to assist 235 individuals or 137 families with You Matter Hampers via Let Everyone Eat no cost food market.

AYLA Inc. has reported that the demand for their services have increased significantly and are requesting an increase in funding from $15,000 in 2023-24 to

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$20,000 in 2024-25, however no evidence has been provided to support an increase in funding.

AYLA Inc has received funding from the City in previous years as follows:

- 2023 March $15,000 (Donation)
- 2019 September $5,000 (Donation)
- 2018 September $3,750 (Donation)
- 2017 September $5,000 (Donation)
- 2017 May $3,636 (Sustainability Grant)
- 2016 September $5,000 (Donation)

Recommendation:

The application scored 16/18 against the donation criteria.

AYLA Inc. is a worthy organisation that provides a broad range of services that assist disadvantaged and vulnerable people in the community and surrounds.

However, AYLA Inc's application is ineligible, as the applicant has not submitted a current audited financial statement (June 2023), which is an eligibility criterion of the Donation Guidelines "Demonstrate financial viability and sound management".

For requests over $5,000, a copy of the most recent, audited financial statement must be provided with the application".

Also, the Donation application form states "Incomplete applications and/or applications received after the closing date will not be considered".

The Community Grants Coordinator contacted AYLA Inc and was advised that an audited financial statement for 2022-23 has not been done, due to the board being busy with the purchase of 10 McKinnon St, Cockburn Central which is now complete.

The Australian Charities and Not for Profit Commission (ACNC) states that AYLA Inc's Financial Report 2023 and Annual Information Statement 2023 are overdue, therefore no evidence demonstrating financial viability and sound management making this request ineligible.

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Group Sponsorship

Group Sponsorship is available for projects or activities that provide brand exposure and public recognition benefits to the City of Cockburn.

Sporting teams/clubs can only apply if they are representing at a national or international level event at which they have been selected based on their endeavours in their chosen activity or, 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.

Round two group sponsorship recommendations for Council approval are as follows:

Applicant	Comment	Requested Amount	Recommended Amount
Curtin University	As requested	$3,750	$3,750
Spinnaker Health Management Pty Ltd for the Spinnaker Health Research Foundation	As requested	$20,000	$20,000
Swimming WA Inc	No evidence to support that a larger number of schools including those in Cockburn will participate in the Inter-Schools Championships in 2024.	$17,000	$12,500
The Conservation Council of WA	Funding above the organisations stated maximum event sponsorship level (platinum) at $10,000 is not substantiated.	$15,000	$10,000
Southern Lions Rugby Union Football Club	No evidence to support an increase in funding.	$20,000	$10,000
Total		**$75,750**	**$56,250**

At the 10 August 2023 Ordinary Council Meeting, Council approved a group sponsorship budget of $90,000 for 2023-24.

At the 14 December 2023 Ordinary Council Meeting, Council approved expenditure of $21,500 for group sponsorship in round one, leaving a balance of $68,500.

For round two, it is recommended that Council approve $56,250 expenditure.

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A summary of the group sponsorship applications and officer recommendations are below:

Applicant: Curtin University
Proposal: Curtin Ignition 2024 - Program Sponsor (One Scholarship)
Requested: $3,750
Recommended: $3,750

Curtin University is a vibrant and forward-thinking university that defines itself through innovative practice in teaching and research, earning it a growing international reputation for excellence.

Curtin University is ranked in the top 1% of universities worldwide in the highly regarded Academic Rankings of World Universities and ninth in Australia.

Curtin Business School's Executive Education programs deliver practical skills and knowledge in a range of business areas, including luxury branding, human resources, business strategy, tourism, international business, supply chain management and data analytics.

The purpose of the Curtin Ignition Program is to deliver world-class entrepreneurial education with the goal of stimulating commercialisation and creating a more diversified industry base in WA.

To date it has aided potential high growth ventures raise equity funding, helped create new enterprises, and created over 214 new jobs and over 83 part time jobs in alumni ventures. The program has also been successful in generating over $6,000,000 of economic activity for WA.

Curtin Ignition is an intensive training program for aspiring entrepreneurs, academics and corporate innovators to trial and then prepare business ideas for the commercial environment. It provides the tools, contacts, and confidence to transform ideas into a successful business venture.

This is the 14th year Curtin University has successfully run the program. Each year 70-80 delegates attend the program, and they now have an alumnus of over 720 people.

The 2024 program is aiming to have 100 delegates.

The five½-day program held in September each year and includes:

- Sunday - Welcome/Induction
- Monday - Business Models and Marketing
- Tuesday - Intellectual Property
- Wednesday - Finance and Investment
- Thursday - Team Building/Launching your idea
- Friday - Clinics, Posters, Presentation Pitch.

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Each day has 3-4 presentations from industry experts. At the end of all presentations the delegates split into groups of 5-6 and are able to apply the day's learnings to their own businesses one on one with their mentor.

On Tuesday and Wednesday there are panel sessions in the evening, one is "Ask the Alumni", and the second is a "Finance" panel.

The program then culminates on the final day where the delegates can have two 30-minute appointments of their choice with a range of different clinicians i.e., IP lawyer, marketing expert.

After this each delegate gives a 10-minute pitch on their business to a panel of experts and receives 10 minutes of feedback on their pitch.

Ignition has already generated over $6,000,000 of economic activity for WA over its 10 years and to date it has aided potential high growth ventures raise equity funding, helped create new enterprises and created over 214 new fulltime jobs and over 83 part time jobs in alumni ventures.

Curtin University report the benefits to the Ignition program includes:

- Stimulates the creation of new high growth ventures
- Increases knowledge in the start-up community
- Fosters enterprising spirit in WA
- Increases the level of collaboration between corporate innovation partners, universities, government departments, small and large businesses
- Increases employment opportunities
- Encourages creation of new connections
- Improves business and innovation knowledge and capability
- Improves access to advice from key experienced professionals
- Creates linkages between delegates, students, and the business community.

Sponsorship benefits for the City include:

- Sponsorship Announcement to the Ignition Community (database comprising 5000+ of the WA Start Up and SME Community)
- Logo and link on the Curtin Ignition Website (part of Curtin University site)
- Inclusion on Ignition social media channels in the lead up and throughout the week
- Inclusion of City's logo on appropriate PR communications
- Acknowledgement at the introduction and welcome session and at the networking event
- Opportunity to display City's banner in the teaching room for Ignition's duration
- Opportunity to provide collateral for the delegate bags
- Ongoing verbal mention throughout the event
- An invitation for two people to the 'Welcome' session', 'Ask the Alumni Panel Session' and 'Funding Panel Session'
- Opportunity to attend a selection of the keynote sessions
- An invitation for two people to attend the finale Cocktail Function

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- Exposure to high level industry guests, media, and attendees
- Entry in and copy of the contributor directory booklet
- An invitation to be a member of the Pitch Panel and the one-on-one clinics
- Access to the Ignition program's extensive network of entrepreneurs and corporate innovators.

The Curtin Ignition Program receives financial support from Landgate, Wrays IP, ECU Cyberwest, Peel Development Commission, the cities of Canning, Wanneroo, South Perth and Town of Victoria Park, amongst others.

Curtain University has received group sponsorship funding from the City in previous years, as follows:

- March 2023 $3,750 (Sponsorship of one delegate)
- March 2022 $6,500 (Sponsorship of two delegates)
- March 2021 $6,500 (Sponsorship of two delegates)
- March 2020 $6,500 (Sponsorship of four delegates)

In 2024, Curtin University has requested sponsorship for one Cockburn delegate to attend the program.

The City's Economic Development team is supportive of the Curtain Ignition Program and are also sponsoring one local business to attend.

Recommendation:

Based on an assessment score of 17/21 and that the sponsorship opportunity is in line with the City's desired image, it is recommended that Council support Curtin University with group sponsorship of $3,750.

Applicant: **Spinnaker Health Management Pty Ltd as a trustee for the Spinnaker Health Research Foundation**
Proposal: **The City of Cockburn Award 2024 - Naming Rights**
Requested: $20,000
Recommended: $20,000

Over 27 years, Spinnaker Health Research Foundation (SHRF) has funded more than 246 medical research projects, travel grants and PhD scholarships, totalling over $6 million and leveraging a further $20 million from peak funding bodies.

Established at Fremantle Hospital as an independent charitable entity in 1996, first grants were awarded in1996. In 2016, the foundation expanded its partnership to include Fiona Stanley Hospital, renaming to Spinnaker as homage to founding Chair, Warren Jones.

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As the only medical research foundation south of the river, SHRF has expanded its traditional mission of support for early career research and seed grants to include priority areas that are recognised gaps in knowledge.

SHRF's purpose is to support innovative research into the causes, prevention, treatments and cures of the illnesses and diseases most prevalent in the local community.

Uniquely positioned in partnership with WA's leading tertiary hospital, SHRF funds the entire life cycle of health, from maternity to geriatrics, including newborns, paediatrics, life-impacting diseases such as cardiovascular and diabetes, cancer, mental health, and rare disease.

In 2023, SHRF merged with the Hospital Research Foundation Group to help expand their reach as they continue to strive to support research of identified needs of the WA community.

SHRF strives to:

- Support research that responds to the identified needs of the south metropolitan community of Perth, Western Australia
- Support and inspire research with demonstrable translation to clinical practice to improve patient outcomes across all areas of disease and injury
- Support research for the prevention of chronic health conditions
- Provide opportunities for the translation of knowledge for the benefit of all members of the community.

Sponsorship funding from the City of Cockburn will ensure the awarding of one grant within the annual SHRF round of competitive grants for Early Career Research and Seed Grants.

The grants are subject to a process of EOI which opens in late May 2024.

The applications are reviewed by a Scientific Advisory Committee against rigorous scoring criteria and shortlisted candidates are then invited to submit a full application prior to final assessment and recommendation for award.

The recipients are then awarded the grants at a formal ceremony which will be held in late November 2024. The grants are then effective for a 12-month period commencing February 2025.

A primary assessment criterion of the grants is the identification of a critical health issue that is relevant to the community of south metropolitan Perth, inclusive of the City of Cockburn catchment. In 2023, the City of Cockburn Award (for the 2024 period) was granted to Dr Marcus Voola at Fiona Stanley Hospital – Dr Marcus Voola project titled Middle Ear Implants are effective hearing aids for many people, however programming the implants is complex and subjective – relying on recipients to indicate when the sound is "loud but comfortable" which can be hard for children or those with communication or intellectual challenges.

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To combat these pitfalls, this project aims to develop and validate a new programming method that removes this subjective nature.

An objective programming method will be developed using activity of the brain, and which has already proven to be effective for people with cochlear implants.

A similarly important topic for the local community will be chosen with the City of Cockburn's input for this year's award (to be announced at the end of 2024).

SHRF will host an annual awards night in November, which recognises the successful grant recipients, as well as the donor or named sponsor.

The City will have the opportunity to present their award in front of an audience of 150+ guests comprised of research grant recipients, university representatives, South Metropolitan Health Service Executives, South West Local Government Councillors and Mayors, corporate and community partners, Fremantle and Attadale Rotary Club supporters, media, and suppliers.

The City of Cockburn will be acknowledged on the physical award presented to the researcher and recognised as a significant funder in event materials on the night, can provide a corporate banner for display and be included in all donor listings including on the SHRF website and annual review.

Additionally, the support of the City will be featured as a story in SHRF's quarterly newsletter and be sent to local community newspapers as a media release.

The City's Mayor, CEO and suggested staff members will be invited to the annual awards night where a City representative will present the sponsored award to the recipient.

Photos will be taken of the award ceremony and provided to the City along with a certificate of appreciation.

SHRF would also welcome the opportunity to work with the City in the distribution of these images via your social media and media channels.

SHRF has received group sponsorship funding from the City in previous years, as follows:

- March 2023 $20,000
- March 2022 $15,000
- March 2021 $15,000
- September 2019 $15,000
- September 2012 $15,000
- September 2011 $15,000
- September 2010 $15,000
- September 2009 $10,000
- September 2008 $10,000
- October 2007 $10,000
- October 2006 $10,000

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SHRF has a large base of supporters and donors based in the southern metropolitan Perth region including Austal Shipping, South Metropolitan Health Service, Beer Farm, Rotary Clubs of Fremantle and Attadale and Cockburn Integrated Health.

They also have a number of private, individual donors from the community and across WA.

Recommendation:

Based on an assessment score of 18/21 and that the sponsorship opportunity is in line with the City's desired image, it is recommended that Council support SHRF with group sponsorship of $20,000.

Applicant: **Swimming WA Inc (SWA)**
Proposal: **OWS Series 2024/25 Coogee Round incl 10km Open Water State Championships and Open Water Inter-School Championships - Official Sponsorship**

Requested: $17,000
Recommended: $12,500

Swimming WA (SWA) is the state sporting association for swimming in WA, with 80 affiliated clubs and over 10,500 members state-wide, they manage and promote the sport of swimming in WA, hosting a full calendar of pool and open water swimming events annually.

A critical focus of their strategic plan is to deliver participation opportunities and development pathways for swimmers of all ages and abilities, including disadvantaged populations such as those with disabilities.

Open Water Swimming (OWS) events are growing in popularity in WA, nationally and internationally. SWA has been building its Open Water Series in recent years, comprising nine events in 2023-24 including the Coogee Round, hosted at a range of WA's prestigious beach locations.

These events are open to all ages above nine years, offering distances from the Come and Try 500m to 10kms.

In 2024, SWA added the first state-wide Inter Schools OW Championship for secondary schools, hosted with the City's support at Coogee in conjunction with the OWS Series Round.

These events deliver significant community vibrancy and economic impact, offering a fantastic competition opportunity for elite swimmers to first timers. SWA seeks, through the OWS Series, to showcase WA's fantastic natural waters and provide ocean swimming competition opportunity, through events that are responsibly and safely managed in partnership with local Surf Life Saving Clubs (Coogee SLS Club in this case).

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In 2023-24, Coogee hosted OW Series Round 3 over two days, including the 10km State Championships, featuring the best open water swimmers in WA. The event was SWA's largest, attracting 875 swimmers and with the support of the City also ran the inaugural state-wide Inter-Schools Championships the day before, attracting 450 swimmers from 37 schools.

In 2024-25, SWA are proposing to deliver the same elements as 2023-24 however, increase participation in the Inter-Schools Championships to over 800 swimmers, which will potentially require the event to be run over two days (November 22 and 23, 2024).

A priority for SWA will also be to increase participation of Cockburn schools as in 2023 only one secondary school participated. SWA expect to attract 1,600 swimmers and 900 supporters over the two days.

The variety of swimming distances (including Come and Try) attracts swimmers from the local community who may not be club members, which provides an opportunity for connection to and recruitment by clubs.

Coogee Beach Surf Lifesaving Club will also benefit financially as the contracted water safety provider for the event and as a key partner will also benefit from the additional profile and highlighting their critical work in the event.

Individual participants to participate are charged an entry fee from $29.00 to $53.50 (incl. GST), schools are charged $150 per team and $35 per swimmer for extra participants.

Entry fees contribute most of the event income ($59,503), plus support the local partner swimming club and enable contracting of the Coogee SLS Club.

The following branding and sponsorship benefits are on offer:

- An opportunity for an interview with the MC at the event and regular reference throughout the event
- Presentation of medals and awards at the event
- Activation opportunity at the event
- Sponsor Logo on OWS website and all collateral for OWS Series
- Sponsorship recognition on all OWS Series electronic media throughout Series.
- Four branded banners and teardrops at the round (to be supplied by the City)
- Additional signage if required and supplied by the City
- Sponsor acknowledgements / read-outs throughout the event on the day.
- Free entry for City of Cockburn employees to event.

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SWA have received group sponsorship funding for the OWS Coogee round, from the City in previous years, as follows:

- 2023 March $12,500
- 2022 September $7,500
- 2021 September $5,000
- 2019 March, $5,000.

In 2024, SWA's main objective is to significantly grow the Inter-Schools event, due to the success of last year's event, which they believe they can grow by over 55% and get greater patronage from schools based within the City of Cockburn.

If SWA's upper target is met (800 swimmers) they will have to stage the school's event over two days, creating additional costs to host a larger event. Therefore, SWA is requesting from Council a contribution of $17,000 or $4,500 more than the funds received in 2023.

A significant targeted outcome of the additional investment will be representation of an additional six schools based in the City of Cockburn.

Recommendation:

Based on an assessment score of 17/21 and that the sponsorship opportunity is in line with the City's desired image, it is recommended that Council support SWA. However, as there is no evidence to support that a larger number of schools including those in Cockburn will participate in the Inter-Schools Championships in 2024, it is recommended that Council support SWA with group sponsorship of $12,500 as per 2023.

Applicant:	**The Conservation Council of WA (CCWA)**
Proposal:	**Conservation Council of WA Annual Conference, AGM & Community Conservation Awards - Official Sponsorship**
Requested:	$15,000
Recommended:	$10,000

The Conservation Council of WA (CCWA) is Western Australia's foremost not-for-profit, non-government conservation and environment organisation.

They have been a prominent and forthright voice for conservation for more than 50 years working directly with communities, government, traditional owners, industry, and media to promote a more sustainable WA and to protect our natural environment.

CCWA represents over 80 environmental organisations and thousands of individuals across the state, all dedicated to conserving Western Australia's diverse natural resources from the Kimberley to the Southwest and everything in between.

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CCWA’s purpose is ensuring the protection and restoration of Western Australia's natural environment – not just for our own generation, but for generations to come.

They started out from humble beginnings in 1967, focused on local conservation projects.

Today, climate change and ecological collapse are the greatest threats to WA - so they run a focused set of programs tackling fossil fuels, biodiversity loss, promoting community-led citizen science, and moving towards a bright, green economic future.

CCWA's Nature First Conference 2024, scheduled for November 13th and 14th at the Wetlands Centre, is a flagship event uniting conservation groups, leaders, and community members state-wide. Serving as a vital platform for networking, collaboration, and knowledge sharing, it drives meaningful environmental change.

Alongside, the 30th Annual Community Conservation Awards celebrate outstanding contributions to conservation and climate action.

The conference offers a diverse program of capacity building and skills development tailored to the needs of the community and the conservation sector.

Informed by member surveys and community feedback, CCWA address pressing environmental issues such as climate change, biodiversity loss and pollution, enhancing the effectiveness of WA's conservation efforts. We also aspire to engage cultural leaders and traditional custodians, enriching CCWA’s understanding and approaches.

Nature First is inclusive, fostering engagement from a wide range of stakeholders in the environmental sector and beyond.

Reconciliation, truth-telling, youth engagement and proactive partnerships are integral to the theme, reflecting a comprehensive approach to conservation in Western Australia.

The Awards Reception and Ceremony offer networking opportunities and honour community leadership, recognising achievements within the environmental community.

Through these initiatives, we aim to drive positive change and promote a sustainable future for Western Australia.

CCWA’s Annual Conference caters to a broad and diverse audience, including CCWA Member Groups, environmental professionals, conservation volunteers, NGO leaders, First Nations people, government officers, the public, local community members, researchers, scientists, advocates, students, and emerging professionals.

With such diversity, the conference serves as a crucial platform for knowledge exchange, collaboration and networking across various sectors and demographics, spanning environmental science, policy, activism, education, and community engagement.

The venue at the Wetlands Centre accommodates 175 people and the conference typically attracts a substantial turnout due to its reputation and the past four years have been sold out events.

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The conference aims to engage and empower individuals from diverse backgrounds to contribute to collective efforts towards environmental stewardship and sustainability.

CCWA have not stated tickets cost to attend the conference, however from the income listed in the budget tickets will range between $85-$120.

CCWA's application is supported by the Wetlands Centre, Save Beeliar Wetlands, Cockburn Community Wildlife Corridor Inc and the Murdoch Branch of the Wildflower Society of WA.

Branding benefits for the City of Cockburn will depend on the level of sponsorship provided outlined in CCWA's Conference 2024 Sponsorship Prospectus:

Platinum Sponsorship ($10,000)
- Logo on all promotional material including the conference website and program
- Sponsor name mentioned in the event opening and closing ceremony
- Signage displayed in main conference room
- Sponsor booth during the event
- Four complimentary conference registrations.

Gold Sponsorship ($5,000)
- Same as platinum sponsorship except for only two complimentary conference registrations.

Silver Sponsorship ($2,000)
- Logo on all promotional material including the conference website and program
- Sponsor name mentioned in the event opening and closing ceremony
- Distribution of your promotional material at the conference
- One complimentary conference registration.

Sundowner Sponsor ($3,000)
- Naming rights for the Conference Sundowner
- Recognition as sundowner sponsor in the event opening and closing ceremony
- Logo on all promotional material including the conference website
- Banner display at conference
- One complimentary conference registration.

Coffee Cart Sponsor ($2,000)
- Recognition as coffee cart sponsor
- Logo on all promotional material including the conference website and program
- Sponsor name mentioned in the event opening and closing ceremony
- Signage displayed at coffee cart
- One complimentary conference registration.

CCWA have requested sponsorship of $15,000 which could potentially provide additional sponsorship opportunities including a City representative to open the conference, have a speaking opportunity at the conference and for the Mayor to present the Bessie Rischbieth Award.

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CCWA previously received group sponsorship of $3,000 in March 2019 from the City for the conference. CCWA have advised that in 2019 they were able to secure a substantial grant from Lotterywest, with funding from the City primarily directed to equipment hire. CCWA have stated in their application that they do intend to apply for a $10,000 Lotterywest grant for the 2024 conference.

CCWA have stated that while the increase in funding requested may appear substantial compared to 2019, it is justified due to organisational growth, an expanded conference scope and ambition.

This includes an increase in participants from 103 to 175 and additional conference features such as workshops and tours, graphic recording of the event, interactive art, music and the introduction on new initiatives aimed at enriching community engagement and wellbeing.

Recommendation:

Based on an assessment score of 18/21 and that the sponsorship opportunity is in line with the City's values and desired image, it is recommended that Council support CCWA with platinum sponsorship of $10,000.

Applicant: Southern Lions Rugby Union Football Club
Proposal: 2024 City of Cockburn Junior 7s – Naming Rights Sponsor
Requested: $20,000
Recommended: $10,000

Southern Lions Rugby Union Football Club (SLRUFC) is a not-for-profit sporting club with a support base of over 500 members/players with the majority calling the City of Cockburn home.

The Club have teams in juniors U6-18's, senior men's premier grade-five teams, master's, women's community grade and premier grade and the club represented Australia in France in 2023 at the inaugural Amateur World Cup Rugby Tournament.

SLRUFC also have an adult all-abilities team which was the first of its kind in Australia. They were invited to participate in the World Golden Oldies Festival in Perth in 2023 and are travelling to NSW to grow the game.

SLRUFC's players range in age from five to 65, come from diverse backgrounds and nationalities, and bring with them a vocal and supportive fan base.

The club has been based at the Success Regional and Sporting Facility since 2010 and are in the WA Premier Grade competition. The Club provides a place for people to play and/or learn a sport with like-minded people in a fun, family friendly and competitive environment.

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SLRUFC is seeking financial assistance to assist with the cost of hosting the 2024 City of Cockburn Junior 7's Rugby Invitational Tournament on the 9th of November 2024, with invitations being sent to Rugby WA Junior clubs from U8s to U18s.

The event will be advertised on Rugby WA and Rugby Australia websites and the club expects a minimum of 70 WA Junior 7s teams and 800 players to participate, with 1000 members of the public (fans and Family) to attend the free event. In the past, teams from Malaysia have attended, therefore the club will again extend an invitation to Asian countries.

The event will assist in increasing the general awareness of SLRUFC and City facilities, encourage community participation in social activities and promoting an active, outdoor, lifestyle. With the continued influx of young families to the City of Cockburn, SLRUFC expect to see increased community interest combined with sturdy growth in club membership.

Council sponsorship will assist SLRUFC with community-based advertising campaigns, event uniforms and equipment, complimentary attractions sch as entertainers, face painting, bouncy castle, introductory rugby clinics, prizes, tournament referees, first aid, trophies, photography, event requirements and parking management.

As naming rights sponsor, the City of Cockburn will benefit from:

- Inclusion on all event advertising including local media coverage via radio
- Logo inclusion on event signage
- An opportunity to display City signage at the event
- Logo inclusion and sponsor recognition on all advertising and promotional material
- Flyers/posters
- Rugby Australia events website
- Event Facebook page (Cockburn 7's Rugby Invitational Tournament)
- Event program

The City of Cockburn is also welcome, to advertise the event through all available channels and to display messages, publications, banners or other items at the event.

As in previous years, the Mayor, Deputy Mayor and Councillors will be invited to attend the event and make the presentations to the winning teams.

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

- 2023 October, $3,000 Small Events Sponsorship
- 2022 Sept $9,500 Naming Rights Sponsor 2021 event
- 2022 Sept $3,000 Small Events Sponsorship
- 2021 February $1,500 Small Events Sponsorship
- 2020 September $10,000 Naming Rights Sponsor 2021 event
- 2019 September $10,000 Naming Rights Sponsor 2020 event
- 2018 September $10,000 Naming Rights Sponsor 2019 event
- 2017 September $10,000 Naming Rights Sponsor 2018 event
- 2016 September $10,000 Naming Rights Sponsor 2017 event
- 2015 September $12,500 Naming Rights Sponsor 2016 event
- 2014, September $12,500 Naming Rights Sponsor 2015 event
- 2013 September $12,500 Naming Rights Sponsor 2014 event.

SLRUFC has also previously received $4,000 Minor Capital Works Grant towards floodlighting upgrades and at least one $1,000 Sports Equipment Grant.

SLRUFC apply for Small Events Sponsorship (max $3,000) to support their annual Junior 7's Rugby Invitational Tournament and group sponsorship (approx.$10,000-$12,500) annually to support their 10's Rugby Invitational Tournament.

In 2024-25 SLRUFC are requesting $20,000 group sponsorship for the Junior 7's Rugby Invitational Tournament which they have stated is due to increased costs of hosting events e.g., player insurance, Rugby WA and WA Referees fees (from $0 per player to $5 per player and $20 to $50 per game respectively), providing food, drink and entertainment, parking management and other incidentals.

Recommendation:

This application received a score of 14/21.

The event does provide branding and promotional benefits to the City and Club.

It is recommended that Council support SLRUFC with sponsorship, however an increase in funding from $10,000 in 2020 to $20,000 in 2024 is not justified.

It is recommended that Council support SLRUFC with sponsorship of $10,000 which will contribute to event parking management, first aid, event entertainment, promotion, incidentals such as bins and printing and referees, as listed in SLRUFC's application budget. Remaining expenses can be covered by income from team nominations ($15,000) and SLRUFC which includes insurance ($10,000), prizes ($2,000), food and drink ($5,000), Rugby WA ($5,000).

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Strategic Plans/Policy Implications

Community, Lifestyle & Security
A vibrant healthy, safe, inclusive, and connected community.
• A safe and healthy community that is socially connected.

Budget/Financial Implications

At an Ordinary Council Meeting on 10 August 2023, Council approved a budget of $1,455,000 for Grants, Donations and Sponsorship for 2023-24.

The proposed funding recommendations contained within this report do not adversely impact on the adopted budget for the Grants, Donations and Sponsorship as detailed in the table below.

Legal Implications

N/A

Community Consultation

In the lead up to the second round of grants, donations, and sponsorship (March 2024) funding opportunities were promoted through the local media and Council networks, as follows:

- City of Cockburn Facebook promotional posts from 12 February to 22 March 2024
- Promotion to community groups through the Community Development email networks, contacts and community group meetings
- Cockburn Community Group E News, March 2024 edition
- School email update March 2024 edition
- Information available on the City of Cockburn website
- Reminder email sent to previous and regular applicants and 57 organisations and individuals who made enquiries during the application period
- Distribution of promotional flyers.

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 is 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.

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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 11 June 2024 Ordinary Council Meeting.

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

Nil

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GRANTS, DONATIONS & SPONSORSHIP RECOMMENDED BUDGET ALLOCATIONS 2023-24 (EXPEDITURE AS OF 29/4/24)

Activity OP 315 Natural Acc 6810	Description	Allocated 2023-24	Actual 2023-24	Proposed recommendations or adjustments 2023-24	Comments	Council Decision/ Delegated Authority
	Donations					
	Committed/Contractual					
8243	Little Green Steps WA	33,658	33,658	0	Three year funding agreement (2023-26) with annual CPI and superannuation entitlement increases for the Education Officer position one day per week. Year one, 2023-24 $33,658 (ex GST) and inclusive of CPI 5.8% and superannuation of 0.5%. Previous two-year funding agreement expired on 30 August 2023.	Council Decision-OCM 10 August 2023
8896	Cockburn Community Men's Shed Coordinator	58,036	58,036	0	Three year funding agreement (2021-24) to support a part time Coordinator position and part administration costs. Year three $58,036 (ex GST).	Council Decision-OCM 10 August 2023
9239	Native ARC	130,000	130,000	0	Five year funding agreement (2023-28) with annual CPI to support operational costs. Year one 2023-24 $130,000 (ex GST) and inclusive of CPI 5.8%. Previous five-year funding agreement expired on 1 September 2023.	Council Decision-OCM 10 August 2023
9310	The Wetlands Centre Cockburn	107,937	107,937	0	Three year funding agreement (2023-26) with annual CPI to support operational costs. Year one 2023-24 $107,937 (ex GST) and inclusive of CPI 5.8%. Previous five-year funding agreement expired on 1 September 2023.	Council Decision-OCM 10 August 2023
9317	Pineview Preschool Maintenance Contribution	8,396	8,396	0	Annual contribution for maintenance of grounds and building (plus CPI 1.1%)	Lease Agreement
9322	Cockburn ARC/Dolphin Swim Club Subsidy	150,000	84,912	0	Subsidised fees for Dolphin Swim Club at Cockburn ARC	Council Decision-OCM 13 April 2017
9398	Cockburn Senior Citizens Building Donation	10,304	10,304	0	Assists with maintenance costs as per lease agreement (plus CPI 1.1%)	Lease Agreement
9559	Cockburn Cricket Club Insurance	1,500	1,500	0	Commitment included in the lease agreement (flat fee)	Lease Agreement
9574	Spearwood Dalmatinac Club - Rates Reimbursement	11,944	11,944	0	Reimbursement of 50% of annual rates payable by Spearwood Dalmatinac Club for 42 Azelia Rd, Spearwood. The 2023-24 rates are $23,888.08.	Council Decision-OCM 14 May 2009
	Committed/Contractual Sub Total	**511,775**	**446,686**			
	Donations to Organisations					
9196	**Donations to Organisations**					
9196	Little Things for Tiny Tots			10,000	Requested $15,000 and recommend $10,000 towards operating expenses to provide baby boxes for disadvantaged families.	Council Decision
9196	Constable Care Foundation			15,000	Requested $20,000 and recommend $15,000 towards operating expenses to deliver safety and crime prevention education to children and young people.	Council Decision
9196	The Churches Commission on Education Inc T/A YouthCARE			10,250	Requested and recommend $10,250 towards operating expenses to support chaplains at North Lake Senior Campus and Fremantle College.	Council Decision
9196	Imagined Futures (auspiced by St Pats)			15,000	Requested and recommend $15,000 towards operating expenses to address complex social issues through a partnerships approach.	Council Decision
9196	Cockburn Rotary			4,400	Requested and recommend $4,400 to rent an office space for the club to undertake administration tasks.	Council Decision
9196	Black Swan Health			20,000	Requested and recommend $20,000 towards operating expenses to support the delivery of the Freo Street Doctor program.	Council Decision
9196	Assisting Life to Achieve AYLA Inc			0	Requested $20,000 and recommend $0 as application is ineligible due to applicant not providing a 2023 audited financial statement, as per donation guidelines.	Council Decision
9196	**Donations to Organisations Sub Total**			**74,650**		
9196	**Allocations for round one 2023-24 (Sept 23)**		135,800			
	Donations to Organisations	**210,000**	**135,800**	**74,650**	Recommended expenditure for donations in round two.	
	Sponsorship					
9197	**Group Sponsorship**					
9197	Curtin University			3,750	Requested and recommend $3,750 to support one scholarship to attend the Curtin Ignition Program.	Council Decision
9197	Spinnaker Health Management Pty Ltd as a trustee for the Spinnaker Health Research Foundation			20,000	Requested and recommend $20,000 for the City of Cockburn Award 2024 which supports early career research for critical health issues.	Council Decision

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Activity OP 315 Natural Acc 6810	Description	Allocated 2023-24	Actual 2023-24	Proposed recommendations or adjustments 2023-24	Comments	Council Decision/ Delegated Authority
9197	Swimming WA Inc			12,500	Requested $17,000 and recommend $12,500 for the OWS Series 2024/25 Coogee Round incl 10km Open Water State Championships and Open Water Inter-School Championships.	Council Decision
9197	The Conservation Council of WA			10,000	Requested $15,000 and recommend $10,000 for the Conservation Council of WA's Annual Conference, AGM & Community Conservation Awards - Official Sponsorship.	Council Decision
9197	Southern Lions Rugby Union Football Club			10,000	Requested $15,000 and recommend $10,000 for the 2024 City of Cockburn Junior 7s Invitational Tournament.	Council Decision
9197	**Group Sponsorship to Organisations Sub Total**			**56,250**		
9197	**Allocation for round one 2023-24 (Sept 23)**		21,500			
	Group Sponsorship to Organisations	**90,000**	**21,500**	**56,250**	Recommended expenditure for group sponsorship in round two.	
9197	**Individual Sponsorship**	**10,000**	4,825	0	Individuals attending a significant event or activity at a national or international level for which they have been selected.	Delegated Authority
	Sponsorship Sub Total	**100,000**	**26,325**	0		
	Grants					
8040	Landowner Biodiversity Conservation Program	35,000	23,648	0	Financial and natural resource management, training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property.	Delegated Authority
9004	Emergency Disaster Fund	15,000	0	0	One-off emergency and disaster situations.	Delegated Authority
9015	Youth Academic Grants	2,000	350	0	Assists young people to travel to attend academic programs and activities.	Delegated Authority
9031	Junior Sports Travel Assistance Program	50,000	29,600	0	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports to travel to competitions.	Delegated Authority
9240	Sustainability Grants Program	40,000	-187	0	Grants program established in accordance with Council Decision on 13 May 2010.	Delegated Authority
9241	Len Packham Hall Subsidy (Burdiya)	6,000	360	0	Subsidy program that assists Indigenous Cockburn families with hall hire costs for hosting funerals, memorials and cultural events.	Delegated Authority
9312	Community Grants Program	100,000	34,665	0	Formal grant process for local community groups and organisation. Round two funding is still to be awarded and distributed.	Delegated Authority
9314	Provide Bins for Sporting Events	5,000	5,613	0	Provide bins to schools for sports carnivals.	Delegated Authority
9327	Community/Residents Assoc. Hall Hire Subsidy and Support Program	14,000	6,516	0	Assists community groups with hall hire for monthly meetings and events, incorporation/set up funds for new residents associations, small PO box hire funds.	Delegated Authority
9329	Cultural Grants Program	40,000	9,500	0	Provide small grants to cultural and artistic groups and individuals.	Delegated Authority
9331	Bus Hire Subsidy	1,500	0	0	Provides a subsidy towards the bus hire for community organisations.	Delegated Authority
9335	Grants General Welfare	10,000	4,013	0	Miscellaneous requests for small donations as per Community Funding Guidelines.	Delegated Authority
9341	Community Group Newsletter Subsidy	7,000	3,817	0	Assists community groups to disseminate information.	Delegated Authority
9373	Small Events Sponsorship Program	46,000	41,462	0	Small Events Sponsorship Program for local events for community organisations.	Delegated Authority
9396	U Fund	1,000	0	0	Small grants for youth for cultural/arts initiatives and events.	Delegated Authority
9399	Youth Arts Scholarships	5,000	0	0	Assist young people to travel in order to participate in performing/arts events and also for further study.	Delegated Authority
9490	Environmental Education Initiatives Program	15,000	-75	0	Assists schools to facilitate environmental education.	Delegated Authority
9517	Cockburn Community Group Volunteer Insurance	18,500	18,789	0	Cockburn Community Group Insurance Program.	Delegated Authority
9535	Council Match Staff Donation	2,000	0	0	Council to match staff fundraising effort.	Delegated Authority
9673	Sport and Recreation Club Grants	40,000	17,916	0	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment.	Delegated Authority
9674	Grants to Schools	13,000	12,694	0	For small donations to schools for minor items.	Delegated Authority
9688	Security Subsidy for Seniors	63,000	42,605	0	Subsidy program for security devices for seniors.	Delegated Authority
9732	Economic Development (Business) Grants	100,000	0	0	For one-off projects or activities that support local economic development (funds for 2023/24 have not yet been disbursed).	Delegated Authority
9495	Donation and Grants General Account	4,225	0	0	Remainder of budget to be allocated based on expenditure throughout the year.	Delegated Authority
	Grants Programs Sub Total	**633,225**	**251,286**	**0**		
	Totals	**1,455,000**	**724,296**	**130,900**	Recommended round two donations and sponsorship expenditure	
	Budget	**1,455,000**	**1,455,000**			
	Balance	**0**	**730,704**			

15.2.3 Annual Calendar of Events

Executive A/Director Community and Place
Author Head of Library and Cultural Service
Attachments
1. Australia Day Coogee Beach Festival Culture Counts Report 2024 ⇩
2. Beeliar Sun Sets Culture Counts Report x2 2023-24 ⇩
3. Culture Counts Report Coogee Live 2024 ⇩
4. Annual Calendar of Events 20242025 ⇩

Officer Recommendation/Committee Recommendation
That Council:

(1) ADOPTS the proposed 2024/25 Season of Events Calendar, as detailed in the report to the value of 0.8% of rates revenue as per the Policy.

Background

Council is required to determine the calendar for the 2024/2025 events reason, as per the Corporate Strategic Business Planning and Budget Policy.

The policy states: 'Provisional allocation for Community Events is to be up to a maximum of 0.8% of Rates Revenue (excluding any specified area rates).

Events included in this Policy are generally large-scale community events with related expenses as detailed in the report.

Spring Fair, Show Off Art Exhibition and associated programs, Hiroshima Day, Civic events and ANZAC Day commemorative events are funded from separate budgets.

Our purpose is to provide opportunities to nurture, enhance and celebrate arts and culture through positive and diverse participation.

The events and culture team has developed this year's proposal for the 2024/2025 program of events based on key data including a review of the 2023/24 season which was a result of an extensive events review.

Highlights from the 2023/2024 season included:

- Establishment of the brand, "Cockburn Live" allowing for brand awareness and connection with online engagement increased across all events with Teddys Bears Picnic and Beeliar Sun Sets (Success) both attracting over 650,000 online impressions
- Event attendance increased by 75% across the season
- Majority of attendees surveyed at Cockburn Live events indicated they were either extremely likely or very likely to attend future events
- All Cockburn Live events have been carbon neutral and waste wise with record low landfill waste created.

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Increased creative engagement at Memorial Hall with a number of successful productions delivered including live music, performing arts residencies, youth art exhibitions, theatre, comedy and networking events for the Cockburn arts and culture sector.

In addition to the activation of Memorial Hall, the City has established creative partnerships with a number of key peak body arts organisations to ensure Cockburn continues to enhance and celebrate arts and culture through positive and diverse participation.

Submission

N/A

Report

In 2024/25, it is proposed that the Calendar of Events Program follows the same format from the previous season. A full breakdown of the program and budget allocations per event is provided in the attached document.

Proposed 2024/2025 Calendar of Events

Following a review of the 2023/24 events season it is evident the City's Annual investment is being impacted by increases in the procurement of material and contracts along with staff wages.

Continuing the current investment of 0.8% of rates revenue will result in the reduction of program offerings and removal of selected events to ensure a balanced budget.

To comprehend the challenges associated with a diminishing investment in the events program two options have been prepared for consideration.

Option 1

Adheres to the 0.8% ($1.22M as per the policy) which results in the following outcomes:

- Removal of Easter Fair, program reduction to the Christmas on the Coast, Coogee Live, Australia Day along with a reduction to the arts activation fund, marketing budget and Beeliar Sunsets series.

Option 2

Equates to a 1% budget allocation of $1.43M which is an increase of $210,000 to achieve a measured program to 2023/24 and includes:

- Delivery of Easter Fair, reduced Christmas on the Coast event (in comparison to 23/24), full delivery of Coogee Live, reduced Australia Day event (in comparison to 23/24), increased arts and cultural activation fund, increased Beeliar Sunsets series and increased marketing budget to support the full season
- Delivery of Option 2 will ensure that traction and connection achieved as part of the 2023/24 revised season isn't impacted.

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Program Adoption

It is necessary to consider and adopt the events calendar no later than May 2024 for the following reasons:

- Booking and securing artists and performers
- Marketing and design work for the season needs to start in August (latest) to allow adequate time for design and production of collateral
- Event and Cultural Services apply to a variety of funding bodies and will be exploring sponsorship opportunities in 24/25 so maximum time is required to explore and execute all opportunities.

Marketing/Insurance/Research/Concept Development

The 2023/24 marketing was outsourced for the first time.

The same approach is proposed for 2024/25 with the Marketing Plan including traditional advertising, use of social media, radio, print media and city publications, billboards, posters, and promotion at other events.

Funding also contributes to event surveys (Christmas on the Coast and Mosaic Festival), photography/videography at events and internal communications.

Funding

The City is currently reviewing its sponsorship opportunities and will be applying to a range of local businesses and government funding opportunities for the City's events season.

This will include Lotterywest funding.

Officers are also investigating Arts and Culture funding to support the activation fund being proposed.

In 2023/24, the City secured the following funding:

- Lotterywest - $70,000.00
- Alcoa - $10,000.00
- Frasers Property Group - $10,000.00
- Fremantle Ports - $8,000.00
- Auspire - $15,000.00.

Strategic Plans/Policy Implications

Community, Lifestyle and Security
A vibrant healthy, safe, inclusive, and connected community.
• Provide a diverse range of accessible, inclusive and targeted community services, recreation programs, events and cultural activities that enrich our community.

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Budget/Financial Implications

Council's corporate planning and budget policy sets an allocation of 0.8% of the total rates revenue to fund the calendar of events. Based on the current projections a total of $1.22M will be budgeted to deliver the calendar of events. Final adjustments will be performed following the adopted rate setting and FY25 budget adoption.

Should Council consider the alternative option funding model of 1% of total rates revenue to deliver a high-quality 2024/2025 program an allocation of $1.43M will be required.

Legal Implications

N/A

Community Consultation

General event research

The 2023 Catalyse Market Community Scorecard research for events showed an overall positive rating of 90% for events and festivals.

The research demonstrated the City's strong position for popular events and the reach across multiple demographics.

The changes implemented in the 2023/2024 event season have ensured that we continue to deliver innovative and engaging events that meet the needs of our community.

The significant increase in attendance is an indication that this has been successful, and as such will continue into 2024/25.

Culture Counts were engaged to develop event reports based on participant feedback for the Australia Day Coogee Beach Festival, Beeliar Sun Sets (both concerts) and Coogee Live with all feedback considered in producing the 24/25 recommendations.

All reports are attached, and physical copies circulated at the elected member workshop in March 2024.

Risk Management Implications

The risk in not adopting the report recommendation is:

- A delay in booking acts, which reduces the choice of preferred acts
- Preventing the events team from being able to fully plan and execute events to a high standard
- Preventing the events team from being able to market events in a timely and effective way

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- Preventing the City from securing sponsorship, this includes the City's flagship event – Coogee Live
- The Cockburn Live 'mother' brand was successful in year one, to ensure brand connection and performance, a delay in activity and community exposure is not recommended.

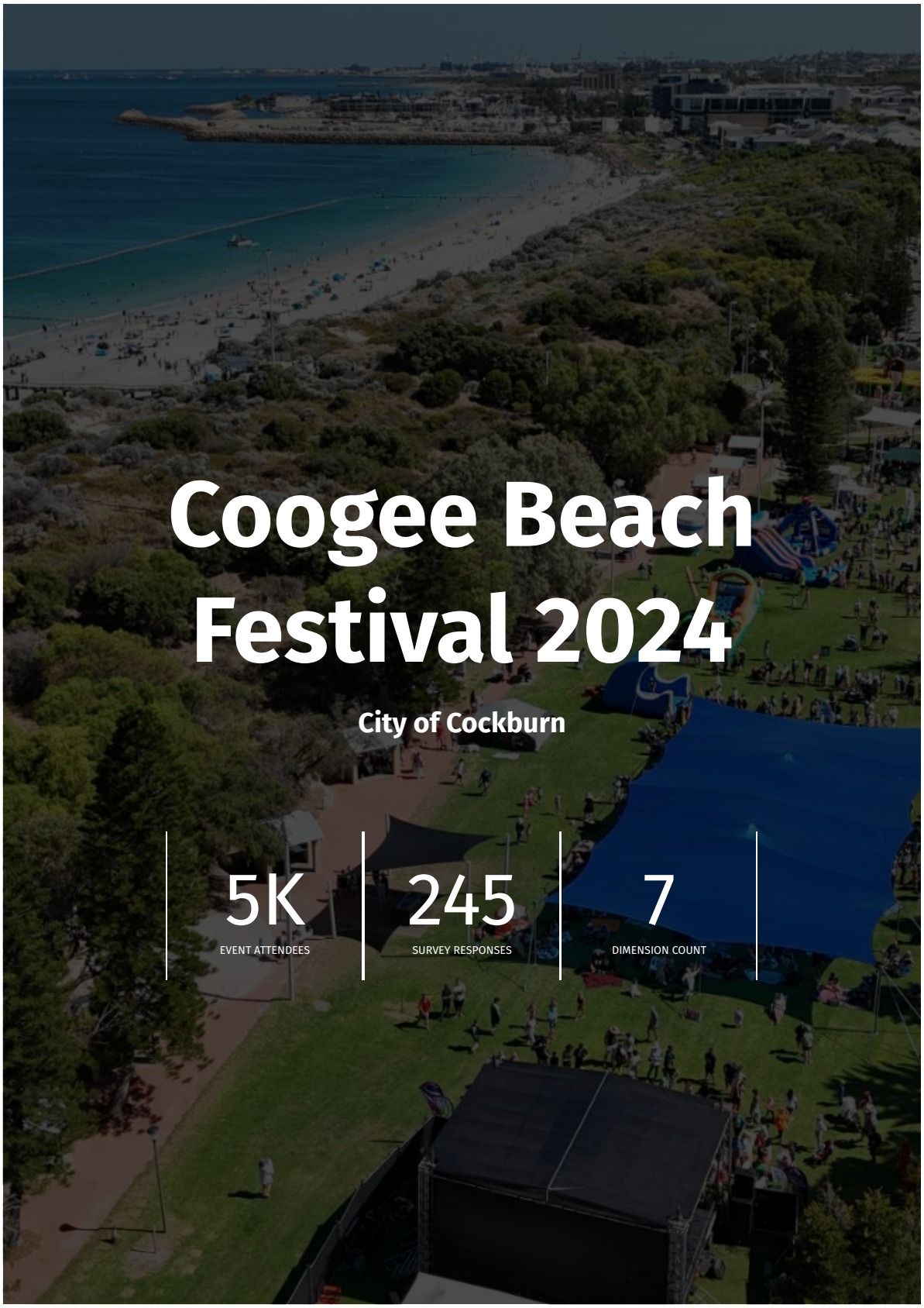
Advice to Proponent(s)/Submitters

N/A

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

Nil

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1. Summary

The *Coogee Beach Festival 2024* was held at the scenic Coogee foreshore on Australia Day, Friday January 26, 2024 and attracted a crowd of 5,000 attendees. This lively event encapsulated the essence of local culture, offering a diverse array of activities and entertainment for people of all ages and backgrounds to enjoy. From captivating live music performances and cultural exhibitions to a free sausage sizzle, face painting and water slides, the festival provided a platform for residents and visitors to come together to celebrate Australian culture, cultural diversity and community spirit.

The following report provides an overview of the 2024 event's public responses, allowing the City of Cockburn to identify outcomes, benefits, and learnings, as well as create benchmarks to track event successes over time.

Evaluation Methodology

The City of Cockburn engaged Culture Counts to evaluate the *Coogee Beach Festival 2024* event.

245 responses were collected from public attendees via online surveys which were distributed via signage at the event, intercept interviews with the QR code and through the City of Cockburn's social media channels following the festival.

Each survey contained a range of ‘dimension’ questions, asking stakeholders about their experience of the event. These dimensions have been developed and tested in collaboration with industry, practitioners, and academics to measure the impact and value of arts and cultural events and activities.

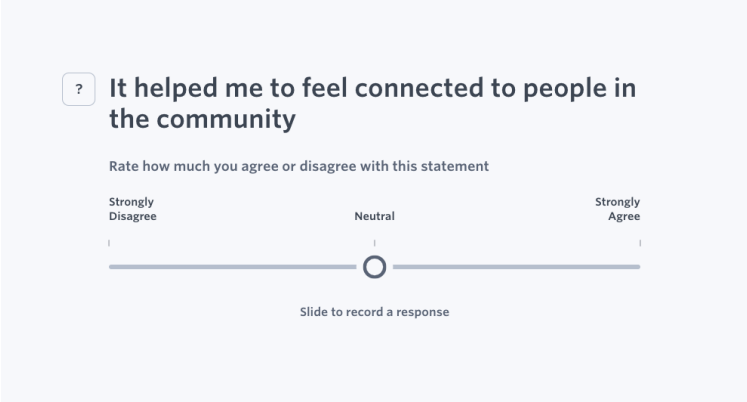
Appropriate dimensions were chosen based on their alignment with the event's strategic objectives.

Public Assessment

Domain	Dimension	Dimension statement
Social	Access	It gave me the opportunity to access activities I would otherwise not have access to
	Connection	It helped me to feel connected to people in the community
	Safe	It made me feel safe and welcome
Economic	Diversity	It engaged people from different backgrounds
Qualities	Enthusiasm	I would come to something like this again
Place	Vibrancy	I enjoy the vibrancy and activity here
Community	Place	It made me feel proud of my local area

Dimensions are assessed on a Likert scale, in which respondents move a slider to a point that indicates whether they agree or disagree with the dimension statement. An example of a dimension question in the Culture Counts survey tool is presented below.

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2. Attendee Profile

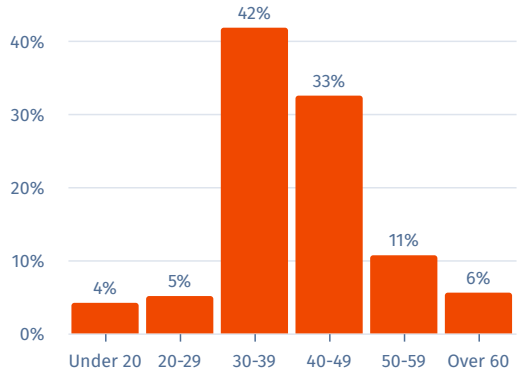
Demographics

Survey respondents were asked to provide their age, gender, and identity. This data identifies the demographic sample of people who responded to the survey and took part in the event. It enables data to be matched to the wider population and responses to be filtered to understand differences in demographics.

The following charts show the proportion of survey responses captured for each of the age, gender, and identity demographic questions.

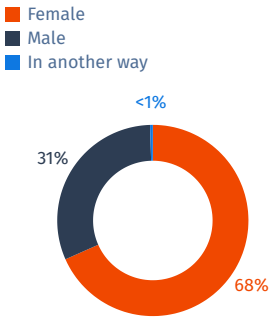
Age

What is your age?



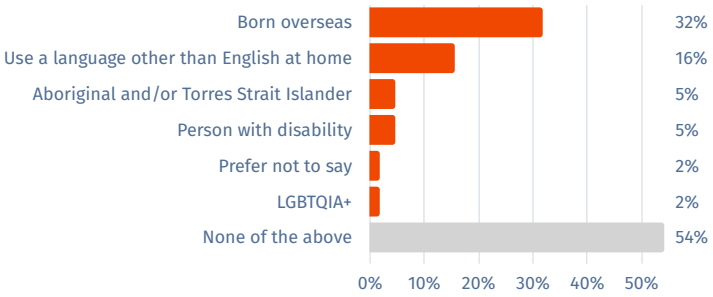
Gender

How would you describe your gender?



Identity

Do you identify with any of the following?



Insights

The majority of respondents were aged 30-39 (42%), followed by those aged 40-49 (33%). A substantially smaller percentage were aged 50-59 (11%), over 60 (6%) and 20-29 (5%). Attendees were least likely to be aged under 20 (4%).

68% of the sample identified as female and just under a third were male (31%). Less than 1% identified their gender in a different way.

When asked to respond regarding the identity question, almost a third of participants identified as being born overseas (32%). 16% spoke a language other than English at home, while 5% indicated they were a person living with disability or Aboriginal and/or Torres Strait Islander, respectively.

2% identified as LGBTQIA+, or preferred not to say. 54% of respondents did not identify with any of the identity options provided.

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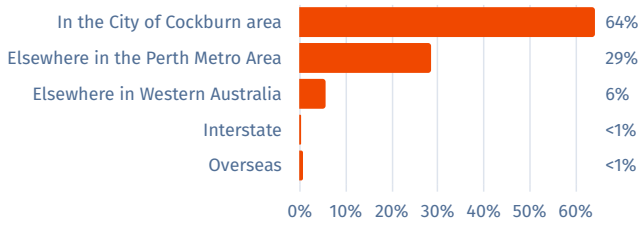
Location and Postcode

Survey respondents were asked to provide their current living location and postcode. This data identifies the demographic sample of people who responded to the survey and took part in the event. It enables data to be matched to the wider population and responses to be filtered to understand differences in demographics.

The following charts show the proportion of survey responses captured for respondents' identified living location and top suburb results.

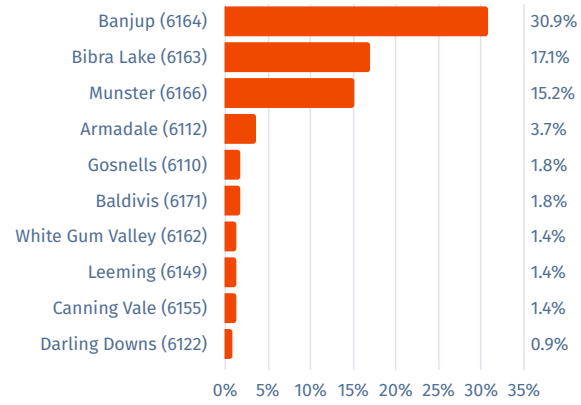
Location

Which of the following best describes where you live?



Postcodes

What is your postcode?



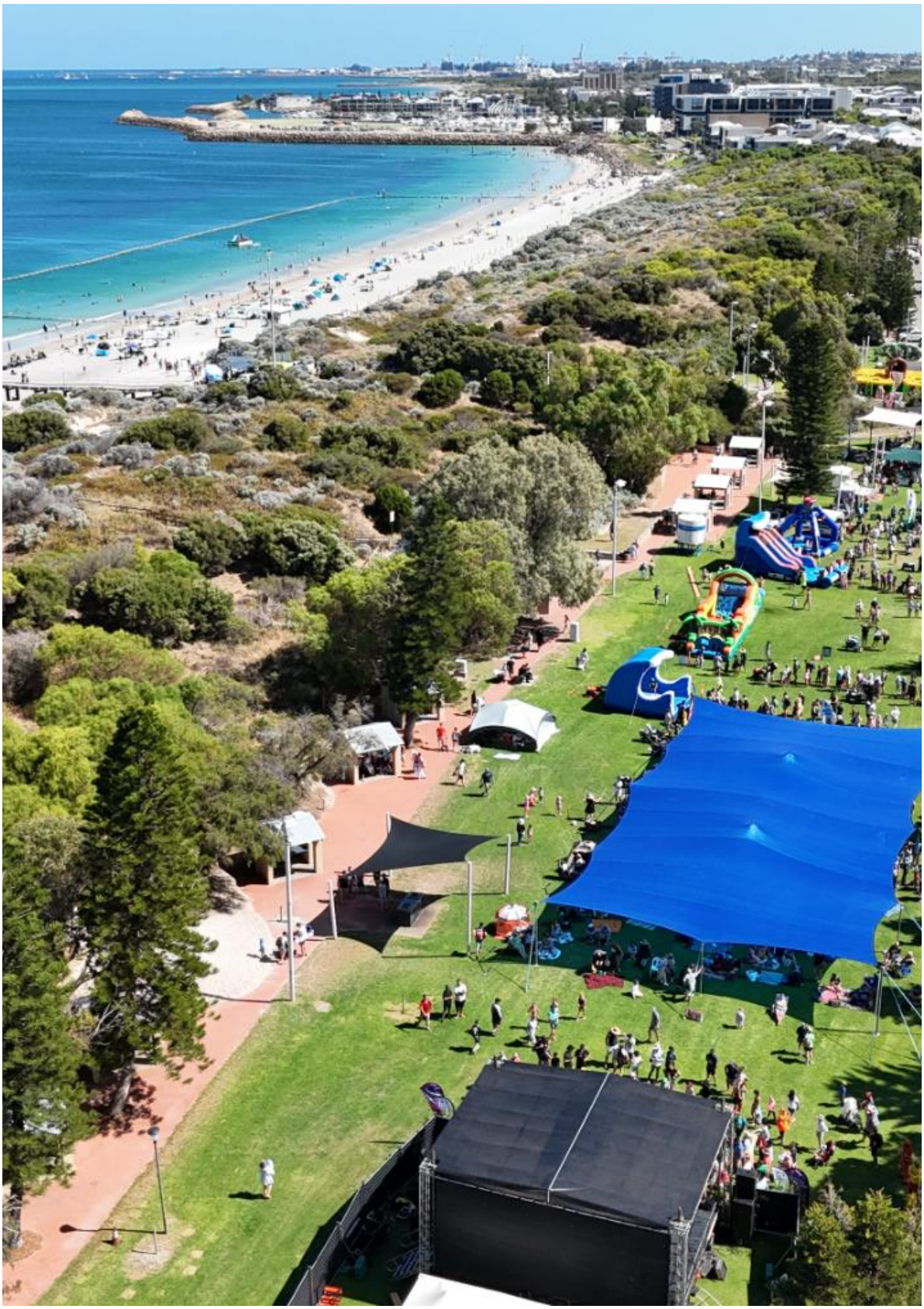
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Insights

Respondents were most likely to live in the City of Cockburn area (64%), followed by the Perth Metro Area (29%). Those living elsewhere in WA made up 6% of the sample and less than 1% lived interstate or overseas.

30.9% of respondents were based in Banjup and 17.1% were from Bibra Lake. Munster made up 15.2% of the sample, 3.7% of respondents indicated they lived in Armadale, while 1.8% resided in Gosnells or Baldivis.

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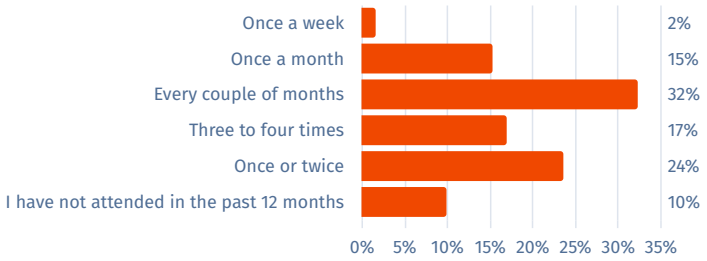
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Arts Attendance

Respondents were asked to indicate their frequency of attendance at arts and cultural events. Responses can be seen as distributed on the chart below.

Attendance of Arts and Culture Events

Approximately, how frequently have you attended arts and cultural events in the past 12 months?



Insights

Coogee Beach Festival 2024 event survey respondents were most likely to attend arts and cultural events every couple of months (32%), followed by 24% attending once or twice over the last 12 months. 17% of respondents have attended arts and culture events three to four times per year and 15% once a month. 10% of the sample size had not attended an arts event in the past 12 months.

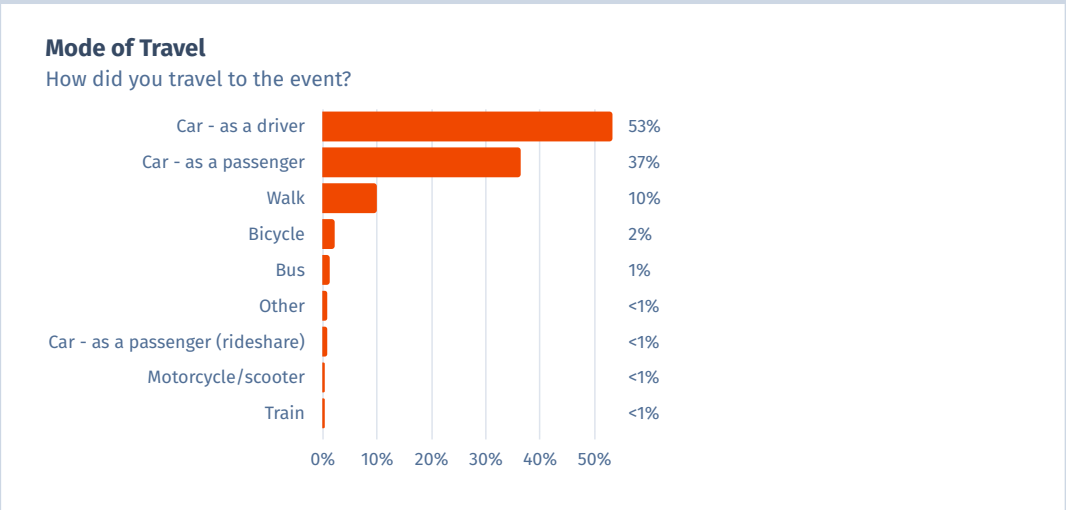
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Travel Method

Respondents were asked about their method of travel to the event. This helps organisers understand how attendees choose to travel when visiting the City of Cockburn. The following chart shows the percentage of respondents that selected one of the following options as the method of transport to the event.



Insights

The majority of the sample (53%) travelled to the *Coogee Beach Festival 2024* by 'Car – as a driver' followed by 'Car – as a passenger' (37%). 10% of respondents walked to the event, 2% travelled via bicycle and 1% by bus. Less than 1% reported travelling by Car - as a passenger (rideshare), train, motorcycle or scooter, or other modes of transport.

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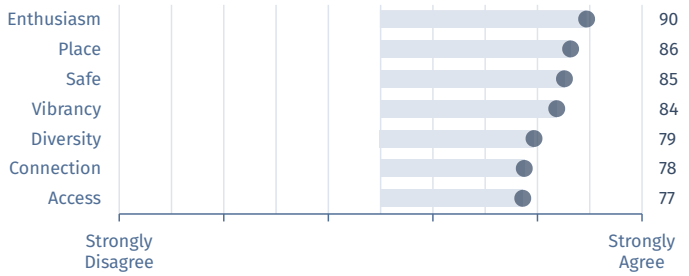
3. Outcomes

Survey respondents moved a slider to indicate whether they agreed or disagreed with the included dimension statements in relation to the *Coogee Beach Festival 2024* event. The first tab chart contains the response data for 'public' responses, showing the average result for each dimension.

The second tab shows the interquartile range of responses for each dimension. These ranges represent the middle 50% of responses, which are areas on the slider where most responses typically fell. Accompanying this range is the median result for each dimension (i.e. the most common response). Smaller ranges indicate similarity in agreement between respondents, whereas larger ranges indicate a wider spread of responses.

The Culture Counts platform provides various methods to capture survey responses at a minimal marginal cost. Achieving larger samples enables organisations to be more confident about the average results and that the opinions of the survey respondents are representative of all attendees. The accompanying margin of error chart shows the expected differences for the associated dimension results calculated at a 95% confidence level.

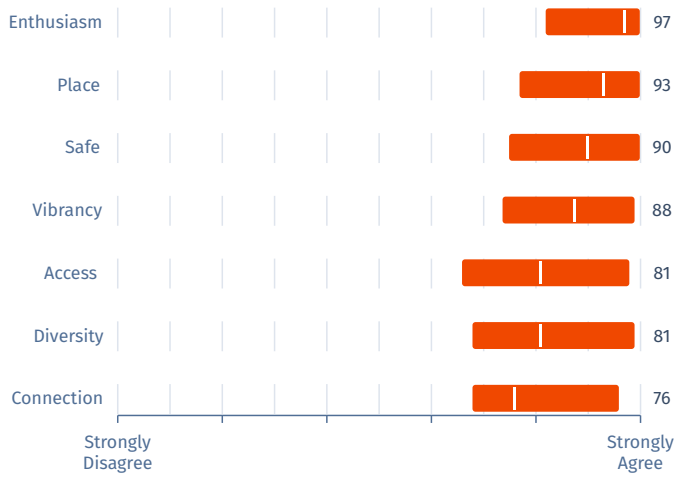
Outcome Averages



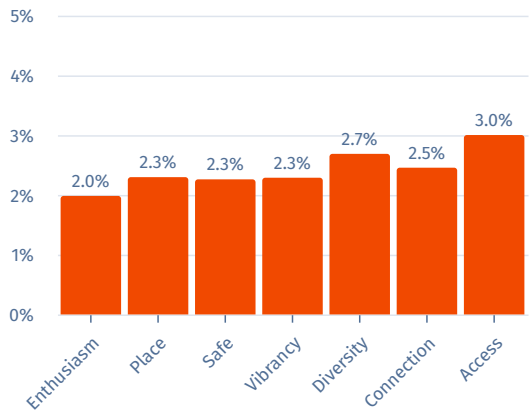
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Dimension Interquartile Range

Value shown is median response



Margin of Error



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Insights

Of all seven dimensions measured, 'Enthusiasm' (90/100), 'Place' (86/100), 'Safe' (85/100) and 'Vibrancy' (84/100) achieved the highest average levels of agreement overall. This indicates that respondents were the most likely to agree that they would come to something like this again, that it made them feel proud of their local area, that the event made them feel safe and welcome, and that they enjoyed the vibrancy and activity the City of Cockburn's *Coogee Beach Festival 2024* event generated.

'Access' (77/100) received the lowest average dimension agreement result, indicating that survey respondents were least likely to agree that the event gave them the opportunity to access activities they would otherwise not have access to. 'Access' had the largest interquartile range, indicating that participants were less likely to agree to the same extent when responding to this dimension when compared to other dimension statements included in this evaluation.

At a 95% confidence level, the margin of error for dimensions ranged from 2% to 3%. This means that we can be 95% confident that if we surveyed the entire survey population, the average outcome for 'Enthusiasm' would fall within 2% of the average generated by the sample.

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Outcomes by Domain

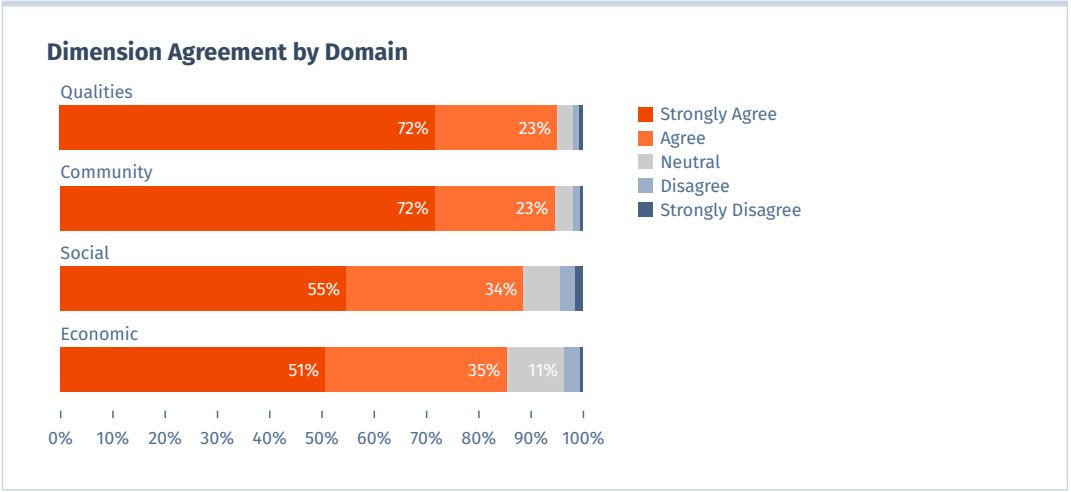
Dimension statements can be categorised into their representative outcome domain. Outcome domains represent categorisations of dimensions based on their general area of focus. For example:

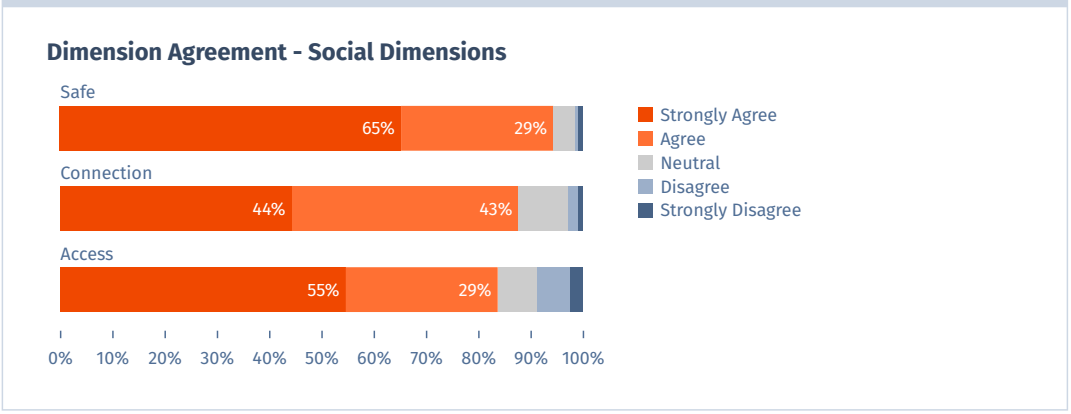
Social Outcomes represent dimensions that support the building of social capital, creates and promotes participation in community life and fosters the realisation of self at the individual level.

Community Outcomes represent dimensions that recognise the links between people, where they live and how these connections contribute to overall wellbeing.

Economic Outcomes represent dimensions that seek to promote dynamic and resilient local economies that are required to sustain vibrant communities.

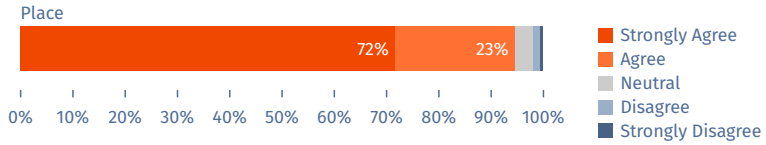
Qualities represent dimensions that connect the quality of what is produced to the realisation of intentions and the strength of their impact.



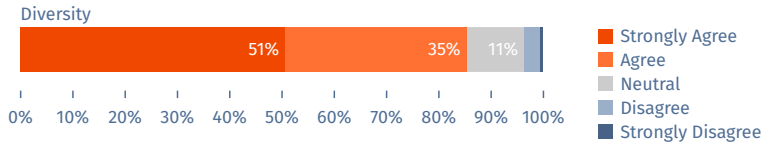


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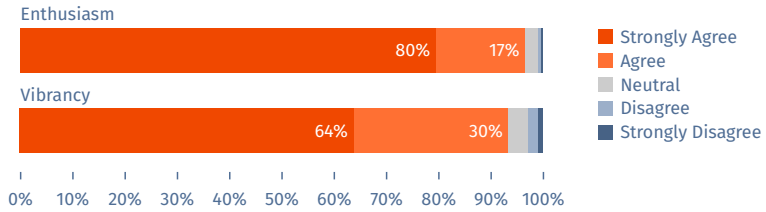
Dimension Agreement - Community Dimensions



Dimension Agreement - Economic Dimensions



Dimension Agreement - Qualities



Insights

The highest outcome domain agreement results were achieved by 'Qualities' (95%) and 'Community' (each 95%), indicating that the event excelled in these areas. Despite still being a positive result, the lowest ranking outcome domain measured as 'Economic' (86%), meaning that respondents were least likely to agree with dimension statements from this domain.

More information about outcome domains are available at https://culturaldevelopment.net.au/outcomes/

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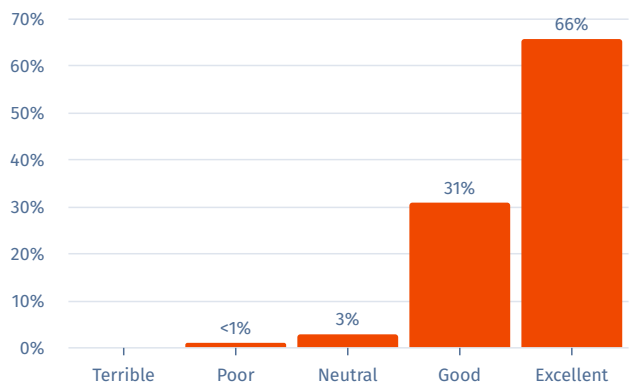


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Overall Experience

Respondents were asked about their overall experience of attending the *Coogee Beach Festival 2024* event with a choice of five options - Excellent, Good, Neutral, Poor, and Terrible.

This chart shows the percentage of respondents that rated the event overall across these five options.



Good + Excellent: **97%**

Insights

Almost the entire sample (97%) reported having a positive experience at the City of Cockburn's *Coogee Beach Festival 2024*, a fantastic result. Of this sample, 66% reported having an 'Excellent' experience and 31% indicated that their experience was 'Good'. 3% reported a 'Neutral' experience and less than 1% indicated that their experience was 'Poor'.

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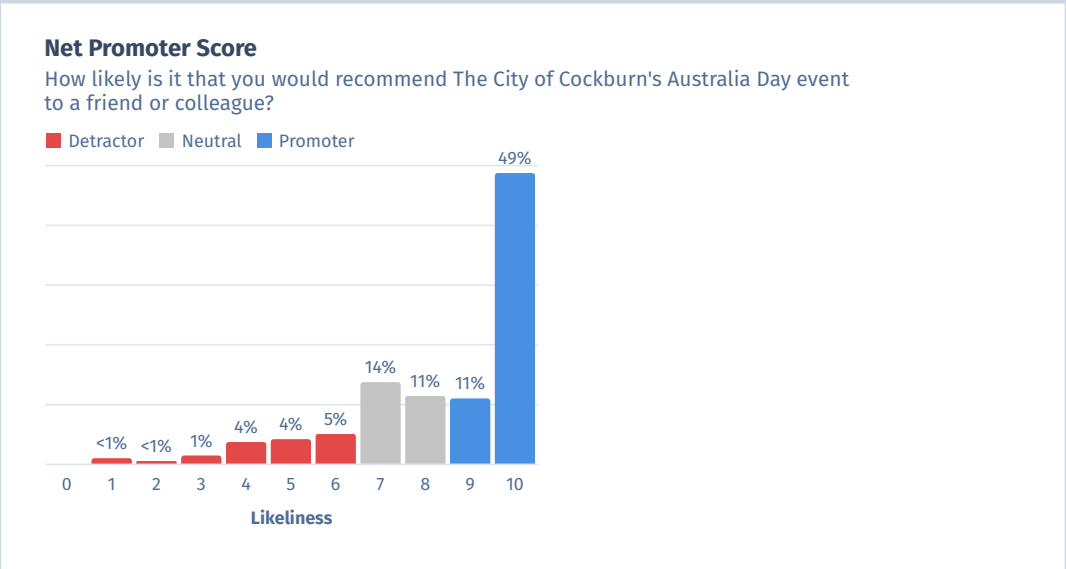
Net Promoter Score

Respondents were asked whether they would recommend the event to a friend or colleague. Respondents could choose a number from 0 to 10 from a menu, with 0 meaning 'not likely at all' and 10 meaning 'extremely likely'.

These results can be used to calculate a Net Promoter Score (NPS). NPS is a standardised metric that seeks to measure loyalty between an organisation and its audience. Respondents with a score of 9 or 10 are considered 'Promoters'. 'Detractors' are those who respond with a score of 0 to 6. Scores of 7 and 8 are considered 'Passives'.

NPS is calculated by subtracting the percentage of respondents who are Detractors from the percentage of customers who are Promoters. This means that an overall Net Promoter Score can range between -100 to +100.

This chart shows the proportion of respondents that would or would not recommend attending *Coogee Beach Festival 2024*, followed by the calculated NPS below.



Net Promoter Score: **44**

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Insights

60% of respondents rated the *Coogee Beach Festival 2024* event as either 9 or 10, indicating they would be classified as Promoters. 25% of respondents had passive results (7 or 8) and 15% would be considered detractors (scoring between 0-6).

A positive NPS (i.e. higher than zero) is felt to be good, and a NPS of 50+ is excellent. *Coogee Beach Festival 2024's* NPS of 44 indicates that audiences have a relatively high level of loyalty towards the event and are highly likely to promote it when speaking with others.

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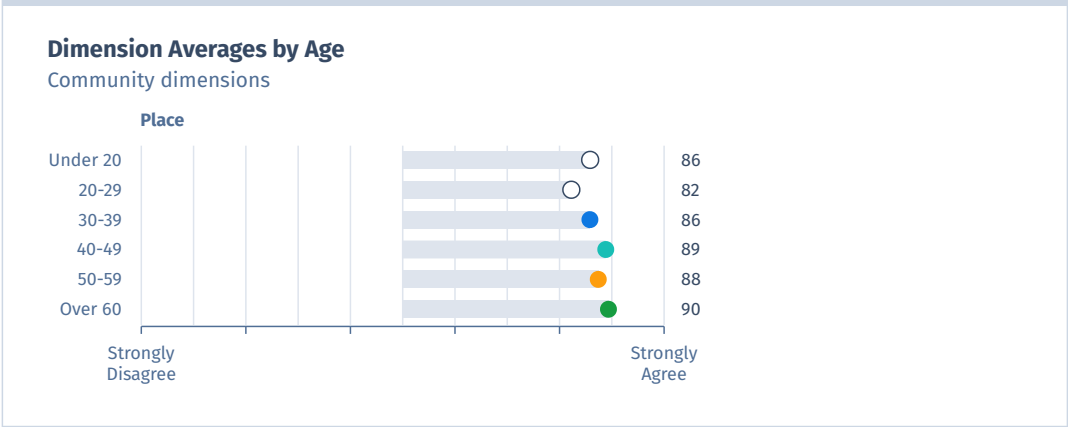
4. Comparison & Benchmarks

Demographic Breakdowns

Respondents were asked to provide their age and gender as part of the survey. This data enables results to be filtered to understand any differences that exist because of demography.

The following charts highlight a selection of results based on the gender that respondents identified with as well as by age cohort.

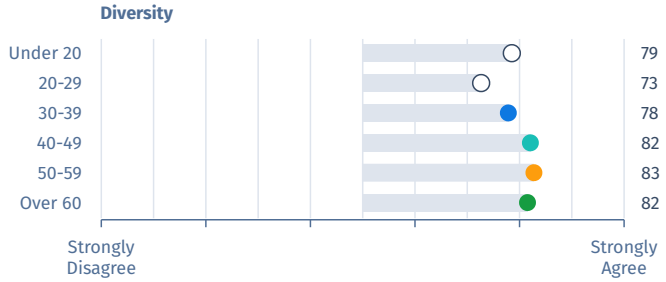




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Dimension Averages by Age

Economic dimensions

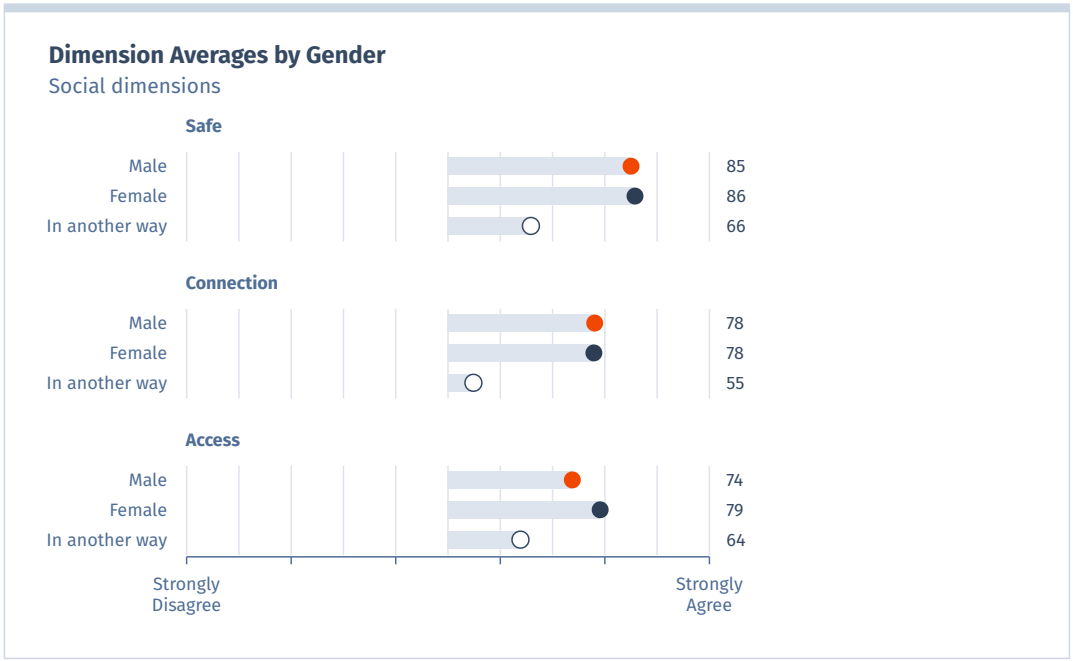


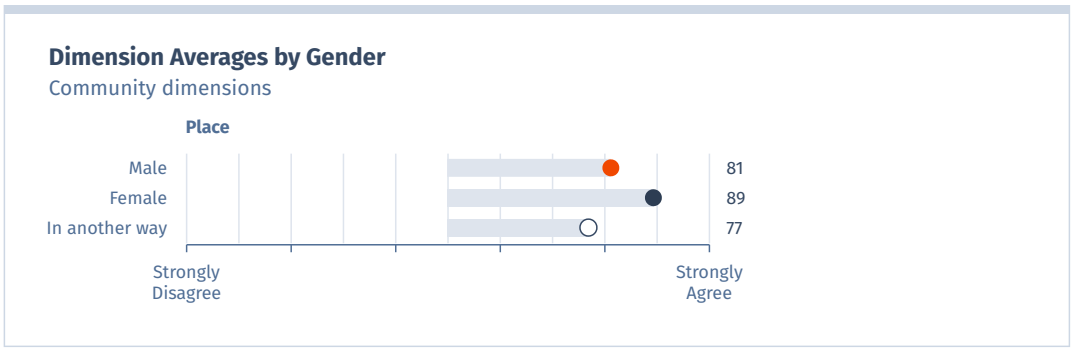
Dimension Averages by Age

Qualities



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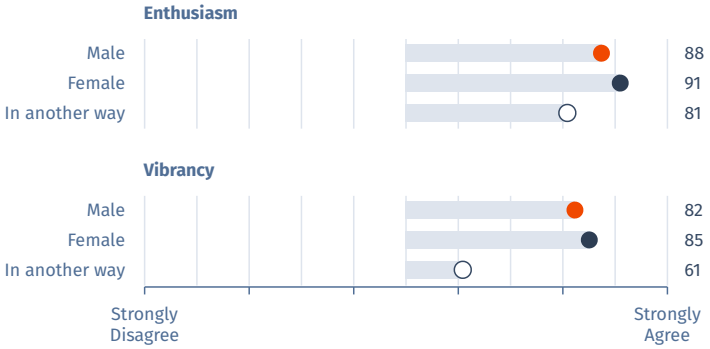

Dimension Averages by Gender
Social dimensions
Safe
Male
Female
In another way
85
86
66
Connection
Male
Female
In another way
78
78
55
Access
Male
Female
In another way
74
79
64
Strongly Disagree
Strongly Agree


Dimension Averages by Gender
Community dimensions
Place
Male
Female
In another way
81
89
77
Strongly Disagree
Strongly Agree


Dimension Averages by Gender
Economic dimensions
Diversity
Male
Female
In another way
77
81
68
Strongly Disagree
Strongly Agree

Dimension Averages by Gender

Qualities



Note: Categories with fewer than 10 responses are shown as white dots to indicate that the value may not be representative due to the small sample size.

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Insights

All age groups responded positively to the dimensions included in the *Coogee Beach Festival 2024* evaluation.

Those aged over 40 tended to provide higher agreement results when compared to those aged 39 or below. The highest dimension average result was achieved by the 40-49 age bracket for 'Enthusiasm' (92/100) indicating this cohort was highly likely to agree that they would attend a similar event again.

The results for 'Safe', 'Place', 'Diversity' and 'Vibrancy' were all relatively similar, indicating that respondents across the age groups captured were much more likely to agree with these dimensions on average.

Those over 60 were most likely to respond positively to the dimensions 'Place' (90/100), 'Connection' (84/100) and 'Access' (84/100). Demonstrating the event made them feel proud of their local area, connected to people in the community and that it gave them the opportunity to access activities they otherwise would not have access to.

Attendees aged 30-39 were the most likely to agree with the 'Safe' dimension (86/100), demonstrating that this age group felt safe and welcome at the event.

The 20-29 age bracket provided the lowest score overall for 'Connection' (66/100), demonstrating they were the least likely to feel connected to people in the community while at the event. The 'Under 20' age bracket was not large enough to draw insights from.

Agreement level results from both male and female respondents tended to be similar for the majority of the dimensions, with the exception of 'Place' (+8/100). Females provided higher or the same level of agreement when compared to males. There were not enough responses in the sample size from those who identified in a different way to draw accurate insights.

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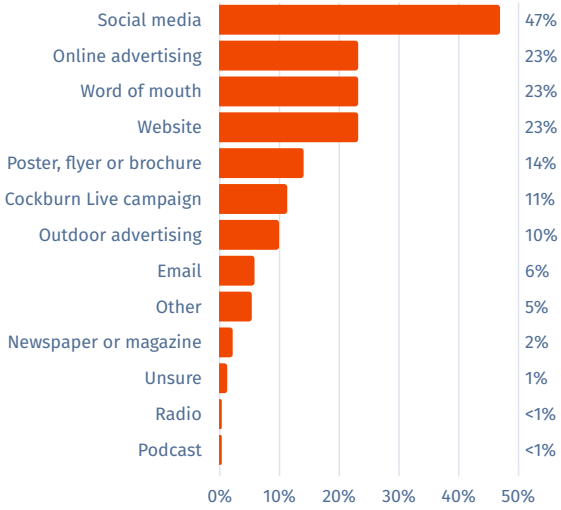
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5. Attendee Behaviour

Marketing Channels

Respondents were asked how they first heard about the City of Cockburn's *Coogee Beach Festival 2024* event to evaluate the success of various marketing methods. Over ten options were provided and respondents could choose as many options as were applicable from a list.

Marketing
How did you hear about this event?



Insights

Close to half of all attendees surveyed (47%) heard about the event by 'Social media'. This was followed by 'Word of Mouth', 'Online advertising' and 'Website' (each 23%). 'Radio' and 'Podcast' were chosen the least (both less than 1%) indicating that attendees were least likely to engage with these marketing channels.

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6. Comments and Feedback

Sentiment Analysis

Respondents were asked to leave any additional feedback about their experience at *Coogee Beach Festival 2024*. This feedback has been classified into positive, neutral, or negative categories, with the percentage of feedback sentiment types presented in the following chart.



General Feedback

Feedback helps organisations understand where the value of visitor experiences lies and how they can be improved and strengthened in the future. A selection of comments has been highlighted below.



> *"Thanks for putting on an awesome event!"*

> *"It was great to see all the activities spread out along the grass, great idea to put the food vans on the carpark. The SES and traffic management did a great job."*

> *"The event was extremely well organised and was packed with a variety of activities. The MC was fantastic. He had a positive energy throughout and pointed out important information like where the water fountain was. The little games (thong throwing, watermelon eating etc) were a lot of fun and couldn't have been more Australian. Even better it was environmentally friendly, and had some indigenous Australian crafts & music too. Kudos to the organising committee."*

> *"Great for the disabled community and us supporters."*

> *"Great range of activities!"*

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> *"Very good for families with children. Please have more free events we also attend teddy bears picnic. Thank you, City of Cockburn for organising for our children and families!"*

> *"The parking and the parking planners were amazing. Only a little walk from the main event and everything was very orderly."*

> *"Waterslides were a hit first timers and will definitely be back next year."*

> *"I love the reusing initiative at today's event with the plates cups and cutlery."*



> *"Excellent work by all involved- hats off to the event planners! The only tiny thing I would suggest is perhaps a little more signage for things like the mermaids, extra food vans etc."*

> *"A little hard to walk through as the lines for the kid's rides were long and took up the walking area. Great event."*

> *"Really good event. Would like to see more wildlife encounter options."*



> *"Portable toilets are blocking East access to the bike racks."*

> *"Could have more activities for older children. Lines very long for activities."*

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Wordcloud

Respondents were asked to provide general feedback and comments about the *Coogee Beach Festival 2024*. The word cloud below enlarges words that were repeated more frequently in the collected survey responses.



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Data and Insights by

CultureCounts

Report prepared for

City of Cockburn

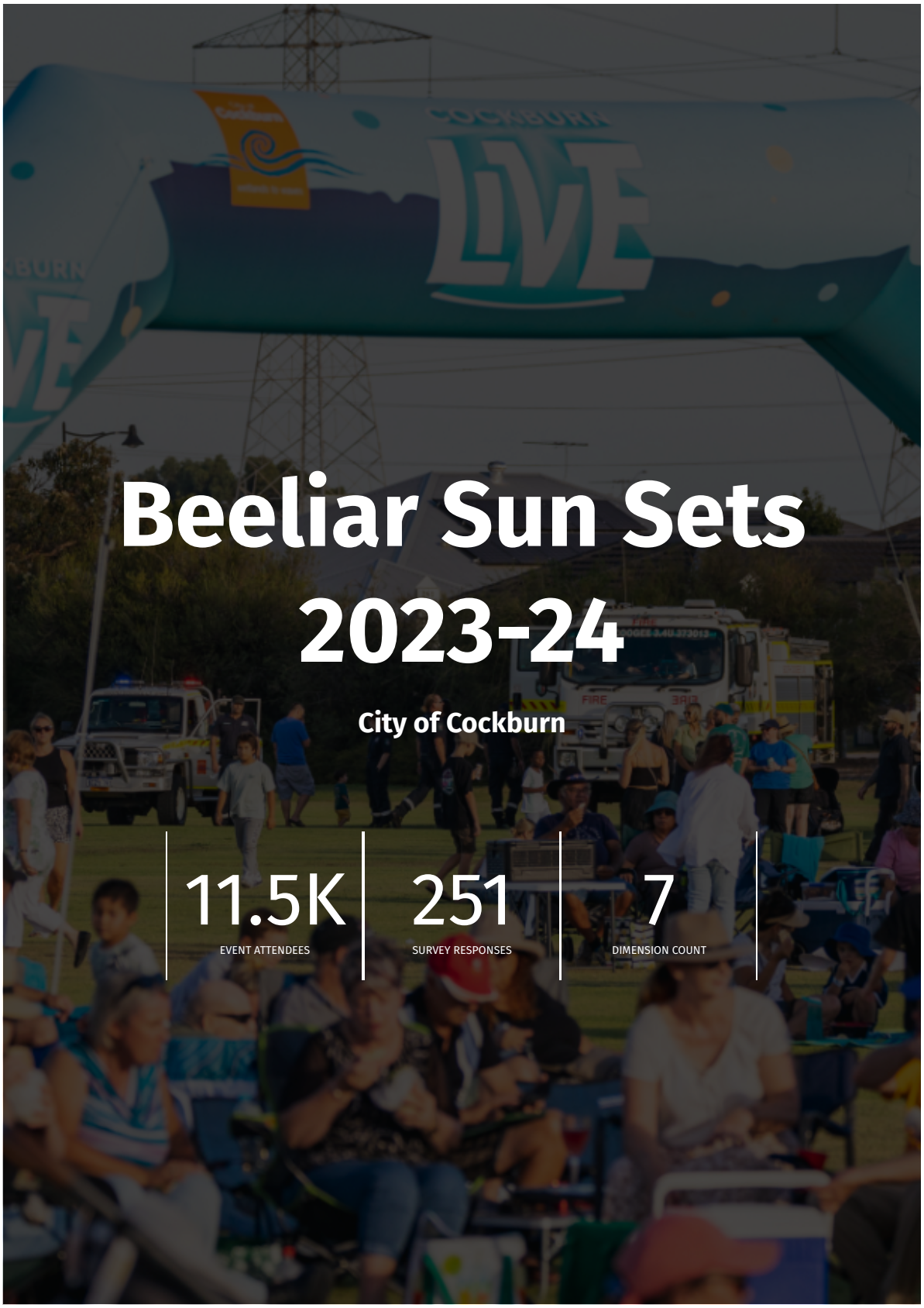
wetlands to waves

This report has been prepared by Jamie McCullough and Claire Hodgson of Culture Counts. The authors would like to thank all stakeholders and staff for their participation in this research.

Approved by: Shelley Timms
Date of Approval: 16 February 2024

We respectfully acknowledge the Traditional Owners of Country throughout Australia and recognise the continuing connection to lands, waters, and communities. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.

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1. Summary

The *Beeliar Sun Sets* event series gave families and friends an unforgettable night of free live music and family fun, including bouncy castles, giant games and a silent disco. The events, hosted by the City of Cockburn, took place over two instalments and were part of the Cockburn Live 2023-24 season. The suburb of Yangebup hosted the first event on 25 November 2023 at Nicholson Reserve and the second show was held on 17 February 2024 at the Success Regional Sporting Facility oval.

The stellar musical lineups celebrated homegrown talent and provided local audiences with an exciting program of music set against the backdrop of a glorious WA summer sunset. 4,500 audience members travelled to the November concert to see Kav Temperley (Eskimo Joe), Riley Pearce, Siobhan Cotchin, Noah Dillon and Joan & The Giants perform, while a crowd of around 7,000 attended in February and were treated to sets by Ian Moss (Cold Chisel), Katy Steele (Little Birdy), Ash Grunwald and Boox Kid. At each event audience members could sample some of the many tasty dishes served up by some of Perth's best food trucks, while watching music performances take place on the main stage.

The following report provides an overview of the public survey responses gathered for *Beeliar Sun Sets'* 2023-24 season, allowing the City of Cockburn to identify outcomes, benefits, and learnings, as well as create benchmarks to track event successes over time.

Evaluation Methodology

The City of Cockburn engaged Culture Counts to evaluate the *Beeliar Sun Sets* events.

In total, 251 responses were collected from public attendees via online surveys which were distributed via signage at the events, intercept interviews with a QR code and through the City of Cockburn's social media channels following the events.

Each survey contained a range of ‘dimension’ questions, asking stakeholders about their experience of the event. These dimensions have been developed and tested in collaboration with industry, practitioners, and academics to measure the impact and value of arts and cultural events and activities.

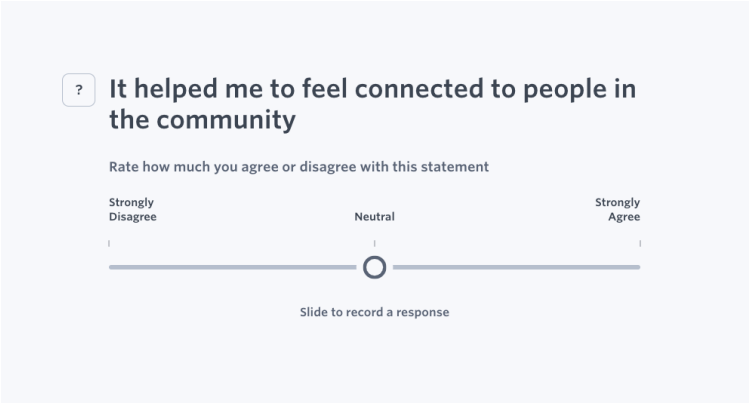
Appropriate dimensions were chosen based on their alignment with the event's strategic objectives.

Public Assessment

Domain	Dimension	Dimension statement
Social	Access	It gave me the opportunity to access activities I would otherwise not have access to
	Connection	It helped me to feel connected to people in the community
	Safe	It made me feel safe and welcome
Economic	Diversity	It engaged people from different backgrounds
Qualities	Enthusiasm	I would come to something like this again
Place	Vibrancy	I enjoy the vibrancy and activity here
Community	Place	It made me feel proud of my local area

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Dimensions are assessed on a Likert scale, in which respondents move a slider to a point that indicates whether they agree or disagree with the dimension statement. An example of a dimension question in the Culture Counts survey tool is presented below.



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2. Attendee Profile

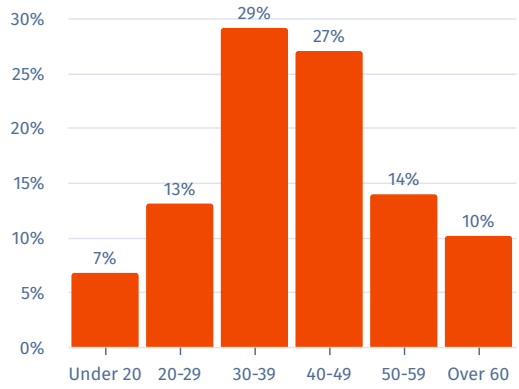
Demographics

Survey respondents were asked to provide their age, gender, and identity. This data identifies the demographic sample of people who responded to the survey and took part in the event. It enables data to be matched to the wider population and responses to be filtered to understand differences in demographics.

The following charts show the proportion of survey responses captured for each of the age, gender, and identity demographic questions.

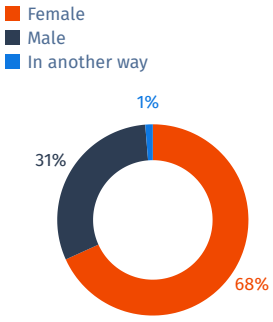
Age

What is your age?



Gender

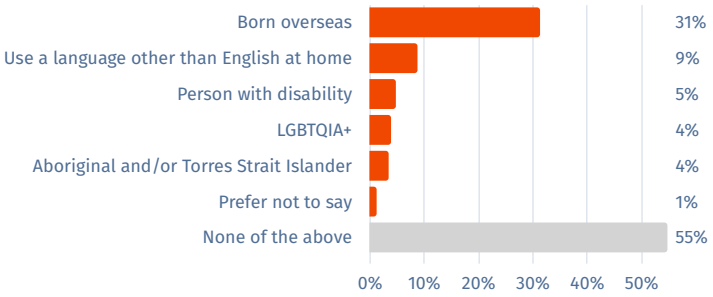
How would you describe your gender?



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Identity

Do you identify with any of the following?



Insights

The majority of respondents were aged 30-39 (29%), followed by those aged 40-49 (27%). 14% of the sample were aged 50-59, 13% were aged 20-29 and 10% were aged over 60. The smallest proportion of respondents were aged under 20 (7%).

68% of the sample identified as female and just under a third were male (31%). 1% identified their gender in a different way.

When asked to respond regarding the identity question, almost a third of participants identified as being born overseas (31%). 9% spoke a language other than English at home, while 5% indicated they were a person living with a disability. 4% of respondents identified as LGBTQIA+ and Aboriginal and/or Torres Strait Islander, respectively. 55% of respondents did not identify with any of the identity options provided.

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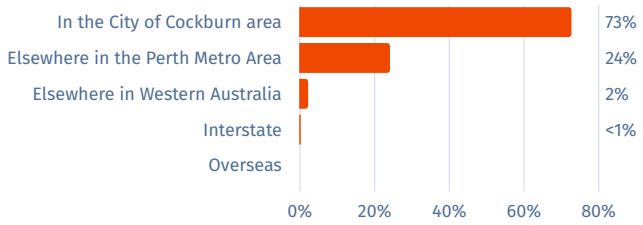
Location and Postcode

Survey respondents were asked to provide their current living location and postcode. This data identifies the demographic sample of people who responded to the survey and took part in the event. It enables data to be matched to the wider population and responses to be filtered to understand differences in demographics.

The following charts show the proportion of survey responses captured for respondents' identified living location and top suburb results.

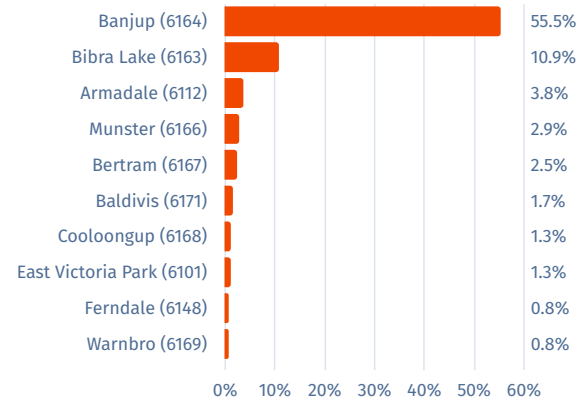
Location

Which of the following best describes where you live?



Postcodes

What is your postcode?



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Insights

Respondents were most likely to live in the City of Cockburn area (73%), followed by the Perth Metro Area (24%). Those living elsewhere in WA comprised 2% of the survey population, less than 1% lived interstate and no attendees reported that they lived overseas.

55.5% of respondents were based in Banjup and 10.9% were from Bibra Lake. Armadale made up 3.8% of the sample, 2.9% of respondents indicated they lived in Munster, while 2.5% resided in Bertram.

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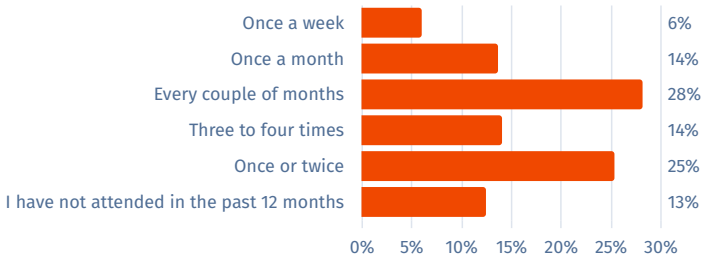
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Arts Attendance

Respondents were asked to indicate their frequency of attendance at arts and cultural events. Responses can be seen as distributed on the chart below.

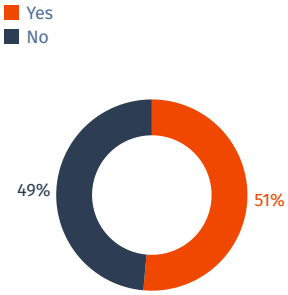
Attendance of Arts and Culture Events

Approximately, how frequently have you attended arts and cultural events in the past 12 months?



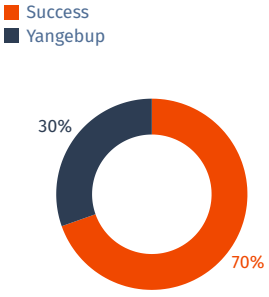
First Time Attendance

Is this your first time attending a City of Cockburn live music event?



Event Location

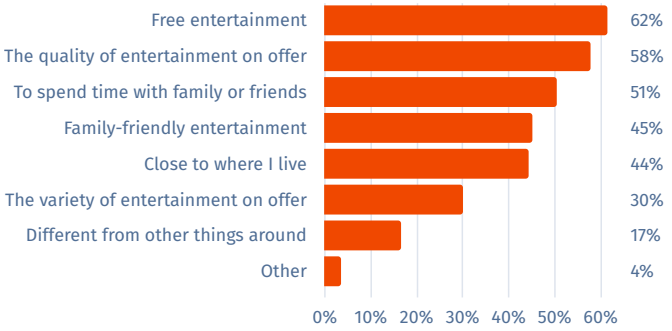
Which Beeliar Sun Sets event are you attending today/have most recently attended?



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Reasons For Attendance

What best describes your reason(s) for attending Beeliar Sun Sets?



Insights

Respondents were most likely to attend arts and cultural events every couple of months (28%), followed by 25% attending once or twice over the last 12 months. 14% of respondents have attended arts and culture events three to four times per year or once a month. 13% of the sample size had not attended an arts event in the past 12 months.

Just over half (51%) of the sample indicated that this was their first time attending a City of Cockburn live music event, followed by 49% being return patrons. The majority of respondents indicated that the Success event was the one they had most recently attended, or were attending at the time of taking the survey (70%).

When asked about their reasons for attending *Beeliar Sun Sets*, the majority (62%) of respondents selected 'free entertainment', followed by 'the quality of entertainment on offer' (58%). Just over half (51%) of the sample selected 'to spend time with family or friends' and 45% selected 'family-friendly entertainment'.

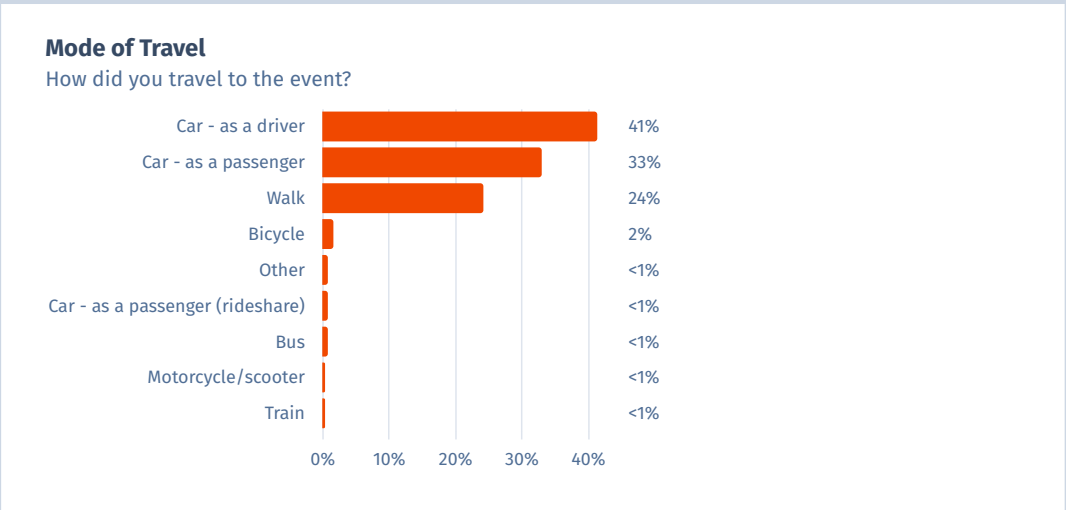
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Travel Method

Respondents were asked about their method of travel to the event. This helps organisers understand how attendees choose to travel when visiting the City of Cockburn. The following chart shows the percentage of respondents that selected one of the following options as the method of transport to the event.



Insights

The majority of the sample (41%) travelled to the *Beeliar Sun Sets* event by 'Car – as a driver' followed by 'Car – as a passenger' (33%). 24% of respondents walked to the event, 2% travelled via bicycle. Less than 1% of the sample travelled to the event by rideshare, bus, motorcycle/scooter or train, respectively.

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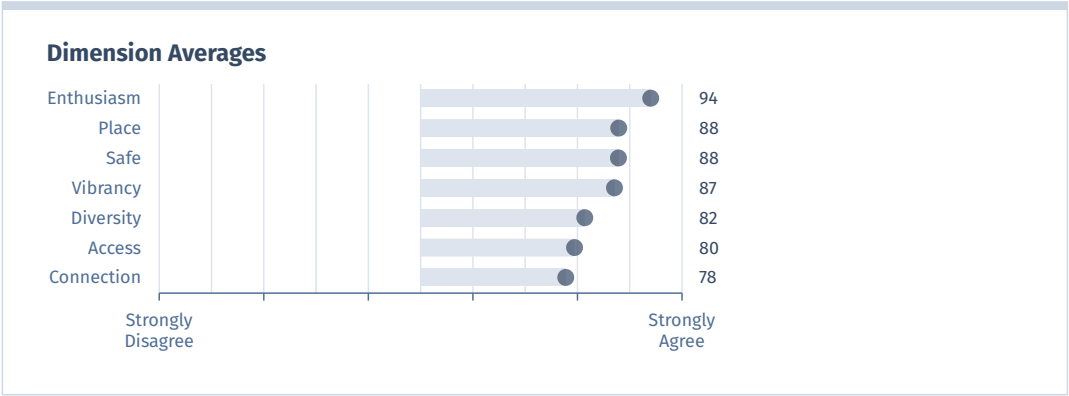
3. Outcomes

Survey respondents moved a slider to indicate whether they agreed or disagreed with the included dimension statements in relation to the *Beeliar Sun Sets* event. The first tab chart contains the response data for 'public' responses, showing the average result for each dimension.

The second tab shows the interquartile range of responses for each dimension. These ranges represent the middle 50% of responses, which are the areas on the slider where most responses typically fell. Accompanying this range is the median result for each dimension (i.e. the most common response). Smaller ranges indicate similarity in agreement between respondents, whereas larger ranges indicate a wider spread of responses.

The Culture Counts platform provides various methods to capture survey responses at a minimal marginal cost. Achieving larger samples enables organisations to be more confident about the average results and that the opinions of the survey respondents are representative of all attendees. The accompanying margin of error chart shows the expected differences for the associated dimension results calculated at a 95% confidence level.

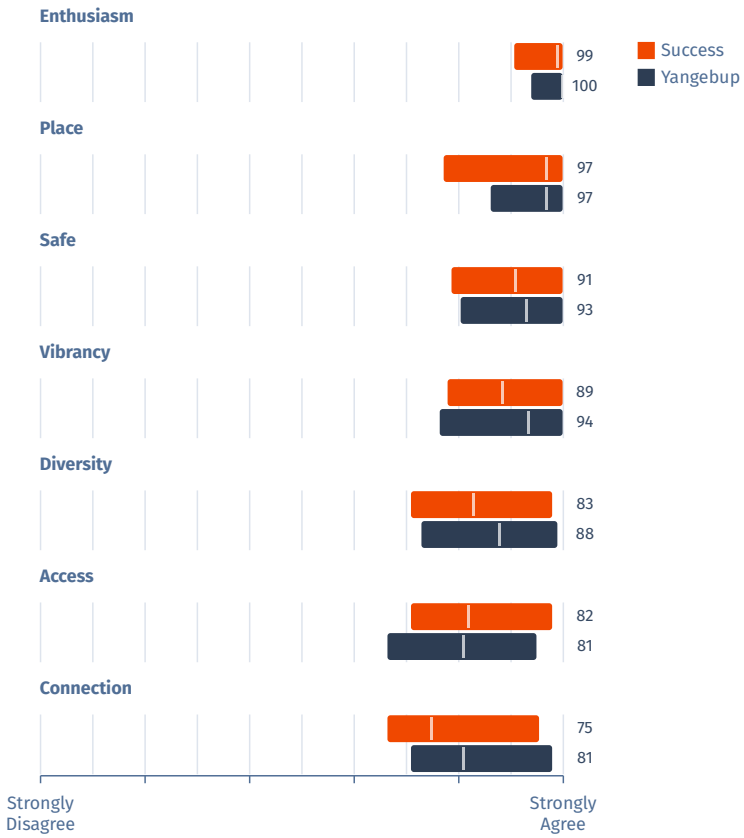
Outcome Averages

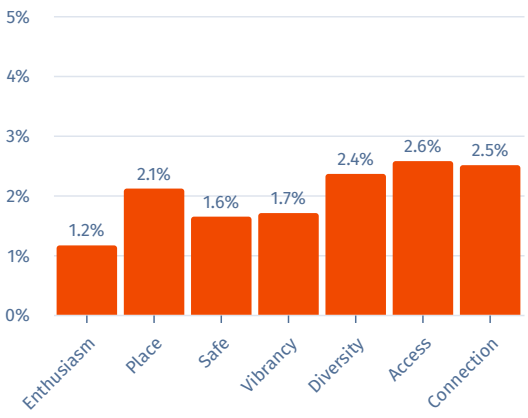


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Insights

On average, 'Enthusiasm' (94/100) scored the highest amongst both sets of respondents. This was followed by 'Safe' (88/100) and Place (88/100). Results for the individual events trended similarly.

Results across both the Yangebup and Success events were consistent, with ‘Enthusiasm’ scoring the highest for both (94/100). This suggests that respondents from each event were most likely to agree that they would come to something like this again. This was followed by ‘Place’ and ‘Safe’ (89/100 for the Yangebup sample and 88/100 for the Success sample), suggesting respondents were also likely to agree that it made them feel proud of their local area and that they felt safe and welcome at the concerts. ‘Access’ had the greatest variation between events (4/100), with respondents from the Success survey more likely to agree that it gave them the opportunity to access activities they would otherwise not have access to (81/100).

'Access' and 'Connection' had the largest interquartile ranges in the Yangebup sample, and respondents from the Success event demonstrated the largest interquartile range for 'Connection', 'Access' and 'Diversity'. This suggests that the respondents' extent of agreement was more likely to differ for these dimensions.

At a 95% confidence level, the margin of error for dimensions ranged from 1.2% to 2.6%. This means that we can be 95% confident that if we surveyed the entire survey population, the average outcome for 'Enthusiasm' would fall within 1.2% of the average generated by the sample.

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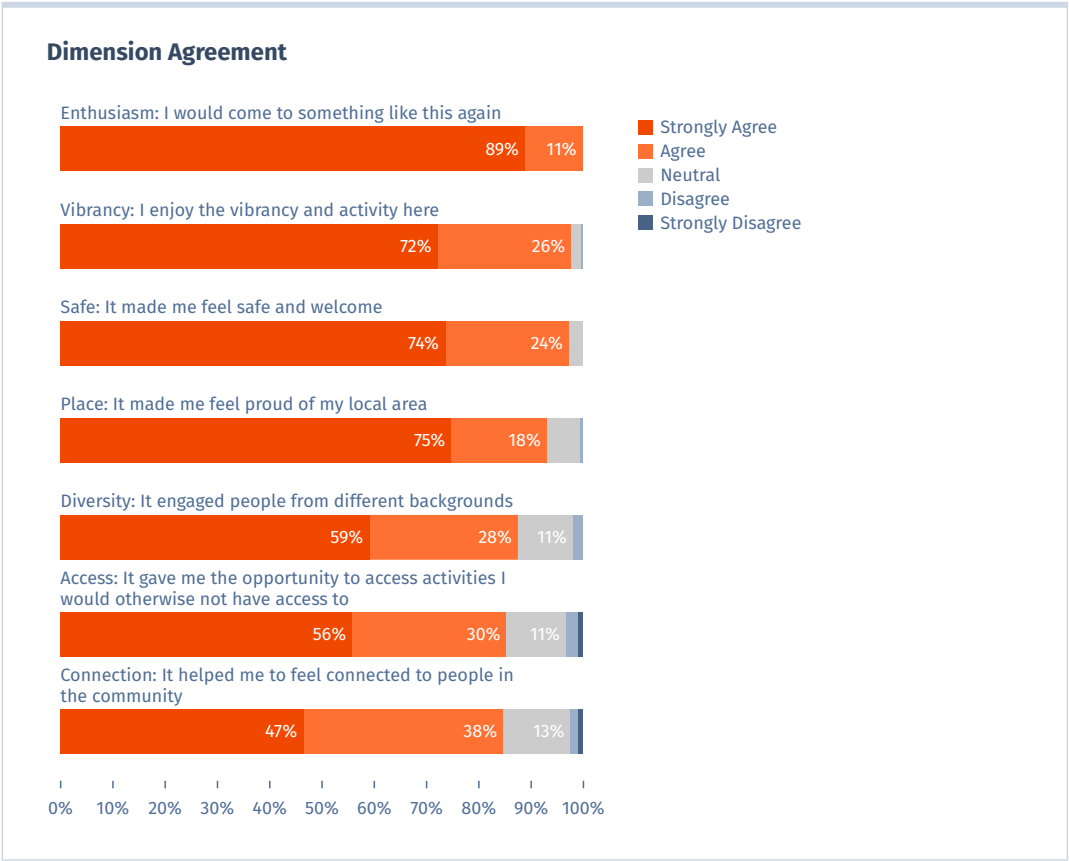


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Outcomes Agreement

Culture Counts uses a slider input to measure responses for dimensions as part of the evaluation methodology. This method provides a greater capacity to understand responses using the typical 'agree or disagree' Likert scale.

The chart below shows the percentage of people that agreed or disagreed with each of the statements and the strength of their agreement by respondent type.



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Insights

All of the dimension statements measured received an agreement level of 85% or higher, an excellent result for the *Beeliar Sun Sets* event series. Of all dimensions measured, 'Enthusiasm' (100%), 'Vibrancy' (98%), and 'Safe' (98%) received the highest levels of overall agreement. This indicates that all respondents agreed that they would come to an event like this again, and that the vast majority agreed that they enjoyed the vibrancy and activity of the event, and that they felt safe and welcome there.

While still receiving very positive results 'Connection' (85%) and 'Access' (86%) had the lowest levels of agreement overall, indicating that respondents were less likely to agree that it helped them to feel connected to people in the community and that it gave them the opportunity to access activities they would not have otherwise have access to.

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Outcomes by Domain

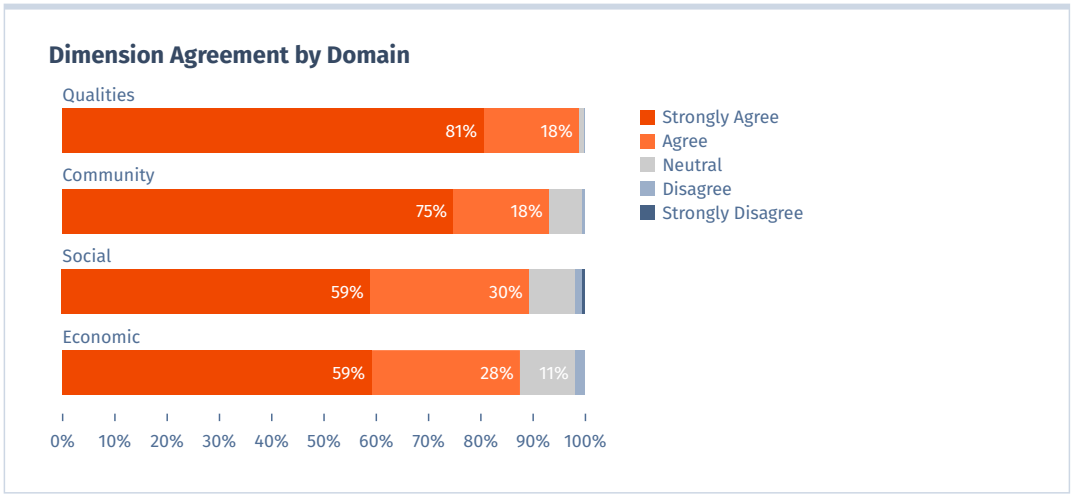
Dimension statements can be categorised into their representative outcome domain. Outcome domains represent categorisations of dimensions based on their general area of focus. For example:

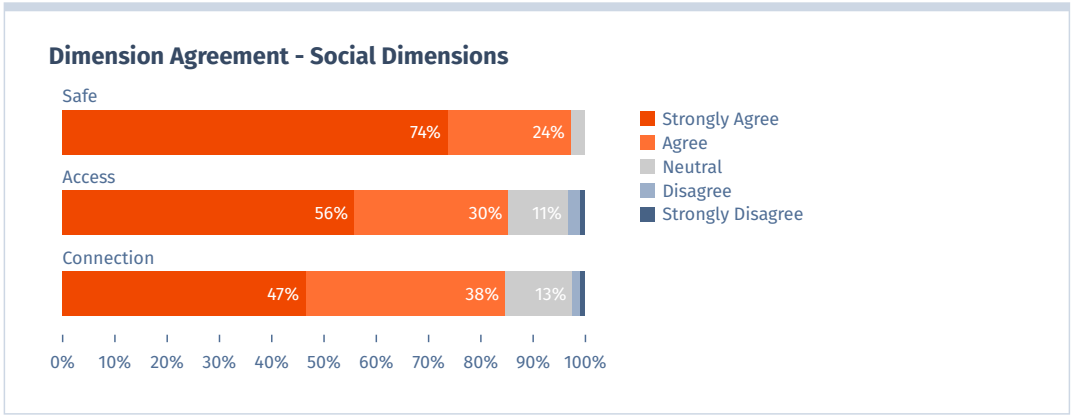
Social Outcomes represent dimensions that support the building of social capital, creates and promotes participation in community life and fosters the realisation of self at the individual level.

Community Outcomes represent dimensions that recognise the links between people, where they live and how these connections contribute to overall wellbeing.

Economic Outcomes represent dimensions that seek to promote dynamic and resilient local economies that are required to sustain vibrant communities.

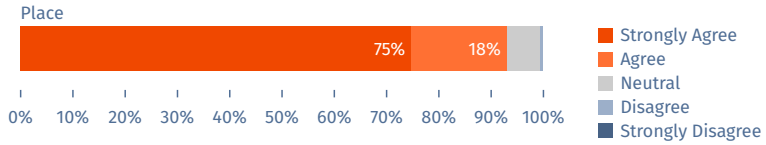
Qualities represent dimensions that connect the quality of what is produced to the realisation of intentions and the strength of their impact.



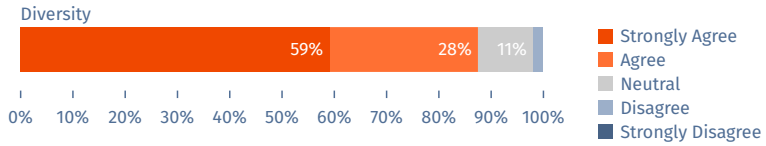


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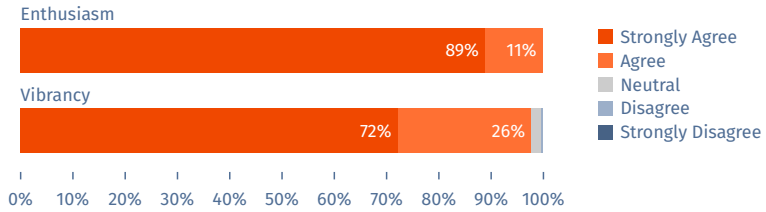
Dimension Agreement - Community Dimensions



Dimension Agreement - Economic Dimensions



Dimension Agreement - Qualities



Insights

The highest outcome domain agreement results were achieved by 'Qualities' (99%) and 'Community' (93%), indicating that the event excelled in these areas. Despite still being a positive result, the lowest ranking outcome domain measured as 'Economic' (87%), meaning that respondents were least likely to agree with dimension statements from this domain.

More information about outcome domains are available at https://culturaldevelopment.net.au/outcomes/

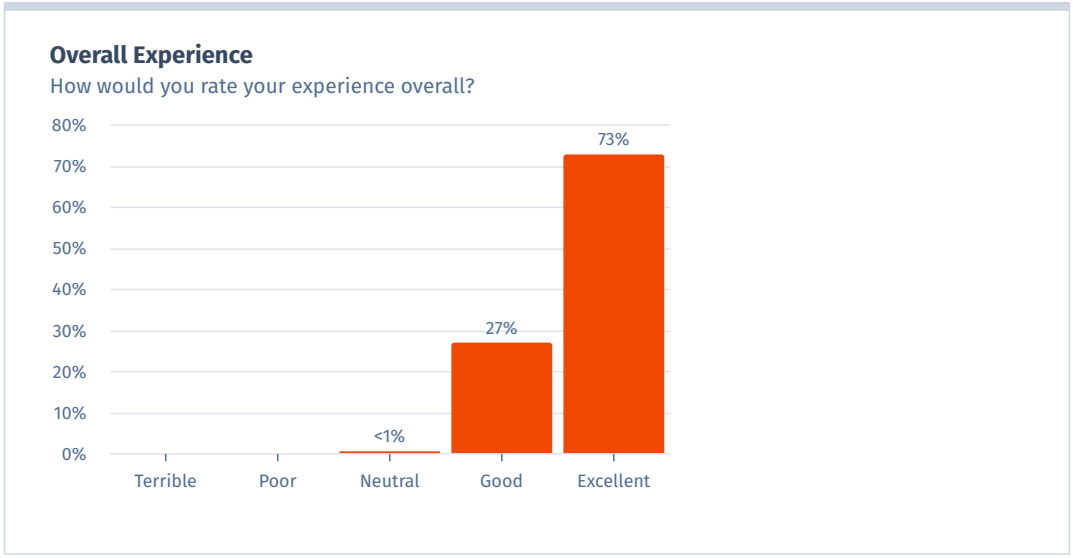


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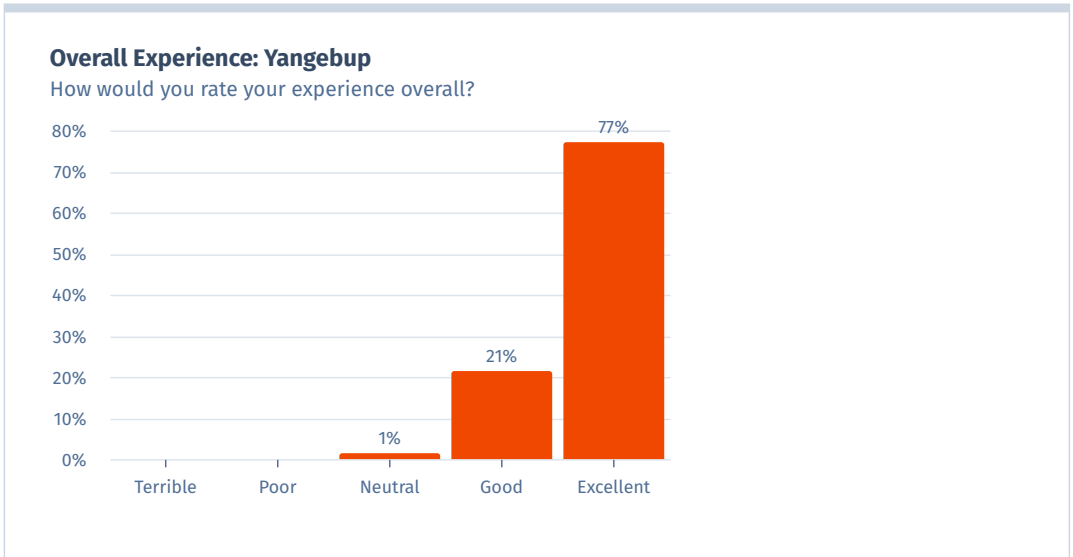
Overall Experience

Respondents were asked about their overall experience of attending the *Beeliar Sun Sets* event with a choice of five options - Excellent, Good, Neutral, Poor, and Terrible.

This chart shows the percentage of respondents that rated the event overall across these five options.



Good + Excellent: **99%**

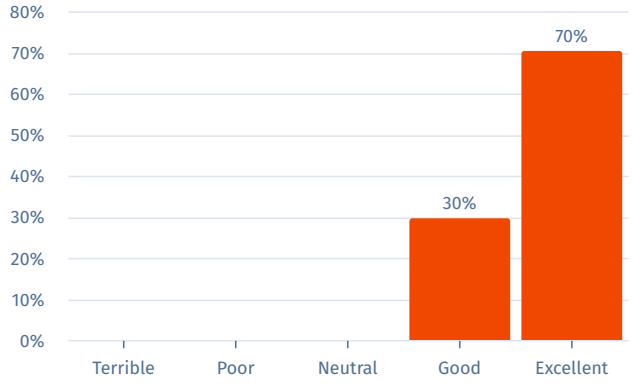


Good + Excellent: **98%**

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Overall Experience: Success

How would you rate your experience overall?



Good + Excellent: **100%**

Insights

Almost the entire aggregate sample (99%) reported having a positive experience at the *Beeliar Sun Sets* events, a fantastic result. Of this sample, 73% reported having an 'Excellent' experience and 27% indicated that their experience was 'Good'. Less than 1% reported a 'Neutral' experience and there were no reports of a ‘Poor’ or ‘Terrible’ experience. 98% of the Yangebup sample and 100% of the Success sample reported a positive overall experience.

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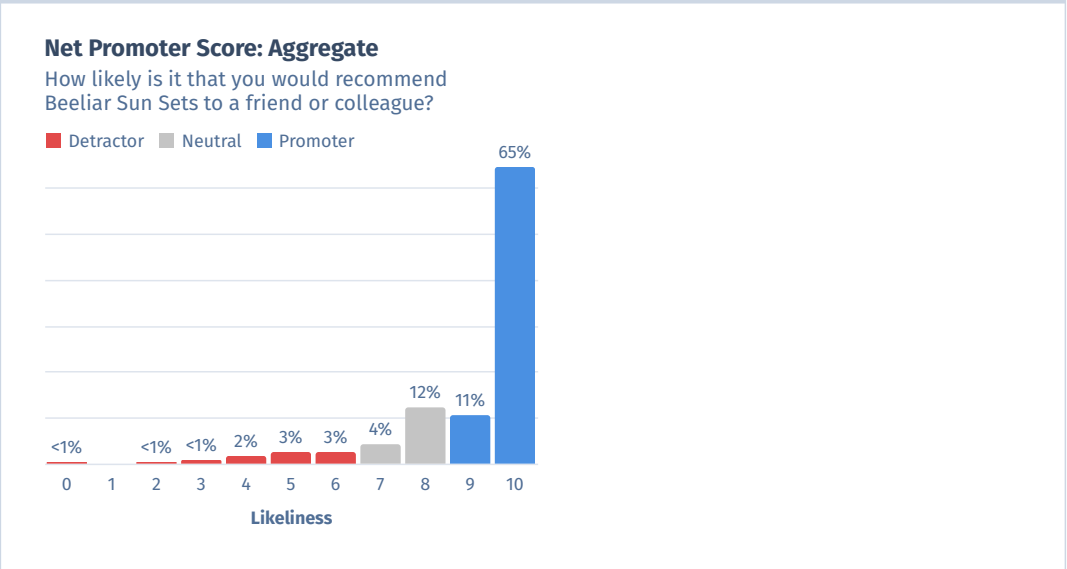
Net Promoter Score

Respondents were asked whether they would recommend the event to a friend or colleague. Respondents could choose a number from 0 to 10 from a menu, with 0 meaning 'not likely at all' and 10 meaning 'extremely likely'.

These results can be used to calculate a Net Promoter Score (NPS). NPS is a standardised metric that seeks to measure loyalty between an organisation and its audience. Respondents with a score of 9 or 10 are considered 'Promoters'. 'Detractors' are those who respond with a score of 0 to 6. Scores of 7 and 8 are considered 'Passives'.

NPS is calculated by subtracting the percentage of respondents who are Detractors from the percentage of customers who are Promoters. This means that an overall Net Promoter Score can range between -100 to +100.

This chart shows the proportion of respondents that would or would not recommend attending *Beeliar Sun Sets*, followed by the calculated NPS below.



Aggregate: Net Promoter Score: **67**

Success: Net Promoter Score: **65**

Yangebup: Net Promoter Score: **73**

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Insights

76% of respondents rated the *Beeliar Sun Sets* event as either 9 or 10, indicating they would be classified as Promoters. 16% of respondents had passive results (7 or 8) and 8% would be considered detractors (scoring between 0-6).

A positive NPS (i.e. higher than zero) is felt to be good, and a NPS of 50+ is excellent. *Beeliar Sun Sets'* aggregate NPS of 67 indicates that audiences have an exceptionally high level of loyalty towards the event and are very likely to promote it when speaking with others.

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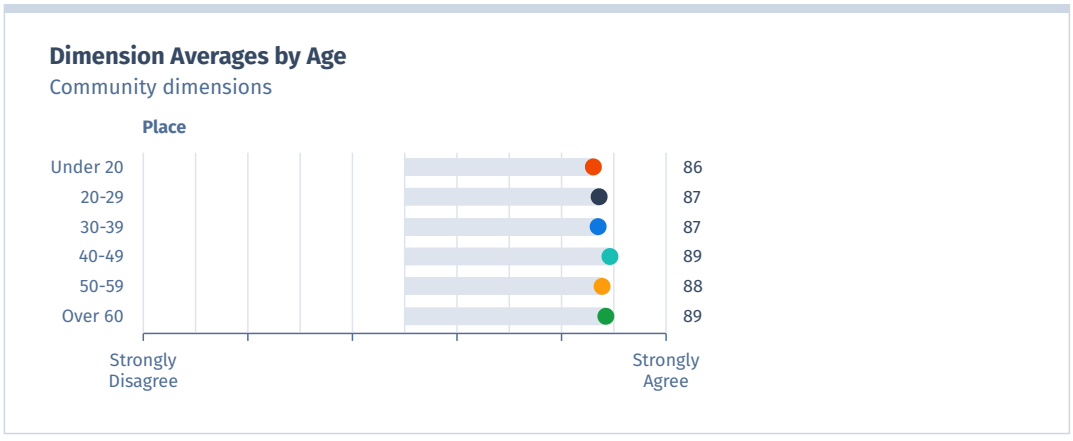
4. Comparison & Benchmarks

Demographic Breakdowns

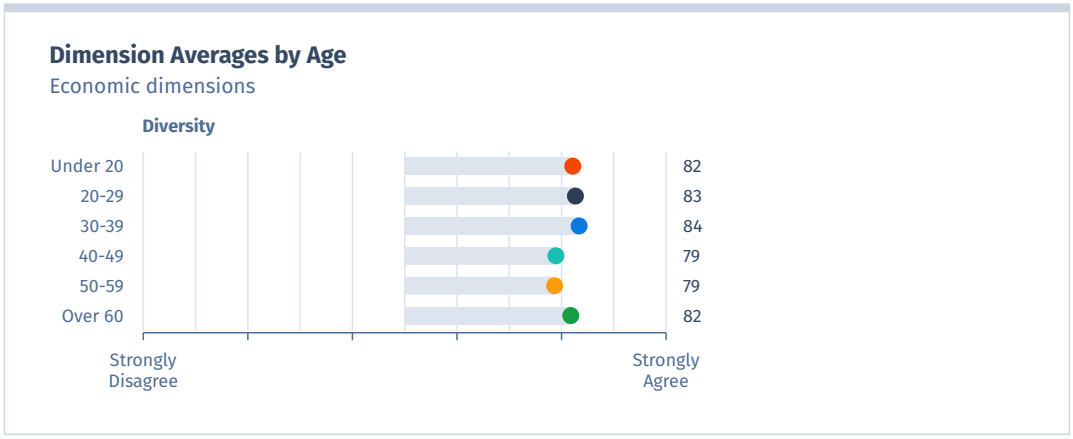
Respondents were asked to provide their age and gender as part of the survey. This data enables results to be filtered to understand any differences that exist because of demography.

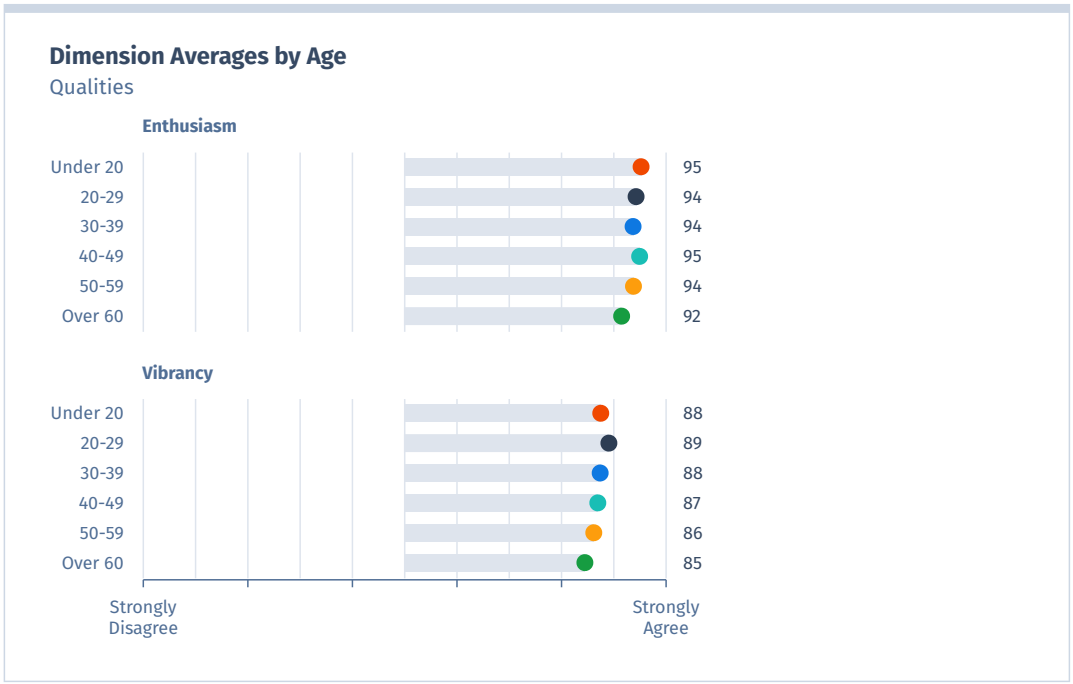
The following charts highlight a selection of results based on the gender that respondents identified with as well as by age cohort.



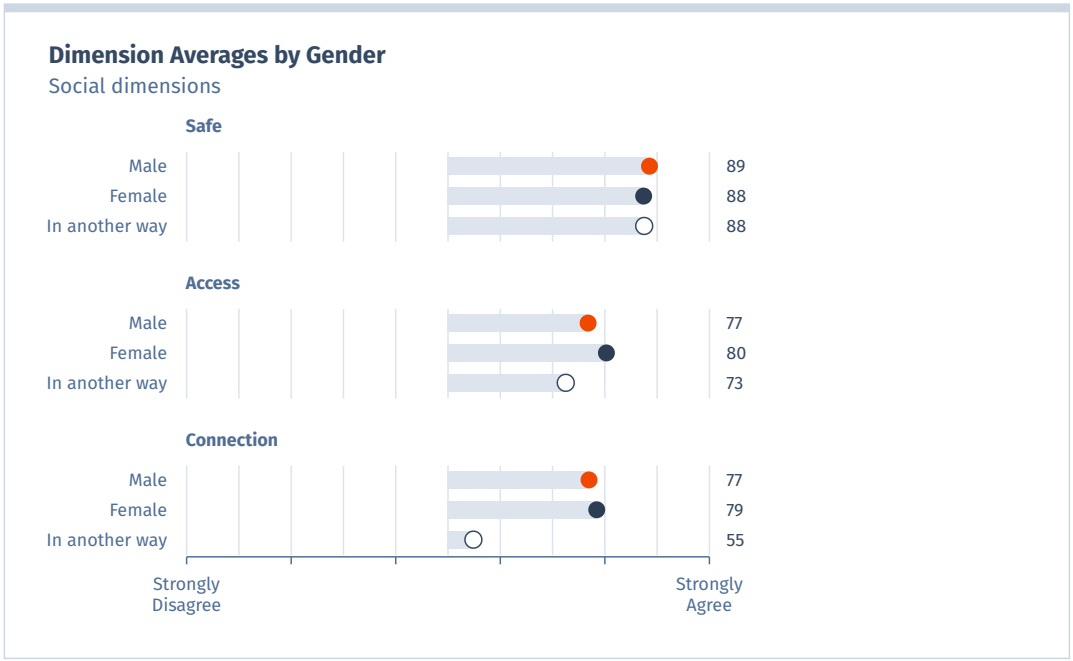


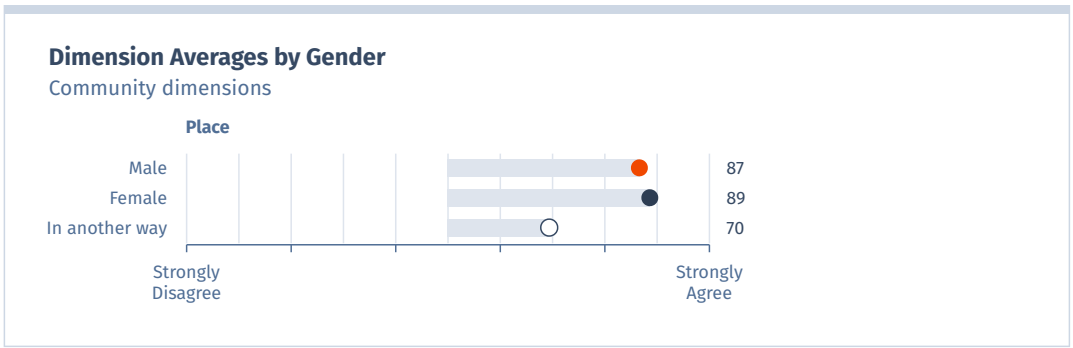
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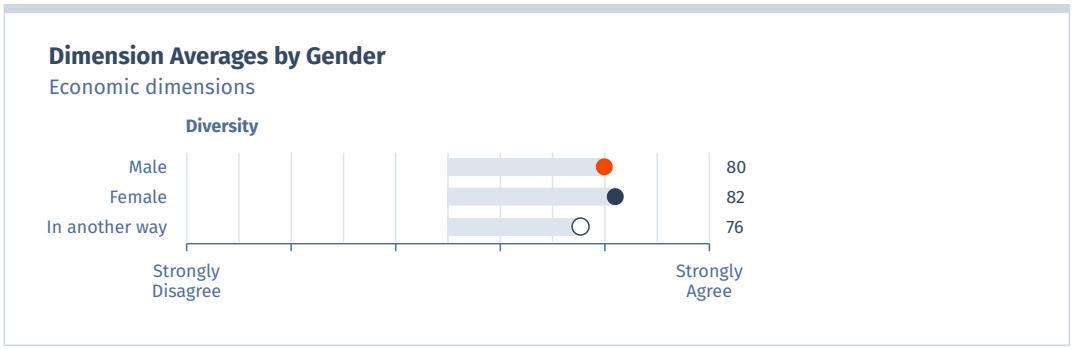




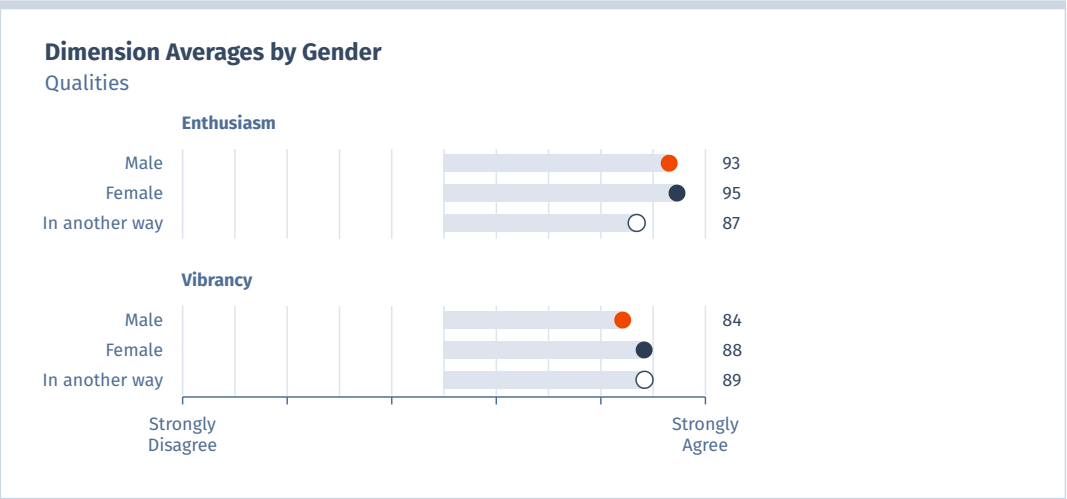
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Note: Categories with fewer than 10 responses are shown as white dots to indicate that the value may not be representative due to the small sample size.

Insights

All age groups responded positively to the dimensions included in the *Beeliar Sun Sets* evaluation.

Those aged Over 60 had the highest averages for 'Enthusiasm' (92/100) and 'Place' (89/100), indicating this cohort is more likely to agree that they would attend an event like this again and that it made them proud of their local area. Those aged 30-39 had the highest averages for 'Enthusiasm' (94/100) and 'Vibrancy' (88/100), indicating this group were also likely to attend an event like this again and that they enjoyed the vibrancy and activity that the concert series created.

The 50-59 age group scored the lowest for 'Access' (74/100) and 'Connection' (74/100), indicating that this sample would be less likely to agree with these outcome areas.

Results were consistent across most dimensions, with 'Place', 'Diversity', 'Enthusiasm' and 'Vibrancy' all showing similar average results scores across age groups.

Agreement level results from both male and female respondents tended to be similar for the majority of the dimensions. Females scored higher for 'Access', 'Connection', 'Place' 'Diversity', 'Enthusiasm, and 'Vibrancy'. The greatest variation in averages between males and females was in 'Vibrancy' (4/100), indicating respondents were less likely to consistently agree that they enjoyed the vibrancy and activity at the event.

There were not enough responses in the sample size from those who identified in a different way to draw accurate insights.

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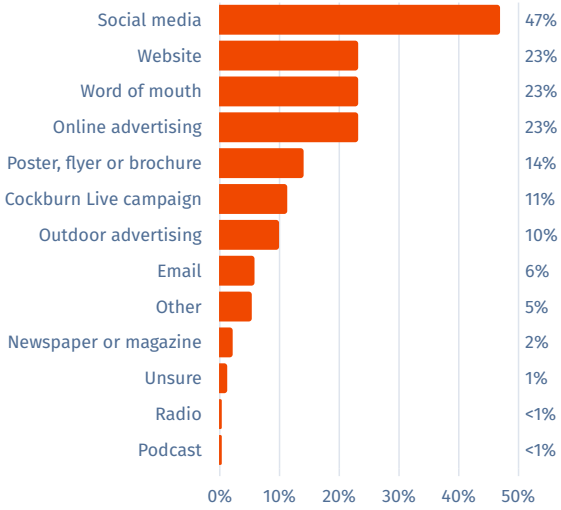
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5. Attendee Behaviour

Marketing Channels

Respondents were asked how they first heard about the City of Cockburn's *Beeliar Sun Sets* event to evaluate the success of various marketing methods. Over ten options were provided and respondents could choose as many options as were applicable from a list.

Marketing
How did you hear about this event?



Insights

Close to half of all attendees surveyed (47%) heard about the event by 'Social media'. This was followed by 'Online advertising', Word of Mouth' and 'Website' (each 23%). 'Email' (6%), 'Other' (5%) and 'Newspaper or magazine' (2%) were chosen the least, indicating that attendees were least likely to engage with these communication channels.

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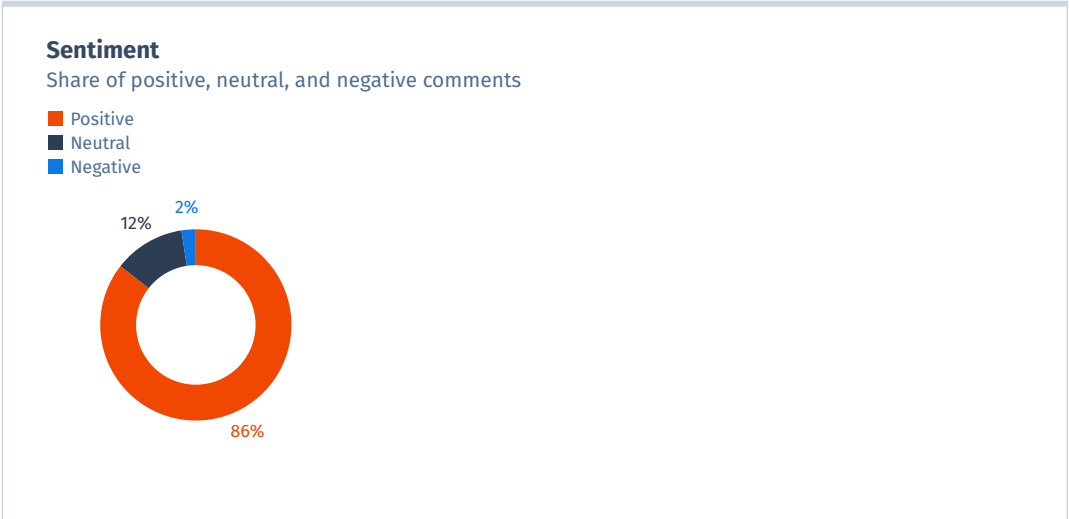


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6. Comments and Feedback

Sentiment Analysis

Respondents were asked to leave any additional feedback about their experience at *Beeliar Sun Sets*. This feedback has been classified into positive, neutral, or negative categories, with the percentage of feedback sentiment types presented in the following chart.



General Feedback

Feedback helps organisations understand where the value of visitor experiences lies and how they can be improved and strengthened in the future. A selection of comments has been highlighted below.



> *Great, well organised event! Had a great atmosphere, good community vibe, and brilliant music!*

> *Fabulous acts. Nice variety. Plenty of space for people to spread out. Lovely evening, with a lovely community atmosphere.*

> *Reusable cups etc and water station was a great idea. Well organised, and loved the lit up food area.*

> *Such a great inclusive, diverse and sustainable event to represent the spirit of Yangebup and Cockburn.*

> *Would love to see more events like this!! Very well done.*

> *My kids had an incredible time playing at the various kids play areas. It was fun joining the kids at the silent disco and the attendants were fantastic!*



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> *Would be good if it was a smoke-free event.*

> *A lot of food vendors ran out of food pretty early, maybe a couple more food trucks next time.*

> *Because of the lack of shade many people were seated way back from the stage. Perhaps take better into account where there's shade at the venue when building the stage. In this case there was plenty of room left on the oval to have put the stage where people were likely to sit.*



> *Great traffic control coming into the venue but leaving there were only two to come out from the park meaning we had to walk along a main road to the Aubin Grove train station car park with no security at all and no one monitoring the road with people and cars everywhere - was so incredibly unsafe - seem to be happy to spend money on traffic control to stop people coming into the wrong area and happy to spend money having people everywhere to control people walking to the venue but seriously lacking and poor management to have almost none leaving the venue being that we were all leaving at the same time. Very disappointed - one bad accident was all it took and there were people everywhere walking across the road and cars leaving. If you use that park again - you need to absolutely spend the money on traffic control for people going to the car park. Was very disappointed - so dangerous.*

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Data and Insights by

CultureCounts

Report prepared for

City of Cockburn

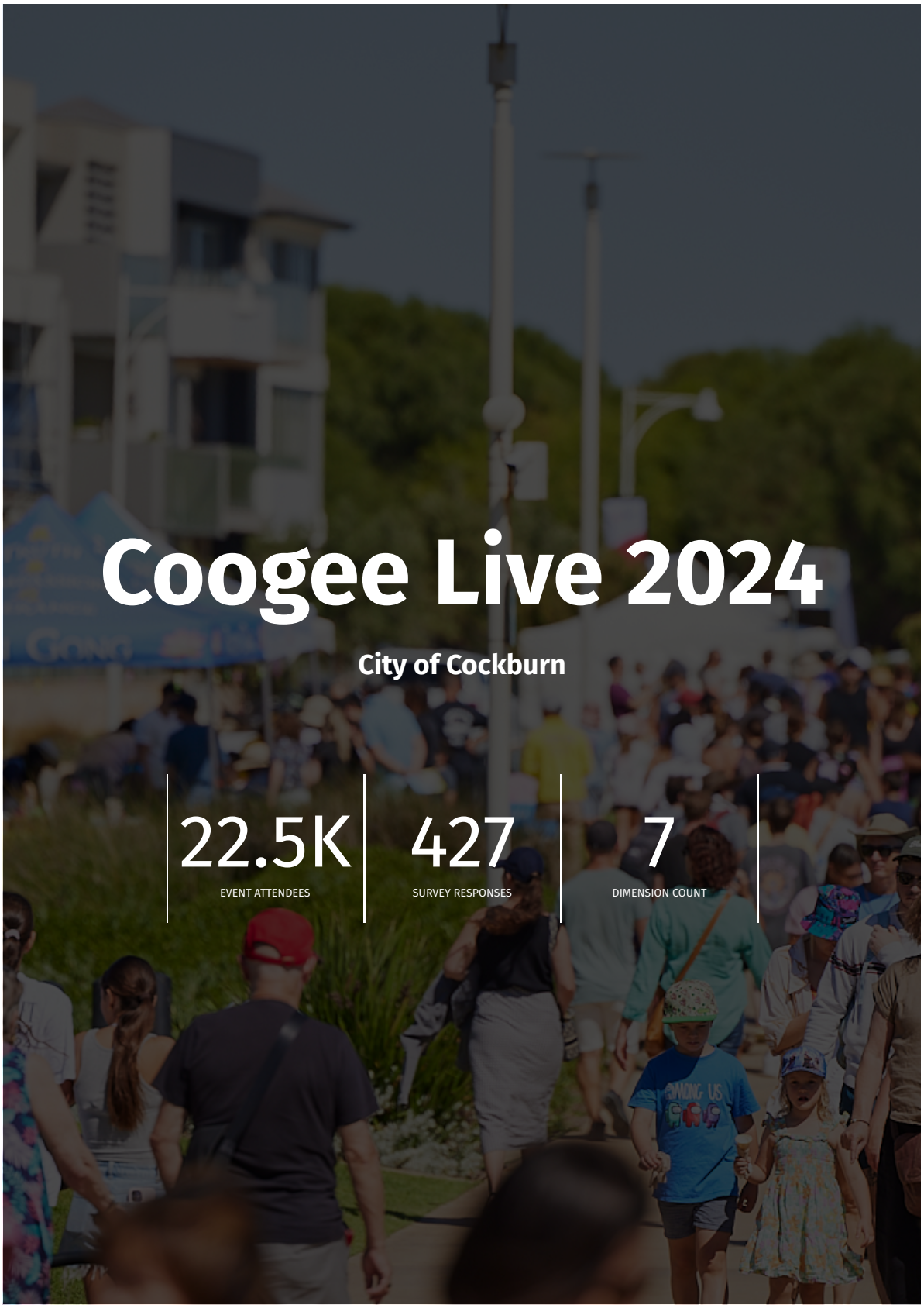
wetlands to waves

This report has been prepared by Riley Chappell and Shelley Timms of Culture Counts. The authors would like to thank all stakeholders and staff for their participation in this research.

Approved by: Claire Hodgson
Date of Approval: 14 March 2024

We respectfully acknowledge the Traditional Owners of Country throughout Australia and recognise the continuing connection to lands, waters, and communities. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.

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1. Summary

Coogee Live 2024

Presented by the City of Cockburn, *Coogee Live 2024* was a vibrant and inclusive weekend festival held at Coogee Beach on 9-10 March. Building on its success as a finalist for the best Australian community event in 2023, this year's event featured a diverse range of activities catering to families, community groups, and arts lovers alike. The festival, set against the picturesque backdrop of Coogee Reserve and Omeo Park, showcased the second annual *Great Mermaid Migration*, attracting over 50 mermaids to the beach. Additionally, a share of $10,000 was allocated to support young artists in contributing original works to the festival program, reinforcing Coogee Live's commitment to fostering creativity and community engagement.

From live art performances to children's learning activities, *Coogee Live 2024* offered a plethora of experiences designed to ignite imagination and spark meaningful connections. The festival's success was evident in its ability to draw over 22,000 visitors and secure its position as a best-in-class community event on the national calendar. With activities ranging from sandcastle competitions to scuba lessons, *Coogee Live 2024* provided a platform for residents and visitors alike to come together, collaborate, and celebrate the vibrant spirit of the Cockburn community.

Evaluation Methodology

The City of Cockburn engaged Culture Counts to evaluate the *Coogee Live 2024* event.

427 responses were collected from public attendees via online surveys which were distributed via signage at the event, intercept interviews with the QR code and through the City of Cockburn's social media channels following the festival.

Each survey contained a range of ‘dimension’ questions, asking stakeholders about their experience of the event. These dimensions have been developed and tested in collaboration with industry, practitioners, and academics to measure the impact and value of arts and cultural events and activities.

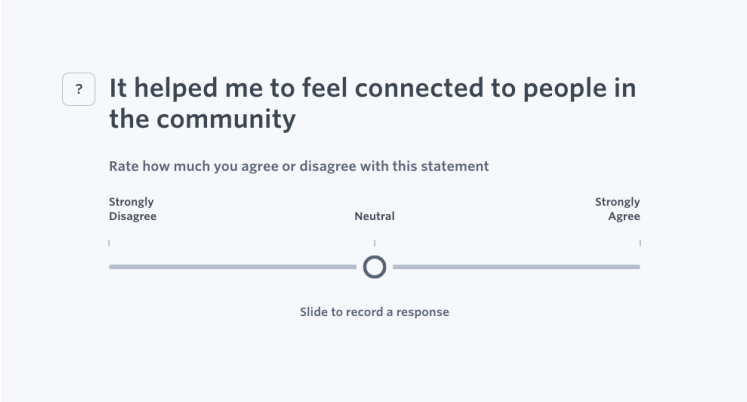
Appropriate dimensions were chosen based on their alignment with the event's strategic objectives.

Public Assessment

Domain	Dimension	Dimension statement
Social	Access	It gave me the opportunity to access activities I would otherwise not have access to
	Connection	It helped me to feel connected to people in the community
	Safe	It made me feel safe and welcome
Economic	Diversity	It engaged people from different backgrounds
Qualities	Enthusiasm	I would come to something like this again
Place	Vibrancy	I enjoy the vibrancy and activity here
Community	Place	It made me feel proud of my local area

Dimensions are assessed on a Likert scale, in which respondents move a slider to a point that indicates whether they agree or disagree with the dimension statement. An example of a dimension question in the Culture Counts survey tool is presented below.

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2. Attendee Profile

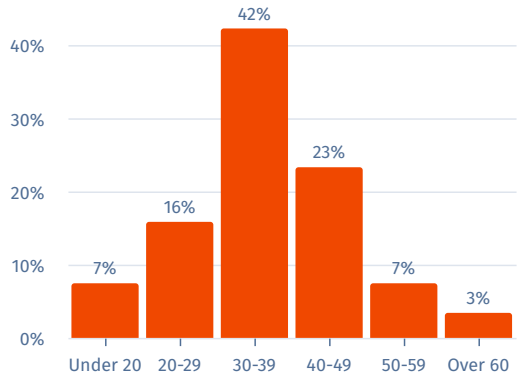
Demographics

Survey respondents were asked to provide their age, gender, and identity. This data identifies the demographic sample of people who responded to the survey and took part in the event. It enables data to be matched to the wider population and responses to be filtered to understand differences in demographics.

The following charts show the proportion of survey responses captured for each of the age, gender, and identity demographic questions.

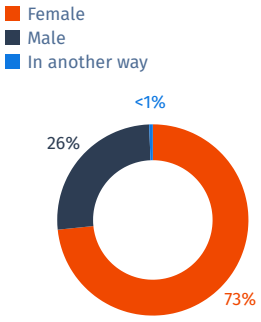
Age

What is your age?



Gender

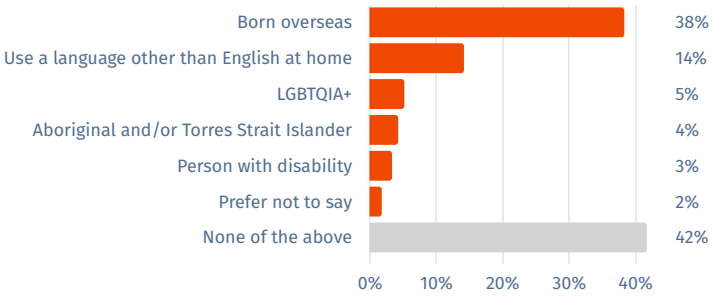
How would you describe your gender?



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Identity

Do you identify with any of the following?



Insights

Coogee Live 2024 survey participants were most likely to be aged 30-39 (42%), or 40-49 (23%). Respondents aged 20-29 made up 16% of the overall sample, while those aged under 20 or 50-59 represented 7% of the total respectively. Attendees aged over 60 were the least likely to take part in the survey (3%).

Almost three-quarters of the sample identified as female, followed by those who identified as male (26%). Attendees who identified in another way made up less than 1% of the sample.

When observing the identity question results, respondents were most likely to be born overseas (38%) or speak a language other than English at home (14%). Respondents who identified as LGBTQIA+ represented 5% of the sample, 4% indicated they were Aboriginal and/or Torres Strait Islander, and 3% as a person with a disability. 2% preferred not to say, while 42% of respondents did not identify with any of the options provided.

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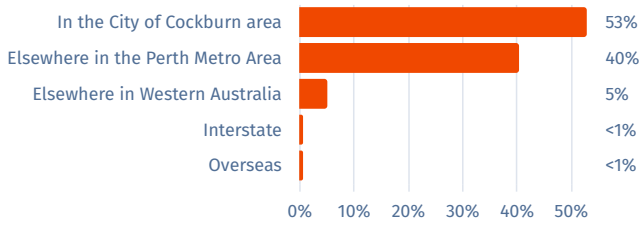
Location and Postcode

Survey respondents were asked to provide their current living location and postcode. This data identifies the demographic sample of people who responded to the survey and took part in the event. It enables data to be matched to the wider population and responses to be filtered to understand differences in demographics.

The following charts show the proportion of survey responses captured for respondents' identified living location and top suburb results.

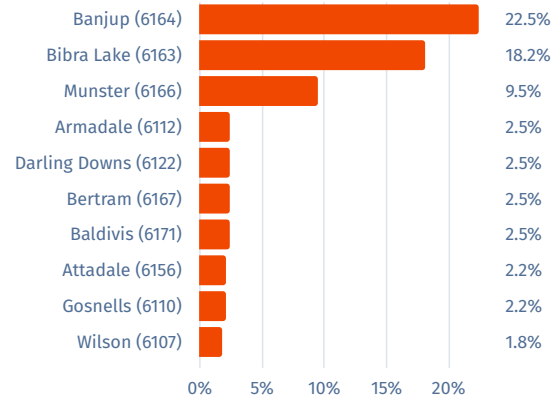
Location

Which of the following best describes where you live?



Postcodes

What is your postcode?



Insights

Just over half of *Coogee Live 2024's* survey participants indicated they lived in the City of Cockburn area (53%), followed by 40% who lived in the Perth Metro Area. 5% lived in regional Western Australia, while less than 1% lived interstate or overseas. These results indicate that the event has the ability to attract both locally based attendees and audiences from all across Perth, an excellent result.

22.5% of respondents were based in Banjup and 18.2% were from Bibra Lake. Munster made up 9.5% of the sample, 2.5% of respondents indicated they lived in Armadale, Darling Downs, Bertram or Baldivis.

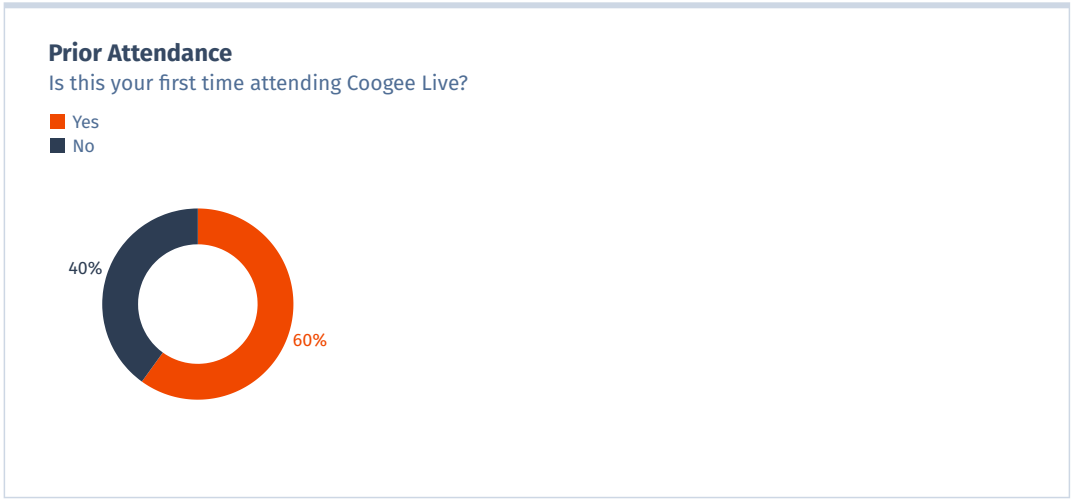
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Prior Attendance

Respondents were asked to indicate whether this was their first time attending *Coogee Live*. Responses can be seen distributed on the chart below.



Insights

Over half of the survey participants indicated that this year was their first time attending the event (60%). The remaining 40% had attended previously. These findings indicate that the festival attracts a large number of new audience members while also encouraging previous visitors to take part in the event.

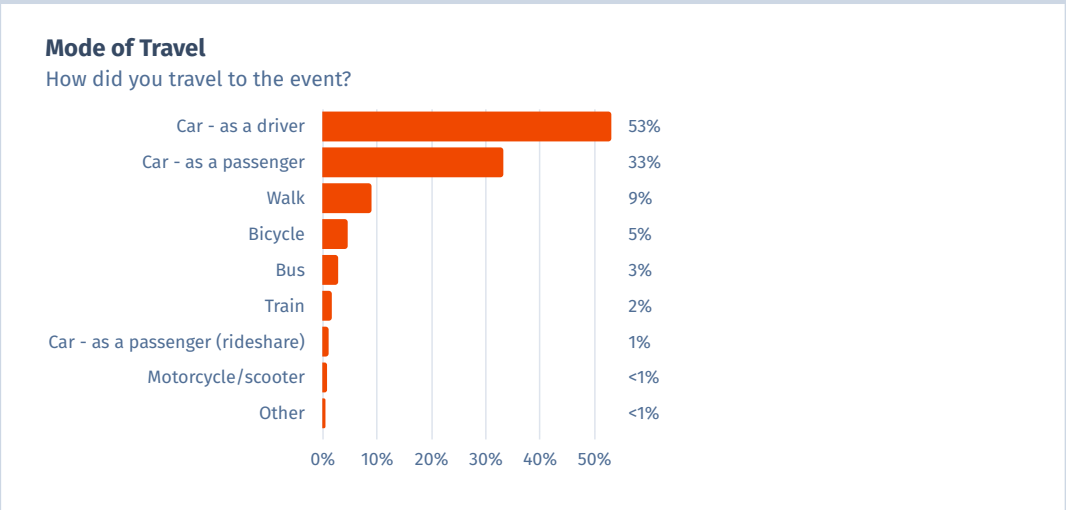
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Travel Method

Respondents were asked about their method of travel to the event. This helps organisers understand how attendees choose to travel when visiting the City of Cockburn. The following chart shows the percentage of respondents that selected one of the following options as the method of transport to the event.



Insights

Most respondents indicated that they travelled to the *Coogee Live 2024* by 'Car – as a driver' (53%) followed by 'Car – as a passenger' (33%). 9% of respondents walked to the event, 5% travelled via bicycle and 3% by bus. 2% used the train to get to the event, while less than 1% reported travelling by 'Car - as a passenger' (rideshare). 'Motorcycle or scooter' or 'Other' were the modes of transport selected the least (each less than 1%).

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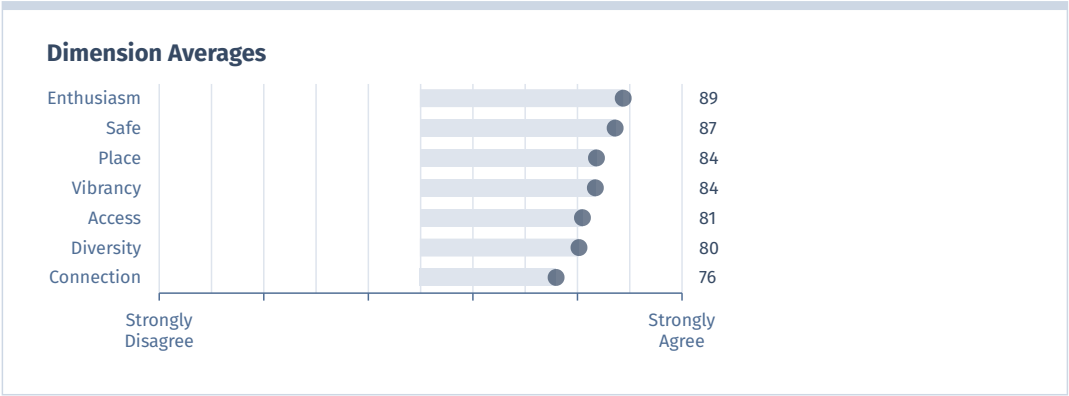
3. Outcomes

Survey respondents moved a slider to indicate whether they agreed or disagreed with the included dimension statements in relation to the *Coogee Live 2024* event. The first tab chart contains the response data for 'public' responses, showing the average result for each dimension.

The second tab shows the interquartile range of responses for each dimension. These ranges represent the middle 50% of responses, which are areas on the slider where most responses typically fell. Accompanying this range is the median result for each dimension (i.e. the most common response). Smaller ranges indicate similarity in agreement between respondents, whereas larger ranges indicate a wider spread of responses.

The Culture Counts platform provides various methods to capture survey responses at a minimal marginal cost. Achieving larger samples enables organisations to be more confident about the average results and that the opinions of the survey respondents are representative of all attendees. The accompanying margin of error chart shows the expected differences for the associated dimension results calculated at a 95% confidence level.

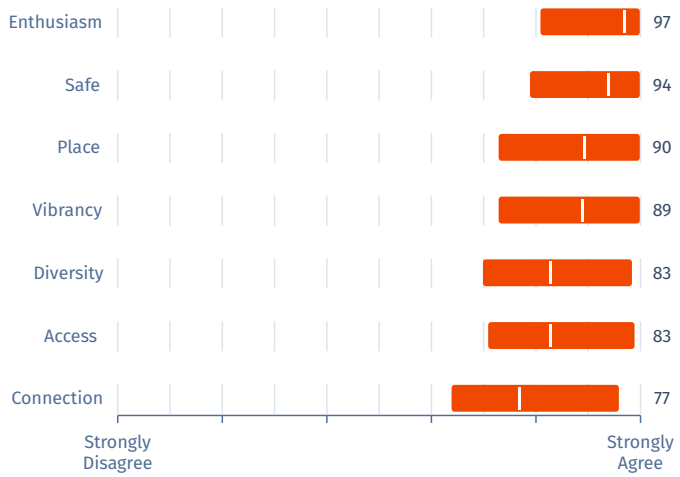
Outcome Averages



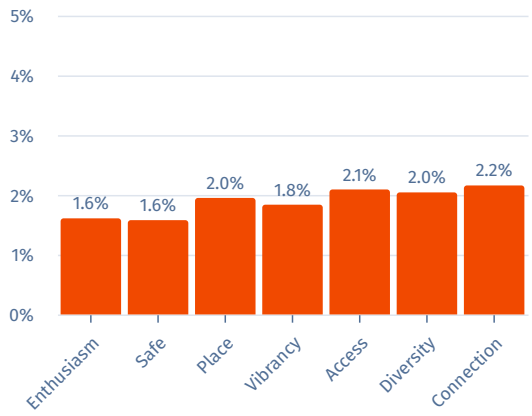
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Dimension Interquartile Range

Value shown is median response



Margin of Error



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Insights

The 'Enthusiasm' dimension achieved most positive average agreement results of all seven dimensions measured (89/100). This demonstrates that survey participants were the most likely to agree that they would come to an event like this again.

'Safe' (87/100), 'Vibrancy' and 'Place' (each 84/100) achieved high scores, indicating that *Coogee Live 2024* made them feel safe and welcome, proud of their local area, and that they enjoyed the sense of vibrancy and activity the festival created.

While still recording a positive result, 'Connection' received the lowest average agreement score (76/100). This demonstrates that *Coogee Live 2024* attendees were least likely to agree with the dimension statement 'It helped me to feel connected to people in the community'. Of all seven dimensions measured, 'Connection' had the largest interquartile range, indicating that attendees tended to not be as aligned in their level of agreement in regards to this dimension, when compared to the other dimension statements included in the *Coogee Live 2024* survey.

At a 95% confidence level, the margin of error for dimensions ranged from 1.6% to 2.2%. This means that we can be 95% confident that if we surveyed the entire survey population, the average outcome for 'Safe' would fall within 1.6% of the average generated by the sample.

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Outcomes by Domain

Dimension statements can be categorised into their representative outcome domain. Outcome domains represent categorisations of dimensions based on their general area of focus. For example:

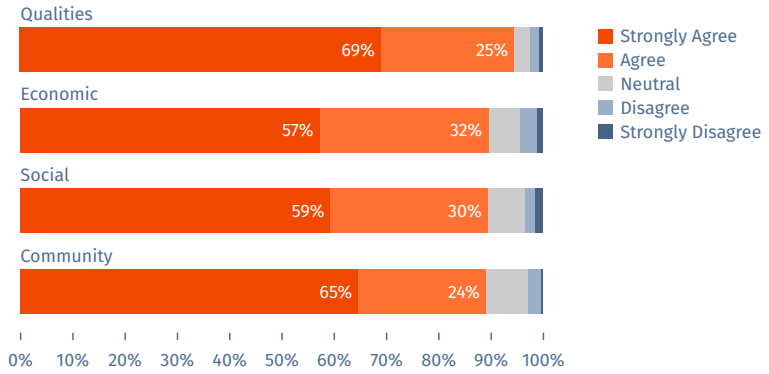
Social Outcomes represent dimensions that support the building of social capital, creates and promotes participation in community life and fosters the realisation of self at the individual level.

Community Outcomes represent dimensions that recognise the links between people, where they live and how these connections contribute to overall wellbeing.

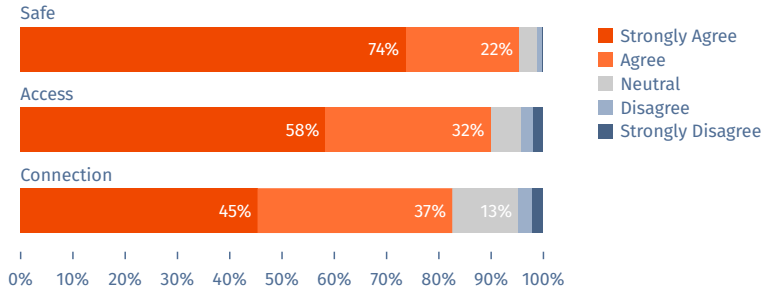
Economic Outcomes represent dimensions that seek to promote dynamic and resilient local economies that are required to sustain vibrant communities.

Qualities represent dimensions that connect the quality of what is produced to the realisation of intentions and the strength of their impact.

Dimension Agreement by Domain

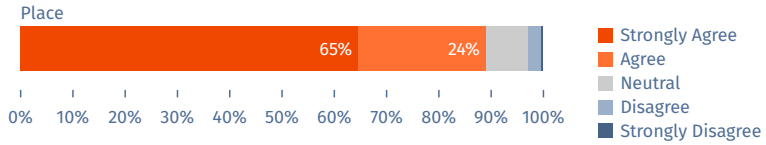


Dimension Agreement - Social Dimensions

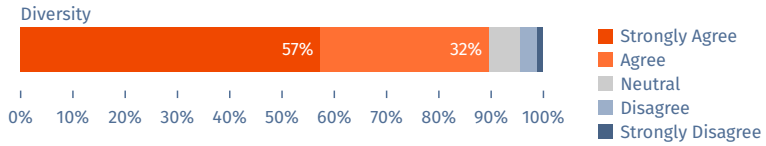


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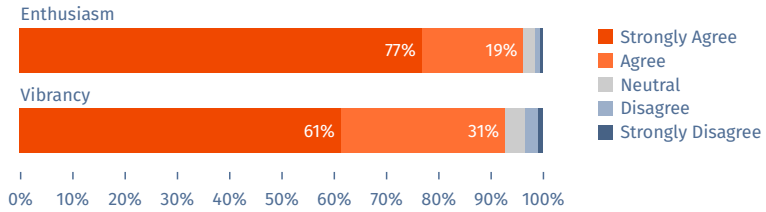
Dimension Agreement - Community Dimensions



Dimension Agreement - Economic Dimensions



Dimension Agreement - Qualities



Insights

'Qualities' achieved the highest result of all domain areas measured (94%), this domain also saw the highest 'strongly agree' score of 69% recorded, which was due to positive results for the 'Enthusiasm' and 'Vibrancy' dimensions. The remaining domain areas received high positive agreement levels that tended to be the same. The Economic, Community and Social domains each achieved an overall agreement score of 89%. The Community domain, achieved the second-highest strongly agree result due to attendees being likely to strongly agree when asked to respond to the 'Place' dimension.

More information about outcome domains are available at https://culturaldevelopment.net.au/outcomes/

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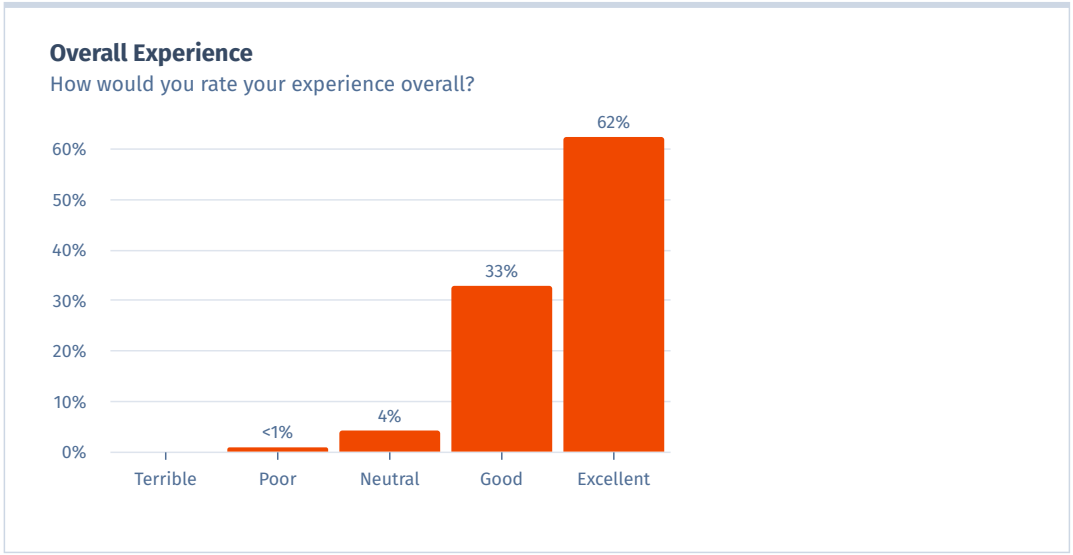


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Overall Experience

Respondents were asked about their overall experience of attending the *Coogee Live 2024* event with a choice of five options - Excellent, Good, Neutral, Poor, and Terrible.

This chart shows the percentage of respondents that rated the event overall across these five options.



Good + Excellent: **95%**

Insights

The vast majority of *Coogee Live 2024* attendees had a positive overall experience at the event (95%), an excellent result.

62% cited that their experience was 'Excellent' and 33% indicated that their experience was best described as 'Good'. 4% felt neutral about their experience, while less than 1% had a poor time. No respondents indicated that they had a terrible experience attending the event.

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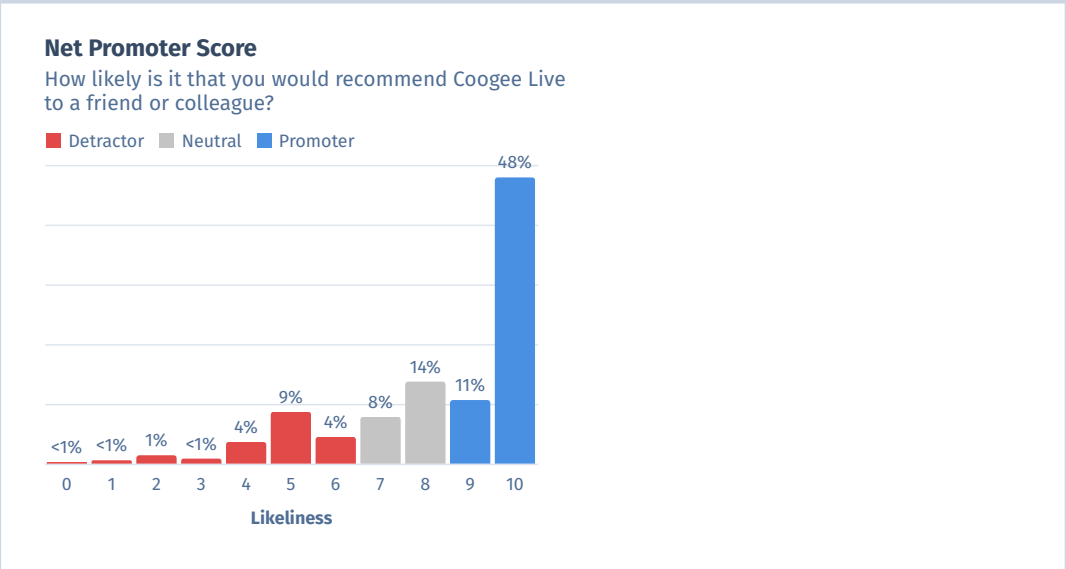
Net Promoter Score

Respondents were asked whether they would recommend the event to a friend or colleague. Respondents could choose a number from 0 to 10 from a menu, with 0 meaning 'not likely at all' and 10 meaning 'extremely likely'.

These results can be used to calculate a Net Promoter Score (NPS). NPS is a standardised metric that seeks to measure loyalty between an organisation and its audience. Respondents with a score of 9 or 10 are considered 'Promoters'. 'Detractors' are those who respond with a score of 0 to 6. Scores of 7 and 8 are considered 'Passives'.

NPS is calculated by subtracting the percentage of respondents who are Detractors from the percentage of customers who are Promoters. This means that an overall Net Promoter Score can range between -100 to +100.

This chart shows the proportion of respondents that would or would not recommend attending *Coogee Live 2024*, followed by the calculated NPS below.



Net Promoter Score: **39**

Insights

59% of respondents rated the *Coogee Live 2024* event as either 9 or 10, indicating they would be classified as Promoters. 21% of respondents had passive results (7 or 8) and 20% would be considered detractors (scoring between 0-6).

A positive NPS (i.e. higher than zero) is felt to be good, and a NPS of 50+ is excellent. *Coogee Live 2024's* NPS of 39 indicates that audiences have a relatively high level of loyalty towards the event and are reasonably likely to promote it when speaking with others.

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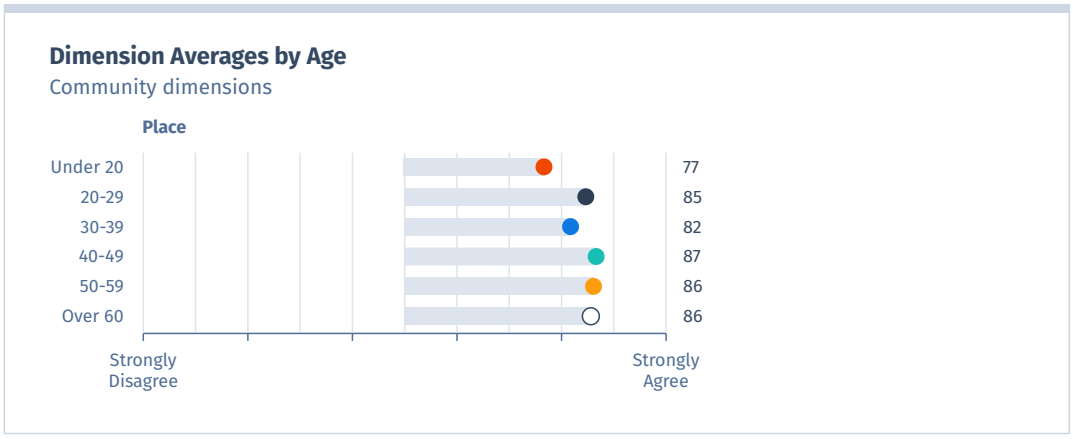
4. Comparison & Benchmarks

Demographic Breakdowns

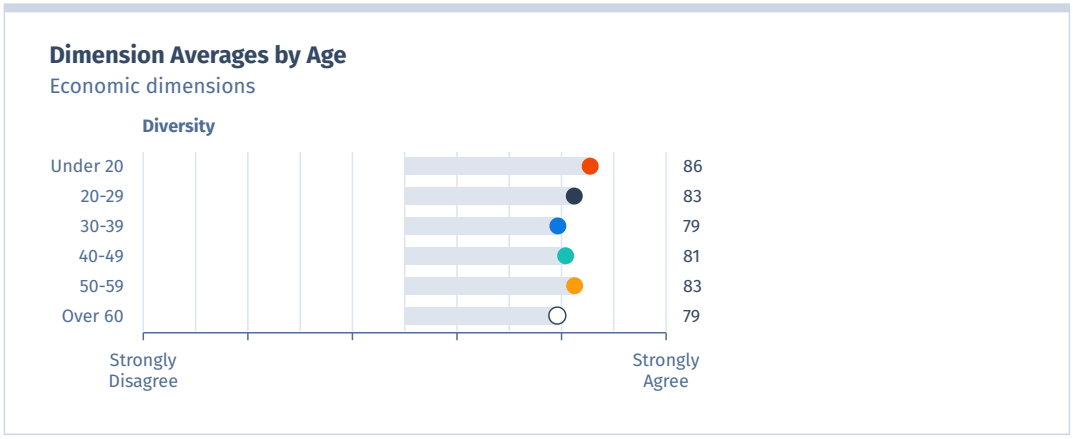
Respondents were asked to provide their age and gender as part of the survey. This data enables results to be filtered to understand any differences that exist because of demography.

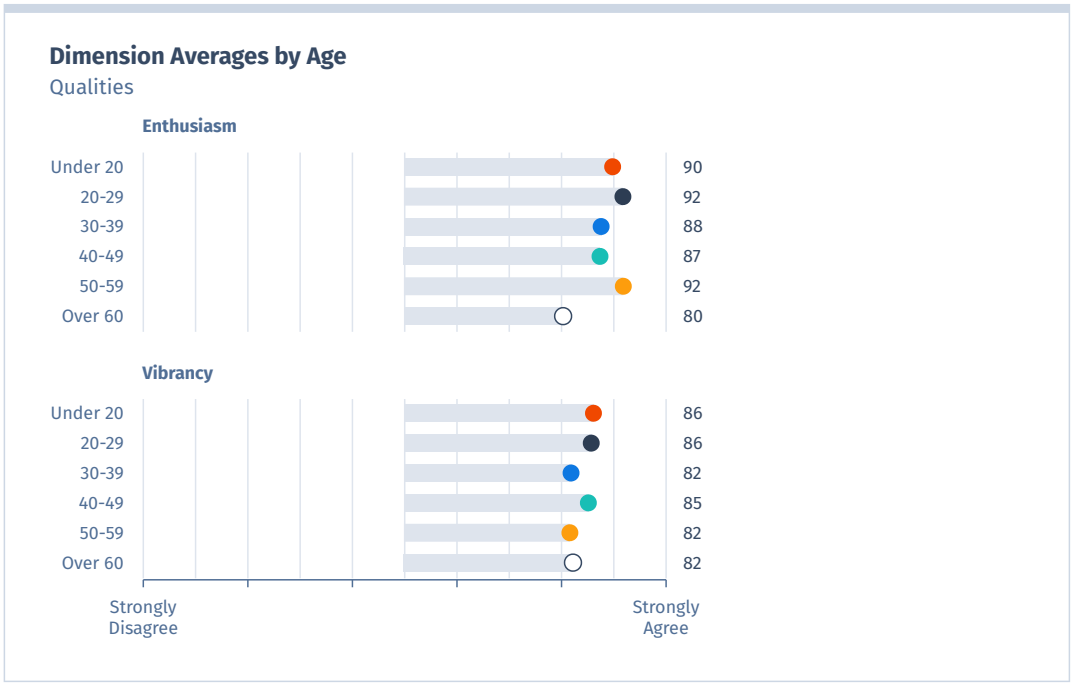
The following charts highlight a selection of results based on the gender that respondents identified with as well as by age cohort.

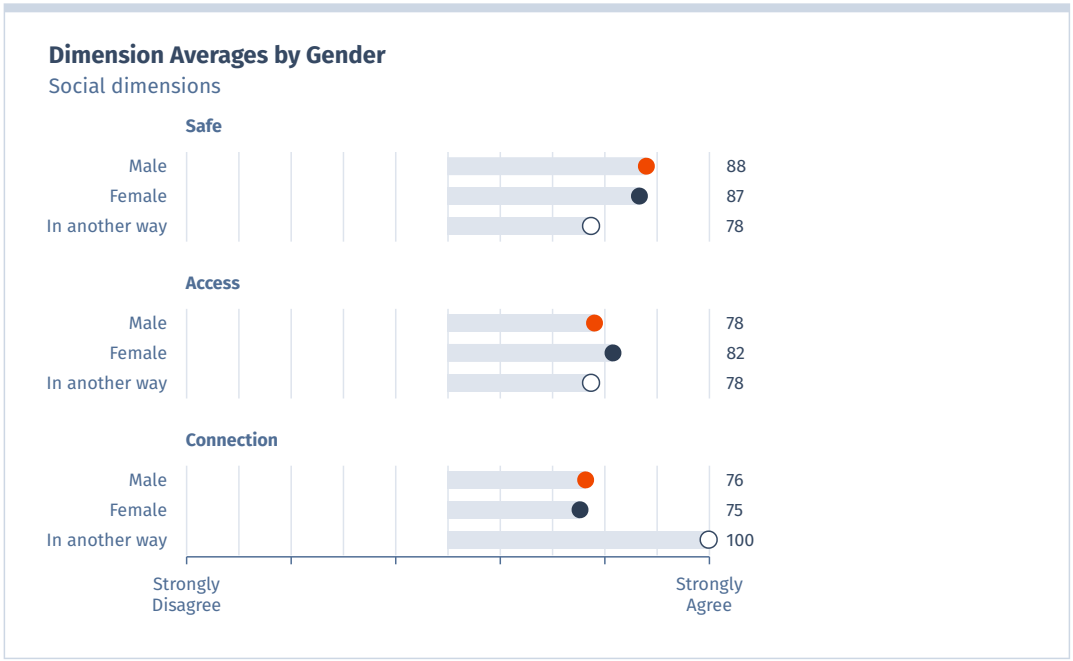


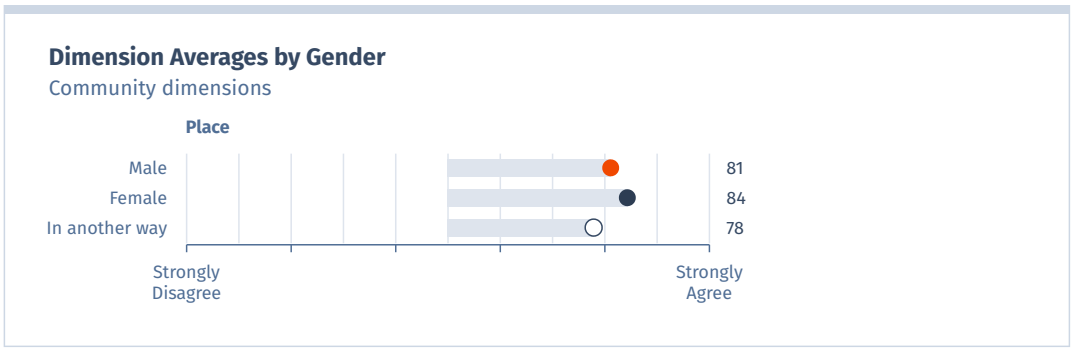


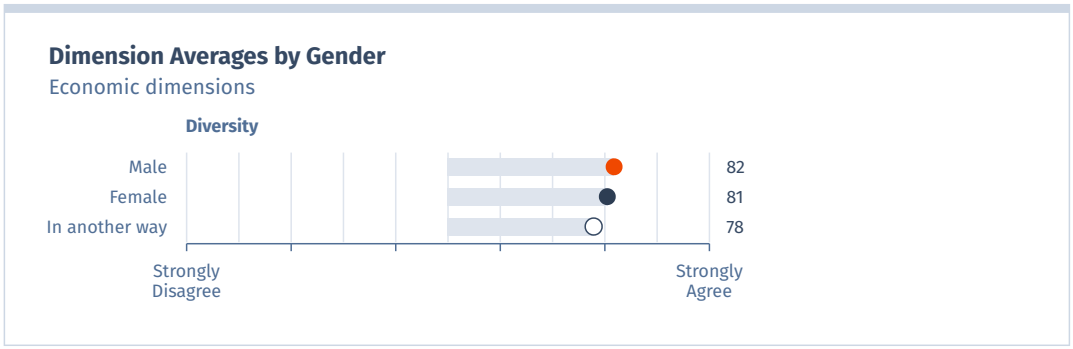
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Dimension Averages by Age
Economic dimensions
Diversity
Under 20
20-29
30-39
40-49
50-59
Over 60
86
83
79
81
83
79
Strongly Disagree
Strongly Agree

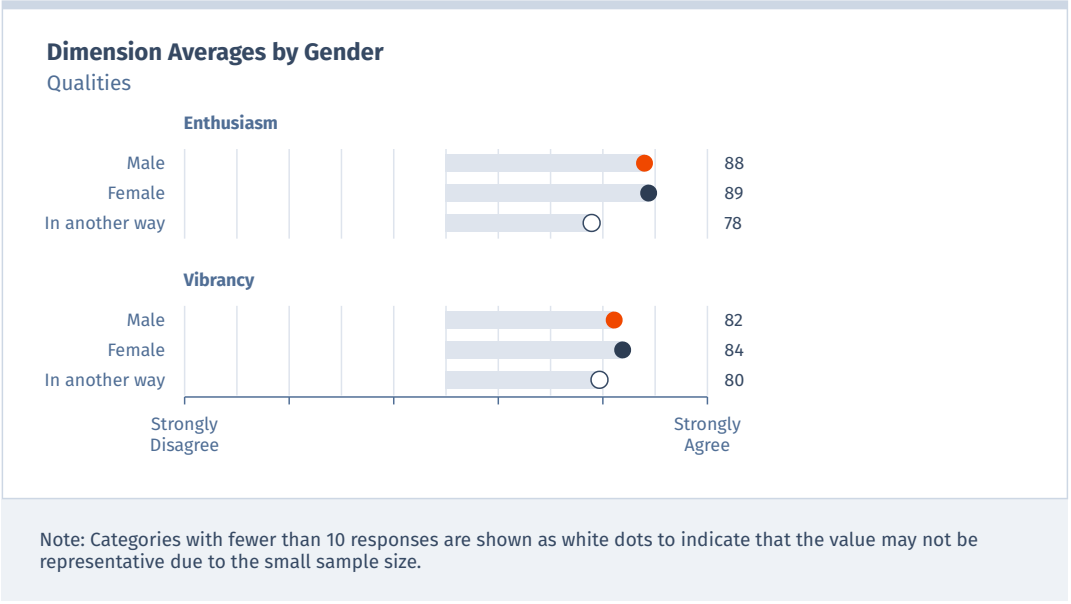

Dimension Averages by Age
Qualities
Enthusiasm
Under 20
20-29
30-39
40-49
50-59
Over 60
90
92
88
87
92
80
Vibrancy
Under 20
20-29
30-39
40-49
50-59
Over 60
86
86
82
85
82
82
Strongly Disagree
Strongly Agree







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Note: Categories with fewer than 10 responses are shown as white dots to indicate that the value may not be representative due to the small sample size.

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Insights

Coogee Live 2024 survey participants of all ages were most aligned in their level of agreement towards the 'Vibrancy' dimension, which saw a range of (4/100), and the 'Safe' and 'Enthusiasm' dimensions each with an agreement difference of (5/100) across the age cohorts.

Attendees aged under 20 provided the highest or equal results for four of the seven dimensions, 'Safe' (92/100), 'Vibrancy' (86/100), 'Diversity' (86/100) and 'Connection' (83/100). These results indicate that this cohort were the most likely to agree that they felt safe and welcome at the event, that they enjoyed the vibrancy and activity, that the event engaged people from different backgrounds and that it made them feel connected to people in the community.

Those aged 20-29 provided the highest average agreement score overall for 'Access' (86/100) and therefore were the most likely to agree that the event gave them the opportunity to access activities they wouldn't otherwise have access to. This cohort also achieved the equal highest result for 'Vibrancy' (86/100).

Participants in the 30-39 or 40-49 age brackets tended to provide similar scores and the lowest or equal scores across the majority of dimensions. Those aged 30-39 were most likely to agree with the 'Enthusiasm' (88/100) and 'Safe' (87/100) dimensions. While visitors aged in their 40s provided their highest scores for 'Enthusiasm' (87/100), 'Safe' (87/100) and 'Place' (86/100).

Unfortunately, there were not enough responses from those aged 60 or above to draw an accurate comparison.

When observing the results by gender identity, male and female respondents tended to agree to similar extent when asked to respond to dimension statements. Female participants provided the highest results for four of the seven dimensions, while males gave the highest level of agreement on average for the remaining three dimensions. The biggest differences between female and male results were seen in 'Access' (4/100) and 'Place' (3/100). There were not enough responses from those who identified in an another way to draw accurate insights for this gender cohort.

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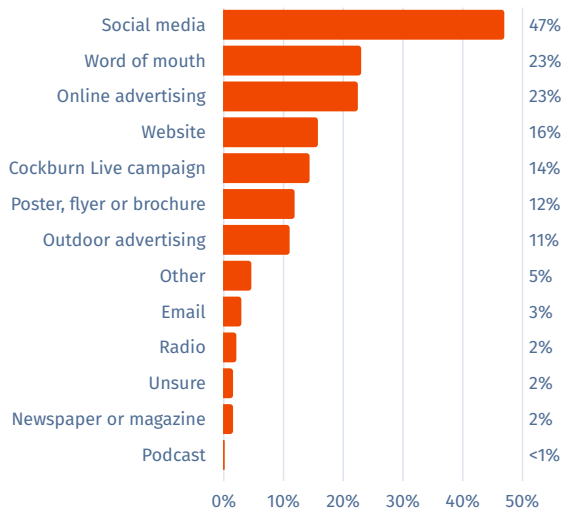


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5. Attendee Behaviour

Marketing Channels

Respondents were asked how they first heard about the City of Cockburn's *Coogee Live 2024* event to evaluate the success of various marketing methods. Over ten options were provided and respondents could choose as many options as were applicable from a list.



Insights

The majority of attendees heard about the event via 'Social media' (47%). This was followed by 'Word of Mouth' and 'Online advertising' (both 23%).

'Newspaper or magazine' (2%), 'Radio' (2%) and 'Podcast' (less than 1%) achieved the lowest results, indicating that attendees were least likely to notice marketing about the event through these channels.

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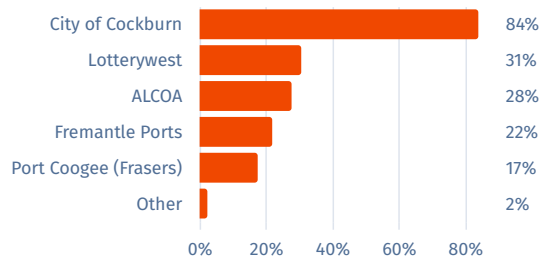


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Sponsor Recall

Survey respondents were asked if they could recall the supporters and partners of *Coogee Live*. Respondents were first asked about the organisations they could recall by choosing from a multiple choice list.

The following chart details the prompted sponsor recall for the event.



Insights

The vast majority of attendees recalled the City of Cockburn as a supporter of the event (84%). Just under a third recognised Lotterywest as a major partner (31%), while ALCOA (28%), Fremantle Ports (22%) and Port Coogee (Frasers) (17%) all achieved a positive level of sponsor recall by respondents.

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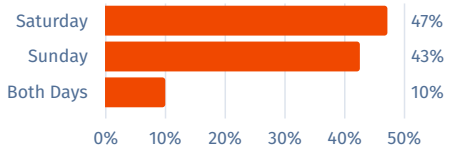
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Attendance

Survey respondents were asked which days and how long they attended the event to help give organisers a better understanding of attendee behaviour. Responses to these questions are summarised below.

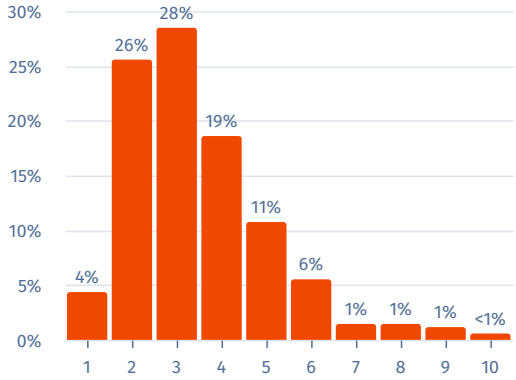
Days of Attendance

Which day/s did you attend Coogee Live 2024?



Hours Spent at the Event

Per day how many hours did you/or will you stay at this event in total?



Average hours spent: **3.5**

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Insights

When asked to indicate which days they attended *Coogee Live 2024*, the Saturday and Sunday results were relatively similar with only a slightly higher percentage (47%) attending on Saturday. 43% of the sample visited on Sunday and 10% visited both day. These results indicate that the majority of attendees (90%) preferred to attend the event on one of the days only.

Most attendees spent between 2-5 hours at the event (84%). Of this, 28% spent 3 hours, 26% attended for 2 hours, 19% for 4 hours and 11% for 5 hours. The average dwell time was determined as 3.5 hours.

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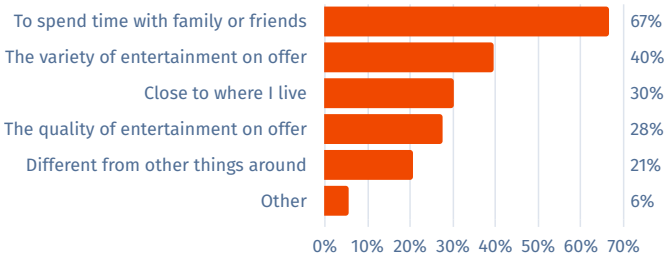
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Audience Behaviour

Survey respondents were asked their reasons for attending *Coogee Live* and which activities they attended or enjoyed. This helps give organisers an idea of attendee behaviour and an understanding of which activities were most popular. Responses to these questions are summarised below.

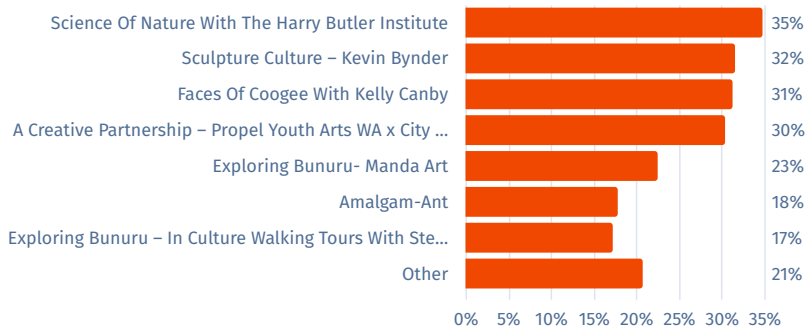
Reason for Attendance

What best describes your reason(s) for attending Coogee Live?



Activities Performed

Which activities did you visit or enjoy as part of Coogee Live?



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Insights

Over two-thirds of attendees indicated their main reason for attending the event was to spend time with family or friends (67%). This was followed by ‘The variety of entertainment on offer’ (40%). The survey options 'close to where I live' (30%) and 'The quality of entertainment on offer' (28%) were selected by a similar percentage of the sample. 21% cited 'Different from other things around' while 6% chose another reason not listed.

Popular activities included 'Science Of Nature With The Harry Butler Institute' (35%), 'Sculpture Culture – Kevin Bynder' (32%), 'Faces Of Coogee With Kelly Canby' (31%) and 'A Creative Partnership – Propel Youth Arts WA x City of Cockburn' (30%). While still achieving positive results 'Amalgam-Ant' (18%) and 'Exploring Bunuru – In Culture Walking Tours With Steve Jacobs' (17%) were visited the least by survey participants.

Other activities attendees participated in included the 'Great Mermaid Migration', 'Market Stalls', 'Swimming at the beach', 'Robotics', 'Critters', 'Bubbles', 'Drumming', 'Yoga', 'Live Music', 'Scuba Diving' and the 'Firetruck'.

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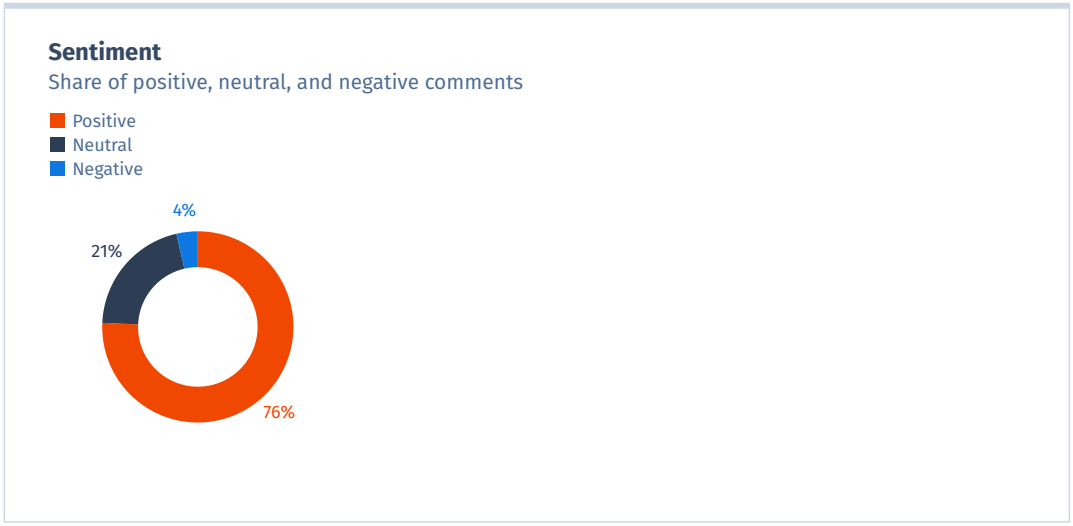


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6. Comments and Feedback

Sentiment Analysis

Respondents were asked to leave any additional feedback about their experience at *Coogee Live 2024*. This feedback has been classified into positive, neutral, or negative categories, with the percentage of feedback sentiment types presented in the following chart.



General Feedback

Feedback helps organisations understand where the value of visitor experiences lies and how they can be improved and strengthened in the future. A selection of comments have been highlighted below.

> *"I love Coogee Live, especially the mermaids and can't wait for next year!"*

> *"This event is very welcoming and very fun, it makes me feel safe and welcomed."*

> *"Great event. Good food. Awesome music performance. Facilities are superb."*

> *"That was a fantastic experience. I like eating some food with fun music. I really enjoyed it. Thank you!!"*

> *"Great entertainment for the children the robot dog is a great draw."*

> *"The SES did a fantastic job at traffic control and parking. It was vibrant and lovely to be so close to the coastline!"*

> *"Thank you for all of your work on this event! It's so nice to have local and free activities like this. An outdoor movie or board games area would be fun to add!"*

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> *"Love the recycling education."*

> *"I cancelled evening plans to come back."*

> *"The sustainability focus was beautiful to see. Just how simple the process of reusing dishes was for me & my friend was really exciting & inspiring. The bins were manned also, so recycling wasn't tainted. If fogo was an option in WA I'm sure it would have been there too."*

> *"Really showcases the engaging and friendliness of the community from visitors to volunteers and vendors."*



> *"This was a really nice event but more shaded area would be amazing."*

> *"Parking was easy and plentiful. Thank you! Pathways could have been improved for better pram access."*

> *"Didn't see if there was a welcome to country from traditional owners which I would have enjoyed."*

> *"Make more bus routes to Coogee Beach."*



> *"Couldn't find the beach soccer and the bouncy course was not inflated on Sunday afternoon at 1 pm."*

> *"There was a photographer at the jetty but did not have an event logo or tag and was videoing my kids."*

> *"Perhaps more available shelter from the sun especially around the Omeo wreck."*

> *"Please make it more appalling for adults. I went in past years and there were painting and pottery classes for adults. This year there was just kid events which made it really difficult to actually even want to go. I had friends who missed it this year solely due to this reason and to be honest I'll probably skip it next year if nothing changes."*

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Wordcloud

Respondents were asked to provide general feedback and comments about the *Coogee Live 2024* event. The word cloud below enlarges words that were repeated more frequently in the collected survey responses.



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Data and Insights by

CultureCounts

Report prepared for

City of Cockburn

wetlands to waves

This report has been prepared by Riley Chappell and Claire Hodgson of Culture Counts. The authors would like to thank all stakeholders and staff for their participation in this research.

Approved by: Shelley Timms
Date of Approval: 4 April 2024

We respectfully acknowledge the Traditional Owners of Country throughout Australia and recognise the continuing connection to lands, waters, and communities. We pay our respect to Aboriginal and Torres Strait Islander cultures; and to Elders past and present.

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

Event Name	Date Time	Proposed Location	Event Purpose:	Option 1 = (0.8%)		Option 2 = (1.0%)	
				2024/2025 Proposed Approach	Budget	2024/2025 Proposed Approach	Budget
Fur Run	Late August 2024	MacFaull Park, Spearwood	Fur Run increases physical activity with pets, provides access to veterinarian information, engagement with ranger services, and an opportunity to showcase vendors specific to animal ownership and welfare. 1500 + attendees at 2023 event with new location working well, no proposed changes to event layout in 2024.	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP8992 $13,000	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP8992 $13,000
Teddy Bears Picnic	Late September 2024	Manning Park, Hamilton Hill *Featuring 'Hello Baby' in collaboration with community	This free community event provides entertainment for preschool children and access to a range of support services and information for parents. 10,000 + attendees at the 2023 due to headline act	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP 9307 $61,914	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP 9307 $61,914

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

		development and children's services.	– Bluey. Timing of event proposed to shift slightly to fall outside turtle nesting season and to assist in the spread of events. Internal consultation has occurred with children services who support the amendment to timing.				
Side Splitter Comedy Festival	Two weekends in October 2024	Memorial Hall, Hamilton Hill	A ticketed event delivered for over 18s over two weekends, providing mainstream comedy to the Cockburn community combining headliner and gala performances. Majority of 2023 shows were sold out with a reach of 1365 people attending across the two weekends. Partnership opportunities will be explored in 2024 to maximise the benefits of this event but no holistic changes to the event format proposed.	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP 8854 $48,132	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP 8854 $48,132
Seniors Social	November 2024	Rotating venues across the	This ticketed event is delivered for up to 270 Cockburn seniors (three	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP 9492 $14,144	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	OP 9492 $14,144

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

Evening 1		city with one outdoor event and one event remaining at the Spearwood Dalmatinac Club.	delivered per year) to connect, socialise and enjoy dinner, refreshments, live entertainment, and prizes. It should be noted that the 2024/25 season ticket price is proposed to increase to $15.00.	It should be noted that the 2024/25 season ticket price is proposed to increase to $15.00.		It should be noted that the 2024/25 season ticket price is proposed to increase to $15.00.	
Christmas on the Coast	December 2024	Coogee Beach Reserve, Coogee	Family event with interactive Christmas trail, Santa visit and entertainment for the whole community to get into the Christmas spirit. The 2023 event attracted 6000 attendees with challenges presented across the event site due to large numbers and difficult weather conditions.	The event scope for 2024/2025 has been reduced from the 2023/2024 season. A scope reduction will result in less free activities, roving entertainment and live performances.	OP 9460 $79,315	The event scope for 2024/2025 has been reduced from the 2023/2024 season. A scope reduction will result in less free activities, roving entertainment and live performances.	OP 9460 $79,315
Australia Day Coogee Beach Festival	January 26, 2025.	Coogee Beach Reserve, Coogee	Community beach event on Coogee Beach for the whole family to enjoy inclusive of community information, live entertainment, food stalls and various activations.	The event scope for 2024/2025 has been reduced from the 2023/2024 season. A scope reduction will result in less free activities, roving entertainment and live performances.	OP 9107 $64,239	The event scope for 2024/2025 has been reduced from the 2023/2024 season. A scope reduction will result in less free activities, roving entertainment and live performances.	OP 9107 $64,239

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

			5000 people attended the 2024 event – full culture counts report is attached.				
Beeliar Sun Sets Concert	February 2025	Success Regional Sporting Facility	Live music concert series bringing a combination of local, mid-tier and headliner acts to Cockburn. The Yangebup concert attracted 4500 people and the Success concert attracted 7000 attendees. The free concert series proved popular with local communities, with feedback indicating that changing the venue for each provided access for different audiences.	The event scope has been reduced to 1 large concert only.	OP 9476 $225,000	The revised scope will include one large scale concert and three smaller, more intimate performances for the 2024/2025 season. This will allow other locations to be explored and activated.	OP 9476 $288,000
Seniors Social Evening 2	February 2025	Rotating venues across the city with one outdoor event and one event remaining at	This ticketed event is delivered for up to 270 Cockburn seniors (three delivered per year) to connect, socialise and enjoy dinner, refreshments, live	The event scope for 2024/25 is proposed to remain unchanged from 2023/24 It should be noted that the 2024/25 season ticket price is proposed to increase to $15.00.	OP 8856 $13,522	The event scope for 2024/25 is proposed to remain unchanged from 2023/24 It should be noted that the 2024/25 season ticket price is proposed to increase to $15.00.	OP 8856 $13,522

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

		the Spearwood Dalmatinac Club.	entertainment, and prizes.				
Coogee Live	March 2025	Coogee Beach Reserve and Omeo Park, Coogee	An event for the whole family to enjoy with a range of performances, workshops and activations that encourage engagement, promote local talent, and provides a platform for community groups and the city to share information about their services. 22,560 people attended Coogee Live over two days – full culture counts report is attached.	The Coogee Live event scope has been reviewed due to the tender expiring after the 2024 festival. Budget adjustment across the program will result in a reduced program offering in 2025.	$409,468 (This figure excludes funding)	The Coogee Live event scope has been reviewed due to the tender expiring after the 2024 festival. Budget uplift to provide an increase in program Coogee Live is outsourced via a three-year tender process.	$463,292 (This figure excludes funding)
Mosaic Festival	Late March 2025	Legacy Reserve, Cockburn Central	The community focus of this Festival shines a spotlight on the cultural melting pot that is Cockburn. Providing a platform for groups to perform, share and celebrate their origin.	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	$50,116	The event scope for 2024/25 is proposed to remain unchanged from 2023/24	$50,116

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

			Approximately 3500 attended this year's event. Embedding this event in the program going forward will ensure our multicultural community continues to feel valued and supported.				
Easter Fair	April 2025	Aubin Grove Reserve.	Community event with focus on grass roots activation in conjunction with the Aubin Grove Residents Association.	Removed due to budget & resourcing constraints	NIL	Retain Easter Fair	$45,116
Arts and Culture Activation Fund	Various	Continue to build Cockburn's Arts and Cultural offering through a variety of events, such as live music, performing arts residencies, youth art exhibitions, theatre, comedy and networking	The Arts and Culture Activation Fund was established in 2023/24 to allow for arts and cultural development opportunities with the activation of Memorial Hall a core focus. Some 2023/2024 Highlights included: Inaugural performing arts residency = The Quadrangle. Hello at 50 – A children art exhibition in collaboration with	2024/2025 opportunities subject to budget allocation: *Winter Warmers* – three nights of music by local artists and special guests at Memorial Hall. *Letting it Roll* – a collaborative community arts project that utilises local talent and waste to create unique and ridable art (to be featured at Coogee Live 2025). *Little and Loud* – a two-day festival that celebrates	OP 9108 $100,000	2024/2025 opportunities subject to budget allocation: *Winter Warmers* – three nights of music by local artists and special guests at Memorial Hall . *Letting it Roll* – a collaborative community arts project that utilises local talent and waste to create unique and ridable art (to be featured at Coogee Live 2025). *Little and Loud* – a two-day festival that celebrates families, kids and performing arts,	OP 9108 $140,000

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

		events for the arts and culture sector.	Coogee Live and Show Off. Multiple touring performing arts shows including Gina Williams (songs in noongar), Bruce (sold out). The development of Cockburn Creatives, a professional network for create people in Cockburn.	families, kids and performing arts, drawing on the local dance, theatre and music groups throughout the city. Touring productions, starting with Australian Baroque performing *Vivaldi's Four Seasons*. Creative development opportunities for artists, audience development and ability to respond and book touring opportunities.		drawing on the local dance, theatre and music groups throughout the city. Touring productions, starting with Australian Baroque performing *Vivaldi's Four Seasons*. Creative development opportunities for artists, audience development and ability to respond and book touring opportunities.	
Seniors Social Evening 3	June 2025	Rotating venues across the city with one outdoor event and one event remaining at the Spearwood Dalmatinac Club.	This ticketed event is delivered for up to 270 Cockburn seniors (three delivered per year) to connect, socialise and enjoy dinner, refreshments, live entertainment, and prizes.	The event scope for 2024/25 is proposed to remain unchanged from 2023/24 It should be noted that the 2024/25 season ticket price is proposed to increase to $15.00.	OP 8856 $14,150	The event scope for 2024/25 is proposed to remain unchanged from 2023/24 It should be noted that the 2024/25 season ticket price is proposed to increase to $15.00.	OP 8856 $14,150
Marketing and Research		Marketing and event surveys and research.		The marketing and research scope is matched to the program offerings.	OP 9021 $127,000	The marketing and research scope is matched to the program offerings.	OP 9021 $135,000

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Annual Calendar of Events - Proposed 2024/2025 Calendar of Events

				Event surveys are scheduled for Christmas on the Coast and Mosaic Festival during the 24/25 season.		Event surveys are scheduled for Christmas on the Coast and Mosaic Festival during the 24/25 season	
OTAL					**$1,220,000.00**		**$1,430,000.00**

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15.2.4 Spearwood Dalmatinac Club Rates Reimbursement Review

Executive	A/Director Community and Place
Author	Community Grants Coordinator and Manager Recreation Services
Attachments	N/A

Officer Recommendation/Committee Recommendation
That Council:

(1) REQUIRES an annual request from the Spearwood Dalmatinac Club of 42 Azelia Road for a contribution towards their annual rates (excluding ESL and waste charges). The request will outline the percentage of the reimbursement and detail how the Club is providing this value of investment in the Cockburn community; and

(2) AUTHORISES the Chief Executive Officer to inform the Spearwood Dalmatinac Club of Councils decision.

Background

At the 8 June 2023 Ordinary Council Meeting, Council endorsed the following:

That Council:

(1) Adopts the revised Grants, Donations and Sponsorship allocations for the 2022-23 as attached to the agenda, with the following amendments:
   1. Increase the Assisting Your Life to Achieve (AYLA) donation to $15,000
   2. Increase the Kiteboarding Australia (KA) to $12,500

(2) Reviews the decision regarding the Spearwood Dalmatinac Club's rates reimbursement and bring a report to the Expenditure Review Committee within the next 12 months.

This report responds to point (2) where the Spearwood Dalmatinac Club are currently reimbursed 50% of the annual rates payable for 42 Azelia Road. The reimbursement is paid from a budget allocation in the City's Grants, Donations and Sponsorship Budget.

Submission

N/A

Report

The City of Cockburn owns Lot 101 Hamilton Road, Spearwood which consists of two land parcels.

The western parcel contains bowling greens, netball courts and hardstand/parking.

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The eastern portion contains a soccer pitch.

Spearwood Dalmatinac Club own 42 Azelia Road in freehold – the land parcel at the centre of the two 101L Hamilton Road properties.



In 2008, the City and the Spearwood Dalmatinac Club entered into two separate lease agreements, one for the eastern portion and one for the western portion of Lot. 101 Hamilton Road.

This was due to the significant difference in the activities undertaken and conditions associated with these portions of the leased site. Both leases commenced 1 July 2008.

In 2009, Spearwood Dalmatinac Club approached Council seeking financial assistance to ensure they could continue to operate within budget.

Spearwood Dalmatinac Club were in the unique situation of being the only sporting or social club in the City of Cockburn that operated on freehold land (42 Azelia Road), and hence required to pay rates.

To assist Spearwood Dalmatinac Club to continue as an independent social and sporting club, a financial reimbursement of 50% of rates was proposed, which was believed to be the most administratively efficient means, as Spearwood Dalmatinac Club do not qualify for a rates exemption.

The essential elements for an exemption under section 6.26(2)(g) of the Local Government Act 1995 are:

- Use of the land, not whether the body in question has a charitable purpose; and
- The land must be used exclusively for a charitable purpose. Charitable purpose is defined at common law by reference to the Charitable Uses Act 1601 (UK).

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However, section 6.47 of the Local Government Act 1995 provides, subject to the Rates and Charges (Rebates and Deferments) Act 1992, a local government may at the time of imposing a rate or service charge or at a later date resolve to waive a rate or service charge or resolve to grant other concessions in relation to a rate or service charge.

14 May Ordinary Council Meeting

At the 14 May 2009 Ordinary Council Meeting, Council adopted the following recommendation of the Grants and Donations Committee (MINUTE NO 14) (GAD 20/04/2009):

> "That Council commit in the 2009/10 budget and subsequent budgets to reimbursing 50% of the annual rates payable by the Spearwood Dalmatinac Club for 41 Azelia Road Spearwood with the funds to be drawn from the annual Grants and Donations budget allocation".

Since this recommendation, officers have been presenting to Council an agenda item reflecting this outcome. For the 2023-24 financial year, the 50% contribution towards rates and other charges amounted to $11,944.

Grants, Donations & Sponsorship Policy

The Grants, Donation and Sponsorship policy and guidelines provides no category for the reimbursement of annual rate notice by a community group property owner. This lack of governance framework challenges the annual release of funds through the grants, donations and sponsorship budget.

Any amendment to the policy would require changes to the overall purpose and intent along with exposing the Council to additional requests for reimbursement of rates.

Options

In reviewing the decision by Council in 2009, the following options can be considered:

(1) 24/25 FY and beyond, charge the total annual rates payable
This option seeks to resolve the challenges associated with the current lack of criteria in the Grants, Donations and Sponsorship Policy for the reimbursement of 50% of the rates attributes to 41 Azelia Road, Spearwood Avenue. Implementation of this option would be another lever in returning the operating budget to a surplus.
.

(2) Staged increase to full rates over 3 financial years
This option follows on from option 1 and provides a staged increase to full rate payment by the Club. It would also assist in returning the operating budget to a surplus.

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(3) 24/25 FY resolve to waive a rate or service charge or resolve to grant other concessions in relation to a rate or service charge (section 6.47 of the Local Government Act 1995, subject to the Rates and Charges (Rebates and Deferments) Act 1992
Council can waive the full rates or adjust the current percentage to reflect what the broader community would consider fair and equitable.

(4) Annual request for contribution towards rates
This option provides Council annual oversight and the opportunity to vary the amount provided to the Club in accordance with the economic environment. Seeking the Club to submit an annual request for this contribution will ensure due diligence and allow Council the opportunity to comprehend the social and community value provided by the Club to the broader community.

It is recommended Council seeks an annual request from the Club for this contribution to ensure sound governance principles are maintained over Council provided funding.

This could be capped at no more than 50% of equivalent rates (excluding ESL and waste charges) or at a fixed amount (e.g. $10,000)

Strategic Plans/Policy Implications

Community, Lifestyle & Security
A vibrant healthy, safe, inclusive and connected community.
• Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

Budget/Financial Implications

Council authorised a rebate of $11,944, including the ESL and rubbish charge, for the 2023/24 financial year. If the current arrangement continues, then this amount will continue increasing in line with rates increases.

Continuing to provide a 50% rebate will result in reduced annual revenue to deliver services and projects requires through the Community Strategic Plan.

Legal Implications

A determination made by Council in response to this report does not contravene Section 6.47 of the Local Government Act, subject to the Rates and Charges (Rebates and Deferments) Act 1992.

Community Consultation

There has been no consultation with the Dalmatinac Club as the recommendation did not stipulate this as an action.

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Risk Management Implications

There is a low level of brand risk associated with Council endorsing the resolution.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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16. Committee Minutes

16.1 Audit Risk and Compliance Committee Meeting – 21/05/2024

Recommendation
That Council:

(1) RECEIVES the Minutes of the 21 May 2024 Audit Risk and Compliance Committee Meeting.

16.2 Expenditure Review Committee Meeting – 21/05/2024

Recommendation
That Council:

(1) RECEIVES the Minutes of the 21 May 2024 Expenditure Review Committee Meeting.

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17. Motions of Which Previous Notice Has Been Given

Nil

18. Notices Of Motion Given At The Meeting For Consideration At Next Meeting

19. New Business of an Urgent Nature Introduced by Members or Officers

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20. Matters to be Noted for Investigation, Without Debate

20.1 All Day Parking Facilities Cockburn Central

Executive	A/Director Community and Place
Author	Head of Community Safety and Ranger Services
Attachments	N/A

RECOMMENDATION
That Council:

(1) RECEIVES the report;

(2) APPROVES community consultation on Phases 1, 3 and 4 as listed within this report;

(3) APPROVES implementation of Phase 2 - amended signage plan for Signal Terrace and Junction Boulevard Cockburn Central as detailed within this report; and

(4) PRESENTS the outcomes of the community consultation to a future Elected Member Workshop.

Background

At the November 2023 Ordinary Council Meeting Councillor Widenbar submitted a matter for investigation regarding all day paid parking within Cockburn Central.

Reason

All day parking within Cockburn Central continues to be an issue raised by residents. With the introduction of the new parking enforcement vehicle, we have seen an increase in the number of complaints and enquiries raised.

I request that an investigation be undertaken on potential solutions for all day paid parking within Cockburn Central, both including on street all day paid parking, and the utilisation of existing Cockburn managed parking lots, such as a portion of the ARC parking lot.

The investigation should look at identifying a cost-effective solution that provides all day parking within walking distance of Cockburn Central (such as 10 minute walk/1km), allowing all day parking to be provided at an affordable rate.

Submission

N/A

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Report

Based on the scope of the investigation, the subject location is Cockburn Central, which is bordered by North Lake Road to the north, Beeliar Drive to the south, Poletti Road to the west, and Kwinana Freeway to the east.

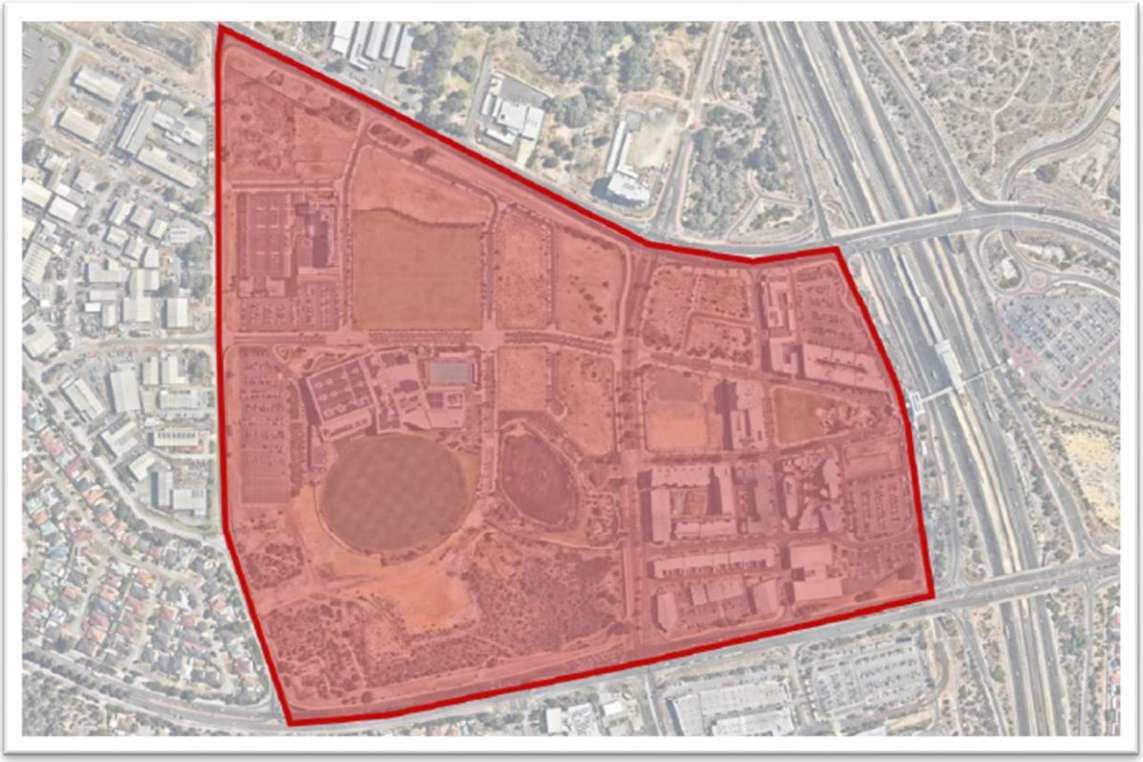


Image 1 Subject Location

Cockburn Central has several competing uses that vary in demand throughout the week and at different times of the day. Adding to the complexity of parking demand, Cockburn Central is home to the WA Police District Office, the Cockburn Central Train Station and Bus Port, and the Department of Fire and Emergency Services Complex, which houses the State Operations Centre responsible for managing and coordinating responses to large-scale natural emergencies across the state.

Due to these factors, the area often experiences a surge in parking demand towards the eastern side of the subject area, especially on weekdays. In contrast, the western side typically has ample parking availability throughout the week.

The area was designed to encourage high public transport usage, with the expectation that residents and employees would rely on these links instead of personal vehicles. However, this potential is not fully realized, as it is often challenging due to the nature of the work conducted by the major employers in the area.

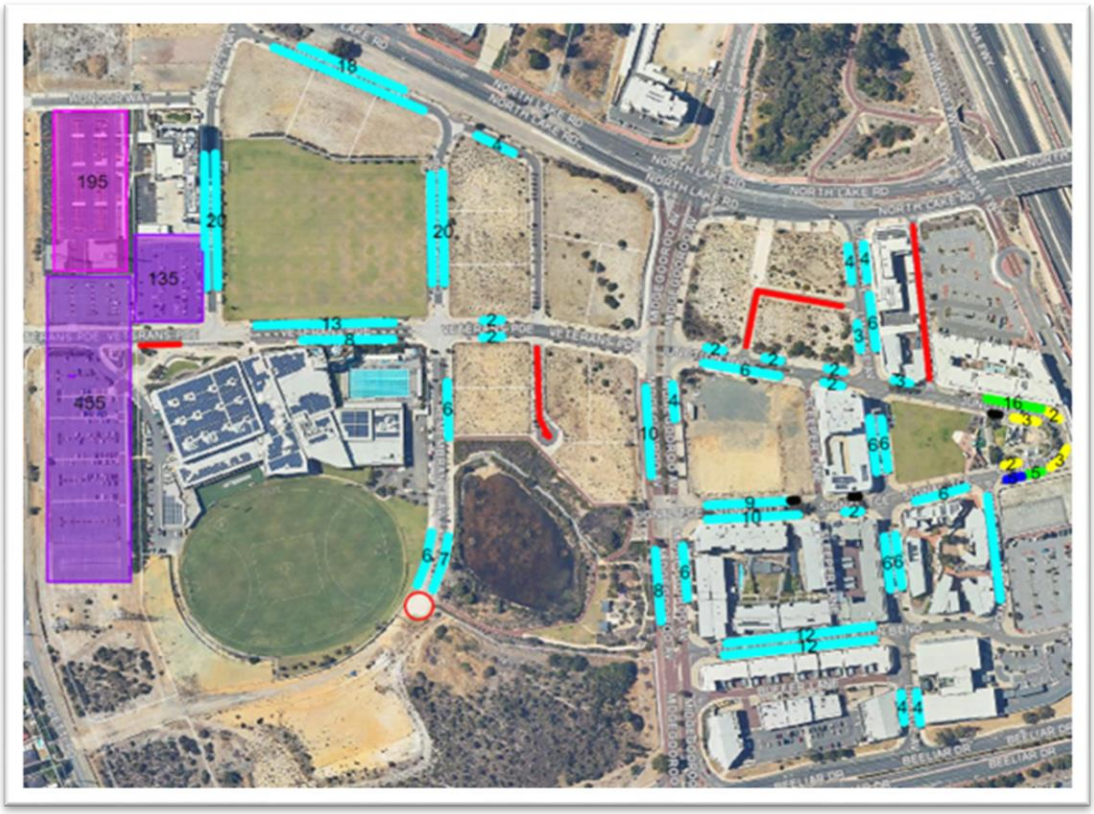
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Current Parking Supply and Demand

The subject area has a limited supply of on-street parking, and since most roads are already developed, the current level of on-street parking is unlikely to increase in the foreseeable future.

Additionally, the City has limited land holdings within the subject area, with most undeveloped land owned by private or state entities.

The map below provides an overview of all parking facilities within the subject area.



Legend (City Managed Land)		
	No restrictions	195 bays
	3P (3hr) Time Limit, at all times	590 bays
	2P (3hr) Time Limit, Mon-Fri 08:00am – 05:00pm	248 bays
	2P / ¼P Mon-Fri 09:00am to 03:00pm ¼P Mon-Fri 07:00am-09:00am & 03:00pm-06:00pm	21 bays
	15min, at all times	10 bays
	No Parking	

Image 2 Subject Area Current Public Parking Provisions

There are approximately 1,055 publicly available parking spaces within the subject area, most of which have timed enforcement during weekdays.

Additionally, there is a Public Transport Authority (PTA) car park on Points Way with a capacity of 203 bays, available to PTA service users for $2 per day.

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Although it is outside the subject area, the PTA also provides approximately 1,070 bays on the eastern side of the Kwinana Freeway for users of the Cockburn Central Train Station.

Aerial imagery indicates that the average lowest occupancy rate for the area is 6% on weekends, while peak weekday occupancy rates reach 94%. The overall average occupancy rate in the subject area is 82% over the 16 months reviewed, from January 2023 to April 2024.

Current Impacts

As highlighted above, there is a significant amount of parking within the subject area, but the current restrictions are incompatible with the practical use of the area compared to the initial plan for a higher reliance on public transport. Key impacts identified during this investigation include:

1. **All-Day Parkers using on-street parking facilities:** This is the most common issue, where a mix of residents using the train station or employees working within Cockburn Central overstay the current time restrictions. In FY24, approximately 65% of parking infringements issued were due to vehicles overstaying the timed parking restrictions within the area.

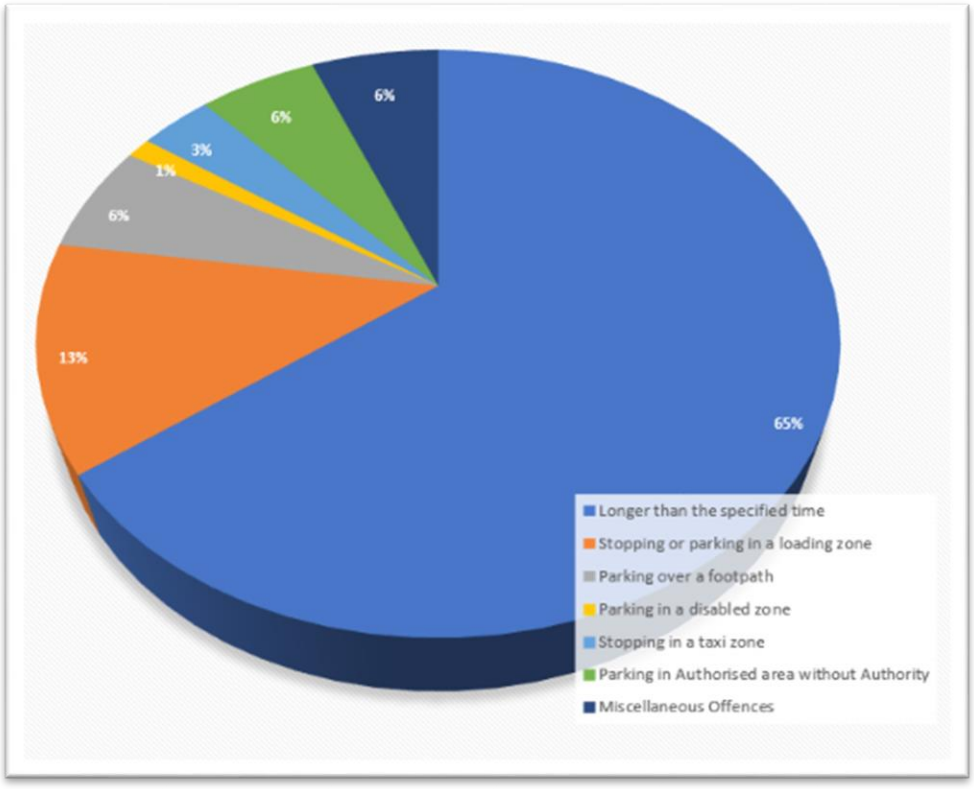


Image 3 Parking Offences in Subject area

Infringement appeals are also common for overstay offences, with approximately 96% of vehicles infringed within the subject area appealing their infringement.

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2. **Use of On-Street Parking by Cockburn Central Residents:** Another key factor impacting public parking supply is the continuous use of on-street parking by residents of Cockburn Central. Some residents have additional vehicles over their reserved bays within their buildings, leading to using on-street parking facilities for overnight parking.

3. **Shortage of On-Street Parking for Visitors Using Local Businesses:** The current parking regulations allow people to move their vehicles multiple times daily to avoid overstaying the timed parking restrictions. However, this does not increase the parking supply, instead, it merely shifts cars around. Consequently, parking bays adjacent to small retail shops within the subject area have limited customer parking options. Recently, some retailers have resorted to installing unofficial 'customer only' parking signs in front of their shops to limit this behaviour.

Recommended Actions

Based on a review of the parking situation, there is a demonstrated need to adjust the current parking arrangements within the subject area.

Implementing a phased approach to these changes will increase the attractiveness of a cost-effective all-day parking facility and incentivise its use by offering competitive rates for street parking closer to the Cockburn Central Train Station.

The phased approach is broken down as follows:

Phase 1: Create a cost-effective paid parking area in Cockburn Central.

Phase 2: Realign the current parking restrictions along Signal Terrace and Junction Boulevard Cockburn Central to ensure better clarity and improve parking availability for local businesses.

Phase 3: Implement paid on-street parking on the eastern side of Midgegooroo Avenue to funnel traffic to the paid parking facilities established in Phase 1.

Phase 4: Implement paid on-street parking on the western side of Midgegooroo Avenue to prevent users of the paid parking area in Phase 1 from obstructing existing facilities on the western side of Midgegooroo Avenue.

By implementing these phases, all-day parkers who wish to park at Cockburn Central will have the option to either park in a designated cost-effective parking area or pay a premium to utilise peak demand on-street parking on the eastern side of Midgegooroo Avenue.

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Phase 1 – All Day Parking Facility

Based on available land within the subject area, 11 Legacy Way (Lot 104) is the most appropriate location.

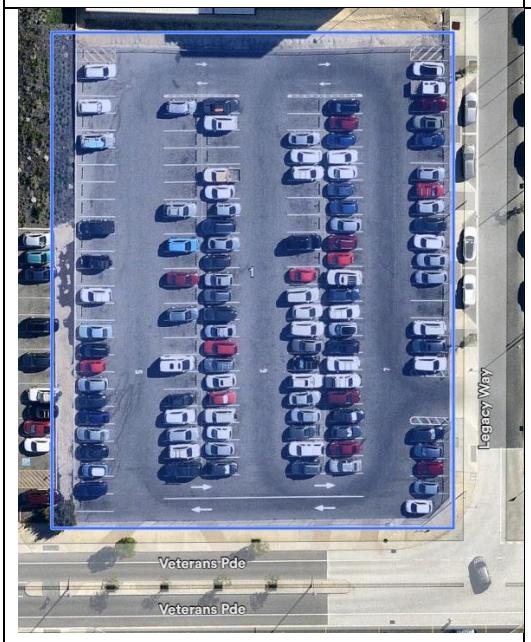
Proposed Location	Proposed location relative to the subject area
	

Image 4 Overview of Phase 1 location

11 Legacy Way (Lot 104) is an already established car park area suitable for this concept. The area has 135 car bays already established and is easily distinguishable from other free parking facilities within the immediate vicinity. If this location were approved, the estimated walking times would be:

- WA Police – 9 minutes
- Cockburn Central Train Station – 11 minutes
- Australian Electoral Commission – 11 minutes
- DFES Office – 12 minutes

Other areas immediately adjacent to Cockburn ARC were explored, however, due to conflicting agreements with the Fremantle Dockers Football Club, these areas were not considered viable.

Following consultation with DFES, Fremantle Dockers, and Cockburn ARC, the City engaged WSP Consultancy to review the concept and develop an operations strategy for this phase. The summary of the operation is listed below.

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Times of Operations

Given the significant drop in parking demand within the subject area on weekends, it is proposed that the operations of this area run from Monday to Friday between 8:00 AM and 5:00 PM.

These hours of operation will ensure that the changes do not unduly hinder users of Cockburn ARC in the early mornings or evenings.

Additionally, the commencement of this phase should occur after one (1) month of advertisement to Cockburn ARC members, ensuring that they are aware of the change of use of this parking area.

Fee Structure

WSP has advised that the car park should have a low rate to increase its desirability among the targeted demographic. WSP recommends an initial all-day parking fee of $4.50, equivalent to three hours of proposed on-street parking in Phases 3 and 4.

The proximity to the PTA car parks affects the rate that should be charged, although this is mitigated by the requirement for public transport travel to validate parking, coupled with the higher demand for parking than available car bays.

The proposed fees for the all-day car park are below the rate of other local governments, as shown in Table 1 (below). Although there is some interpretation due to proximity to the city, demand, and other factors, Table 1 highlights that the proposed costs would make this all-day parking one of the cheapest within the Perth metro area managed by a local government.

Location	All day fees	
	Min $	Max $
Town of Cambridge	11.00	20.00
City of Perth	7.00	25.00
City of Fremantle	7.40	13.50
City of Joondalup	6.00	12.10
City of South Perth	7.00	9.00
City of Stirling	5.50	7.70
City of Subiaco	5.00	15.00
Town of Victoria Park	3.80	
City of Vincent	16.00	19.50

Table 1 Comparable All Day Parking Rates

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Predicted Occupancy Rates

Based on long-standing parking behaviour, it is expected that the initial take-up of the new paid parking facility may be low until paid on-street parking is implemented on both sides of Midgegooroo Avenue.

It is estimated that within the first 12 months of establishing Phase 3, the parking facility will reach approximately 50% occupancy.

Stakeholder Opportunities

There is an opportunity to further explore an employee parking permit system, allowing employees of major agencies within Cockburn Central to purchase a parking permit for this facility at an even more subsidised rate. However, given the number of changes proposed in this report, it is recommended that this opportunity be further investigated once 12 months of usage data is available.

Financials – Income

The income generated by the all-day car park will highly depend on occupancy rates. Table 2 (below) shows the projected income for various occupancy rates. Table 2 accounts for working days only and includes forecasted public holidays.

Occupancy %	Bays Occupied	Daily Income $	Gross Estimated Annual Revenue $
100	135	607.50	150,000
90	122	546.75	135,000
80	108	486.00	120,000
70	95	425.25	105,000
60	81	364.50	90,000
50	68	303.75	75,000
40	54	243.00	60,000
30	41	182.25	45,000
20	27	121.50	30,000
10	14	60.75	15,000

Table 2 Projected Revenue based on Occupancy
Noting above figures have been rounded

A third-party parking payment system, such as EasyPark, may be utilised to make payments. Fees associated with this are borne by the customer and do not impact the City's projected revenue.

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Financials – Expenditure

Implementing Phase 1 would require reallocating existing funds within the Community Safety and Ranger Services to establish the parking area. The estimated cost for implementing Phase 1 is $45,000. This expenditure includes new signage, advertisements, and a paid parking machine.

The overall low implementation costs are achievable due to the existing infrastructure and the ability to use third-party app-based payment systems, such as EasyPark, to receive payments.

Ongoing management and patrolling of the location will be absorbed by the current parking team's human resources, so no additional staffing resources are required.

Based on internal charges, it is estimated that the overall management of this car park will cost $30,000 in existing salaries to manage.

Stakeholder Consultation

As part of this concept development, officers met with Fremantle Dockers, Cockburn ARC and the DFES staff. Below are the salient points raised by these stakeholders.

Stakeholder	Feedback	Mitigation Actions
Cockburn ARC	Concern about impacts to early morning gym users, who typically use this location.	Based on this feedback, the operating hours were changed to start at 8 AM, Monday to Friday. Initial patrolling will unlikely occur before 9 AM most mornings, so the impact on people staying slightly overtime will be limited.
Freemantle Dockers	Impact on Dockers' allocated car bays, with a mixture of Dockers staff, ARC staff, centre visitors, and all-day parkers within a common area.	Based on this feedback, the parking location was moved from the original location (the large car park at ARC) to the location proposed within this report.
Department of Fire and Emergency Services	DFES provided no adverse response to this concept.	N/A
Department of Health	Department of Health provided no adverse response to this concept.	N/A

Table 3 Summarised Stakeholder Feedback for Phase 1

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Trial Period

A trial period is proposed to review the effectiveness of Phase 1 after Phases 3 and 4 have been implemented.

If occupancy rates over an annualised period are, on average, below 55%, an early review may be initiated by the City to report back to Council sooner. This will ensure that the area maintains higher utilisation and, if necessary, reverts to its current parking use.

Phase 2 – Improve Parking Facilities for Local Business

Currently, all-day parkers within Cockburn Central are impacting local businesses by utilising short-term bays and moving their cars periodically to avoid parking infringements.

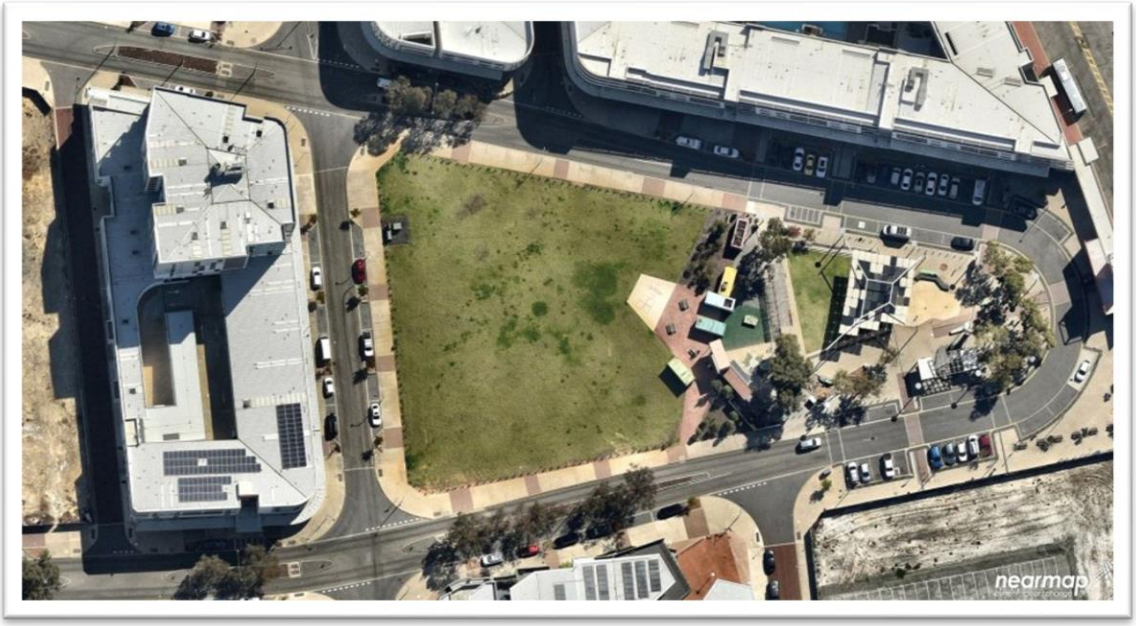


Image 5 Phase 2 Area of Focus

The problem is most prominent for local businesses immediately adjacent to the Cockburn Central Train Station. If this practice continues, it will undermine the effectiveness of the all-day parking facility proposed in Phase 1 of this report.

Accordingly, it is recommended that the following parking restriction amendments be approved by the Council simultaneously with Phase 1:

To ensure a higher turnover of vehicles and decrease the desirability for all-day visitors to park in this area, it is recommended that:

- Change five of the two-hour parking bays on Signal Terrace to 15-minute all-time bays
- Change thirty time-limited bays to one-hour bays, Monday to Friday, from 8:00AM to 5:00PM
- All other parking bays will remain unchanged.

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In effect, the changes shown below outline these changes in a visual format.

Current Restrictions



Image 6 Phase 2 Parking Restriction Summary – Current Restrictions

Proposed Restrictions



Image 7 Phase 2 Parking Restriction Summary – Proposed Restrictions

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Financials – expenditure

The overall costs to implement Phase 2 can be accommodated within the Parking Operation's existing budget, so no further funding is required.

Phase 3 – All Day On-Street Parking Facility (East of Midgegooroo Avenue)

In its current format, the existing on-street parking restrictions do not allow for all-day parking in any capacity. Although this was designed to deter all-day parking and increase the turnover of car bay usage, in practice, it does not achieve this goal, as all-day parkers simply move their cars to another street within the subject area.

Implementing revised parking restrictions that maintain the current two-hour free use of on-street parking (the existing restriction for most of the subject area) while introducing a new restriction that allows all-day parking at a commercial rate would provide a balanced solution. This approach would enable those who wish to use the convenience of closer parking to their employer or the Cockburn Central Train Station to do so.

The area of focus for Phase 3 is outlined in the map below.

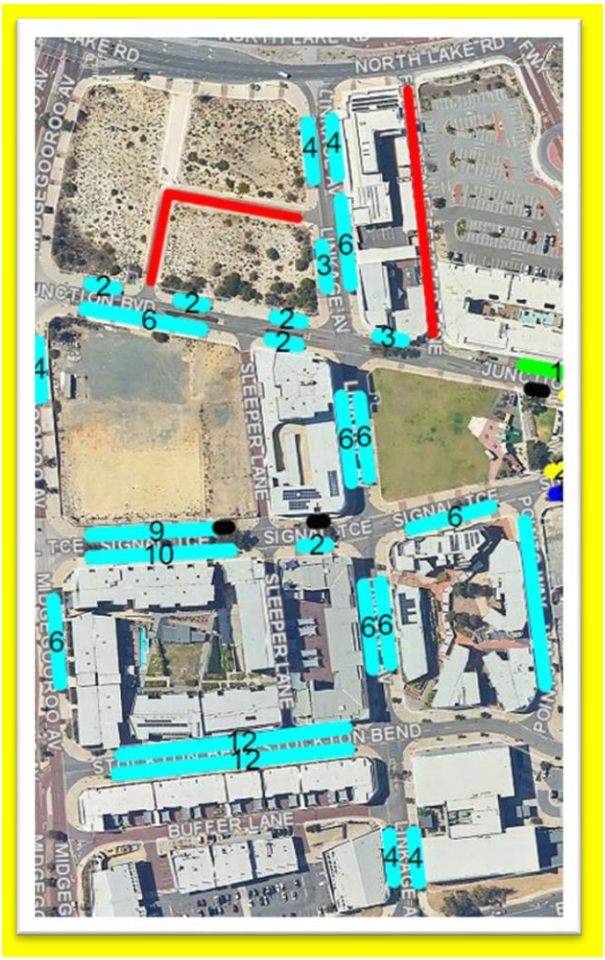


Image 8 Area of Focus for Phase 3

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Suggest Hours of Operation

As mentioned previously, the subject area experiences most of its parking demand on weekdays. Accordingly, it is suggested that any paid parking fees only apply after the first two hours of parking each day, operating Monday through Friday from 8:00 AM to 5:00 PM.

Weekends would remain unchanged and allow for unrestricted parking until further review is necessary due to increased use and parking demand within the subject area.

Fee Structure

In consultation with WSP Consultancy, the City has developed a fee structure consistent with other local governments with similar demographics. Table 4 (below) highlights the current and future state of the recommended fee structure for the subject area.

Parking Time	Current Fee	Proposed Fee
O – 2hrs	Free	Free
2 – 7 hrs	Not currently possible – motorist at risk of receiving a $100 infringement	$1.50 per hour or $10.5 per day.

Table 4 Proposed Fee Structure

This fee structure aims to balance the need for turnover in parking spaces with the convenience of all-day parking options at a competitive rate.

The proposed fee structure has several benefits:

Caters for Residents: The implementation of a residential parking permit ensures that residents are not adversely affected by the new parking regulations.

Caters for Local Businesses: The fee structure allows patrons visiting local businesses to continue parking for free for up to one hour. Based on a high-level review of local businesses within the subject area, this is understood to be sufficient for most customers.

Reduces the Likelihood of Issuing Infringements: Introducing a fee structure for those who wish to use the subject area for more than two hours provides them with the opportunity to extend their usage without the risk of being issued a parking infringement.

Promotes the Use of the All-Day Parking Facility: By charging an industry-consistent rate within this area of focus, it will encourage many all-day parkers to use the more economical parking facility created in Phase 1.

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The industry rates were provided by WSP, and Table 5 (below) provides an overview of similar local government fee structures.

Location	Hourly rate	
	Min $	**Max $**
City of Cockburn (proposed)	**1.50**	
Town of Cambridge	2.90	3.60
City of Perth	2.80	7.00
City of Fremantle	1.90	3.80
City of Joondalup	1.10	2.60
City of South Perth	2.60	3.10
City of Stirling	1.10	3.30
City of Subiaco	1.50	2.50
Town of Victoria Park	0.80	5.10
City of Vincent	1.00	4.50

Table 5 Comparable On-Street Parking Rates

This comparison underscores that the proposed structure is competitive and aligns with industry standards, ensuring benefits to residents, local businesses, and all-day parkers.

Residential Parking Permits

The City has years of experience issuing residential parking permits. If this option is approved by the Council, it is recommended that permits be issued to local residents at no cost while the subject area undergoes the parking changes.

Providing this service will mean that residents within the area will receive two hours of fee-free parking, but will not require a ticket each day. Ultimately, this means there is no change to the current parking restrictions in place for residents.

Visitor Parking Permits

Given the special use of the DFES office within the subject area, there may be future opportunities to explore annualised discounted parking rates for regular all-day parkers at Cockburn Central. However, due to the number of changes proposed in this report, it is recommended that this option be further reviewed after community consultation with residents and the first 12 months of Phase 2's operation.

Stakeholder Impact Assessment

As part of the conceptual development of Phase 3, the City evaluated and, in some cases, met with representatives of the stakeholders listed below to ensure any feedback could be considered during the concept development phase.

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This approach allowed for a more thorough and informed proposal before broader and more rigorous consultation, which will occur pending a Council decision.

Stakeholder	Feedback	Mitigation Actions
DFES	DFES provided no formal direct adverse feedback but noted that they would not want their staff to lose the option for 2 hours of free parking per day.	Based on this feedback, we will maintain the current two (2) hour free parking per day.
WA Police	WA Police provided no adverse feedback to the Phase 3 concept.	N/A
Cockburn Gateways	No formal meeting took place, however it is understood there is limited overflow to Cockburn Central during their peak busy periods.	N/A

Table 6 Summarised Stakeholder Feedback for Phase 3

State Operations Centre Attendees Dispensation

To assist with emergencies throughout the year, DFES activates the State Operations Centre periodically throughout the year. Due to the vastness of the State, this can occur at any time and may require up to 50 staff members to support emergency management.

During these times, it is recommended that a formalised arrangement be made with DFES to exempt key staff from the parking fees, ensuring that critical staff are not put at an unnecessary disadvantage.

However, any such arrangement will be included in the proposed community consultation outlined in this report before officers make a recommendation to the Council.

Financials – Income

Due to the anticipated use of the proposed all-day parking facility at 11 Legacy Way (Lot 104), the overall predicted use of the on-street provisions within Phase 3 is based on the estimate provided by WSP. This estimate is presented as a percentage of occupancy in Table 7 (below).

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The projected income costs were calculated based on 80% of users paying the full-day rate and 20% of users paying for four (4) hours, over 250 days per year.

Occupancy (%)	Bays Occupied	Daily Revenue $	Estimated Gross Annual Revenue $
100	143	2,300	590,000
90	128	2,100	530,000
80	114	1,800	470,000
70	100	1,600	410,000
60	85	1,400	350,000
50	71	1,200	290,000
40	56	900	230,000
30	42	700	170,000

Table 7 Projected Revenue Based on Occupancy Within Phase 3

Noting above figures have been rounded

Financials – Expenditure

To implement Phase 3, an initial investment for changing parking signs and installing several parking machines would be required. The table below provides a cost breakdown of the implementation costs associated with Phase 3.

Item	Total Costs $
Parking Signs	20,000
Ticket Machines	40,000
Advertisement	1,500
Contingency	4,500
Total Costs	65,000

Table 8 Projected Implementation Costs for Phase 3

Internal charges to manage this phase are estimated to be $ 60,000 per annum.

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Phase 4 – All Day On-Street Parking Facility (West of Midgegooroo Avenue)

Phase 4's area of focus is largely undeveloped at present and represents an opportunistic time to implement on-street paid parking facilities before significant growth occurs within the area.



Image 9 Area of Focus for Phase 4

Phase 4 would not change the existing off-street parking arrangements within the proposed all-day parking facility (Phase 1) or the off-street parking used by Cockburn ARC or the Department of Health facility.

Stakeholder Consultation

As part of this concept development, officers met with representatives from Cockburn ARC, the Fremantle Dockers Football Club, and the Department of Health. No stakeholders provided any adverse feedback regarding the concept of operation.

Implementation Timeframe

The area encompassed by Phase 4 is largely undeveloped and does not currently require paid parking to increase vehicle turnover. However, the area is still subject to the existing 2-hour limit on streets within this focus area, putting motorists at risk of receiving an infringement for parking longer than two hours.

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To avoid punitive action, it is recommended that Phases 3 and 4 be conducted simultaneously.

During construction, street parking restrictions or paid parking can be suspended by Council resolution, ensuring that the implementation of this parking provision will not impact further development if the appropriate approval by Council is sought.

Financials – Income

Due to the area being largely undeveloped and the potential cost savings for motorists parking at the proposed all-day parking facility (within Phase 1), there is limited income potential for this phase in the near future. In the best-case scenario, projected income in the current undeveloped state would be $20,000 per annum.

Financials – Expenditure

The cost of implementing Phase 4 is projected to be $30,000, and it is recommended to occur simultaneously with Phase 3. This expenditure would be required to install strategically located parking machines and change over the existing signage.

Implementing both phases together will ensure a cohesive approach and potentially reduce overall implementation costs by leveraging shared resources and labour.

Item	Total Costs $
Parking Signs	8,000
Ticket Machine (1)	20,000
Contingency	2,000
Total Costs	**30,000**

Table 9 Projected Implementation Costs for Phase 4

Strategic Plans/Policy Implications

Local Economy
A sustainable and diverse local economy that attracts increased investment and provides local employment.
• A City that is 'easy to do business with'.
• Thriving local commercial centres, local businesses and tourism industry.

Community, Lifestyle and Security
A vibrant healthy, safe, inclusive, and connected community.
• Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

City Growth and Moving Around
A growing City that is easy to move around and provides great places to live.
• An integrated, accessible and improved transport network.
• Cockburn Central as the capital of Perth's South Metro Region.

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Listening and Leading
A community focused, sustainable, accountable, and progressive organisation.
• Best practice Governance, partnerships and value for money.
• High quality and effective community engagement and customer service experiences.

Budget/Financial Implications

Forecast Financials

The complete budget for each phase is provided in this report. However, a forecasted summary is provided below, based on the following utilisation assumptions:

- Phase 1 (all-day parking facility) at 11 Legacy Way (Lot 104)) achieving 50% occupancy
- Phase 2 N/A
- Phase 3 (on-street parking east of Midgegooroo Avenue) achieving 60% occupancy
- Phase 4 (on-street parking west of Midgegooroo Avenue) achieving $20,000 per annum.

Phase	Establishment Cost (one-off) $	Annual Operating Costs $	Estimated Revenue $
Phase 1 all-day parking facility at 11 Legacy Way (Lot 104)	45,000	30,000	75,000
Phase 2 amended signs at Signal Terrace and Junction Boulevarde	5,000	15,000	N/A
Phase 3 on-street parking east of Midgegooroo Avenue	65,000	60,000	350,000
Phase 4 on-street parking west of Midgegooroo Avenue	30,000	15,000	20,000
Totals	**145,000**	**120,000**	**445,000**

Table 10 Projected Revenue and Operating Costs

Community Consultation Financials

The officer's recommendation includes pre-implementation community consultation for Phases 3 and 4.

This consultation will be undertaken using internal staffing resources and will require approximately $3,000 for a minor advertisement campaign, which will be covered by an existing budget allocation.

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Legal Implications

There are several legal considerations that Council should be informed of prior to making their decision. An outline of relevant legal implications is listed below:

1. **Creation of a Metered Parking Area:** Pursuant to clause 55 of the City's Parking and Parking Facilities Local Law 2007, Council may, by resolution, create a metered parking area.
2. **Prescribing Fee Amounts:** Council may, in accordance with clause 56 of the City's Parking and Parking Facilities Local Law 2007, prescribe the fee amount payable for any such zone within its district.
3. **Changes to Regulatory Signs:** Per clause 8 of the City's Parking and Parking Facilities Local Law 2007, any changes to regulatory signs require a Council resolution.

These legal provisions ensure that the Council has the authority to implement the proposed changes and proposed fees.

Community Consultation

Initial stakeholder consultation was undertaken during this report's conceptual development of the proposed phases. Salient feedback from this initial consultation is provided within the report.

Due to the potential perception of community impact from implementing these parking changes and noting that no community consultation on this item has been done to date, it is recommended that community consultation be undertaken with residents of Cockburn Central prior to the implementation of Phases 1, 3 and 4.

The purpose of the community consultation will be to ensure that the proposed concepts within this report consider the:

Reliance on on-street parking by residents

- Community appetite to provide an ad-hoc dispensation to DFES's State Operations Centre requirements
- Local community support for residential and visitor parking permits

This proposed consultation will help ensure that the proposed changes are well-informed and considerate of the needs and preferences of the local community.

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Risk Management Implications

Implementing paid parking can raise community concerns if the arrangements are not thoroughly thought through. Below is a summary of possible risks related to each phase proposed within the report.

Phase 1

Risk: Given its limited community use, users of Cockburn ARC will feel the most impacted.

Mitigation: The wider reputational risk will be mitigated by ensuring the hours of operation are outside those of early morning and evening users of Cockburn ARC.

Additionally, the City's officers are working on a separate item to increase the number of ACROD bays along Veterans Parade. This separate item will be presented to the Council in due course.

Phase 2

Risk: Changes to the parking regulations within this area of interest will increase parking availability for local shop owners. The reputational risk may be minor, primarily affecting motorists who currently move their cars around to avoid parking infringements.

Mitigation: The changes are designed to benefit local businesses, which should minimise any negative perceptions.

Phases 3 and 4

Risk: These parts of the parking review represent the most contentious elements of the plan.

Mitigation: Local community consultation is highly recommended to ensure the Council fully understands the community's sentiments before making a decision to implement these phases. Using the IAP2 Public Participation Spectrum, the consultation should use the 'consult' level to ensure adequate community feedback is gained before Council considers implementing these phases.

Advice to Proponent(s)/Submitters

N/A

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

Nil

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21. Confidential Business

Audit Risk and Compliance Committee Meeting – 21 May 2024

21.1 Internal Review of Procurement Services - Malabar BMX Contract C100950, RFT03/2023

This report and its attachments are **CONFIDENTIAL** in accordance with Section 5.23(2) (c) of the *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:

(c) a contract entered into, or which may be entered into, by the local government and which relates to a matter to be discussed at the meeting.

22. 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.

23. Closure of Meeting

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